



COLORADO
Air Pollution Control Division
Department of Public Health & Environment

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

**December 2023 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, January 4, 2024**

Air Pollution Control Division (Division) Updates:

- The Division is hosting a [Greenhouse Gas \(GHG\) Verification Intensity Protocol](#) public meeting on Wednesday, January 10, 2024, 1-2:30 p.m. The virtual event will include a Division presentation on the final intensity verification protocol, a question and answer session, and opportunity for public comment. [Register to join the January 10 meeting.](#)
- Please join us to learn about plans to reduce greenhouse gas emissions from the oil and gas industry's midstream facilities on Thursday, January 18, 2024, 10-11:30 a.m. This community session is intended to help the community understand the greenhouse gas reduction planning underway and provide feedback. All Coloradoans are welcome to participate. [Register to join the January 18 meeting.](#)
- Between November 2023 and May 2024, the Division is hosting a monthly technical subject matter expert panel focused on developing air monitoring guidance for pollution sources. This work will advance implementation of the Disproportionately Impacted Community Permitting Rule adopted in May 2023. These monthly meetings are open to the public and include an opportunity for public comment. For more information about meeting dates and how to register, please visit the panel's [webpage](#).

Air Quality Control Commission (Commission) Updates:

December 12-15, 2023 Commission Meeting

- The Commission adopted a new plan to reduce ozone pollution. The plan contains new protections for communities that are cumulatively impacted by pollution. These are communities that are overburdened by the impacts of environmental health risks. Reducing ozone pollution is one of the state's top priorities because it can cause health impacts. The new State Implementation Plan will help Colorado achieve federal standards for ozone pollution. The commission also adopted innovative measures to curb air pollution emissions from the oil and gas sector. The commission also unanimously agreed to reduce air pollution from gas-powered lawn and garden equipment. The Commission is expected to formally adopt the rule in February 2024. [See the press release for additional information.](#)

January 2024 Commission Meeting

- The Commission does not plan to meet this month.





Date: January 9, 2024

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

Overview of the Air Quality Control Commission's December 2023 Actions

The Air Quality Control Commission (AQCC) adopted the **Severe Ozone State Implementation Plan** which was created by the Regional Air Quality Council in partnership with the Air Pollution Control Division. The Plan outlines how the state will come into compliance with the 2008 federal health standard for ozone and elucidates all the air pollution regulatory programs operational in Colorado. The AQCC-adopted Severe Ozone SIP will now undergo legislative review and be submitted to the EPA in the early 2024.



AQCC approval of 75 ppb Severe Ozone SIP

4 revised Chapters and the revised Executive Summary were considered:

- *the AQCC approved the [Severe SIP](#) containing the 5 documents below*
- *these were endorsed by the RAQC Board on August 4th & October 6th.*
 - [Chapter 3: Revised Milestone Year Inventory](#)
 - [Chapter 4: Attainment Year Inventory and Reasonable Further Progress Demonstration](#)
 - [Chapter 5: Attainment Demonstration and Weight of Evidence Analysis](#)
 - [Chapter 11: Motor Vehicle Emissions Budgets and Transportation Control](#)
 - [Severe SIP Executive Summary \(replaced December 16, 2022 document approved by AQCC\)](#)

10 Technical Support Documents were also approved in support of the SIP:

- [TSD Table of Contents](#)

The AQCC approved **new requirements for oil and gas companies to reduce the intensity of their emissions of nitrogen oxides as well as emission control requirements for small engines used in many industrial operations.** These regulations are not intended to become part of the State's ozone SIP at this time but could be included in a future SIP submittal.



Regulations 7 and 26 for Oil and Gas Operations

- **Operators must reduce emissions during the summer months when ozone pollution is highest.**
 - **This applies to drilling and pre-production operations in the parts of Colorado that do not meet federal ozone pollution standards.**
 - **These operations include hydraulic fracturing, which is also called fracking. Colorado is one of the first states to have this kind of rule.**
- **Operators must reduce overall nitrogen oxide emissions over time.**
- **Operators must reduce emissions from stationary engines statewide.**
 - **This includes engines for large equipment that operators park at oil and gas sites while they're drilling.**

The AQCC tentatively approved a **hybrid approach for reducing gas-powered lawn and garden equipment emissions**. A formal decision was postponed until their February meeting when they will review and consider the final language that reflects this tentative decision.



Regulation 29

The AQCC tentatively approved a hybrid approach for reducing gas-powered lawn and garden equipment emissions.

- Restrictions on public agencies' (state, local, and federal governments, including higher education, school districts and special districts) and their contractors' use of gas-powered equipment during the hot summer months, which is the peak ozone-forming season.
- The requirements would likely come into effect in 2025 (which is earlier than the original APCD proposal but aligns with RAQC's).
- Those restrictions would likely be statewide for the state but only include local government within the nonattainment area.
- Significant exemptions for the continued use of gas-powered equipment by first responders and land managers, and for storm clean-up.



Regulation 29

- The proposal is likely not to include:
 - Restrictions on the sale of small gas-powered lawn and garden equipment, which the RAQC supported to gradually phase out gas-powered residential equipment as it needed to be replaced.
 - Restrictions on the use of this same equipment by private operators involved in landscaping activities in neighborhoods, office parks and other private properties.
- The proposal will not include restrictions on residents' use of currently owned gas-powered equipment, which were never included in either proposal and neither entity had any plans to restrict.
- A formal decision is planned for their February meeting when AQCC will review and consider the final language that reflects this tentative decision.



North Front Range
Metropolitan
Planning
Organization

2023 Annual Report





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LETTER FROM THE CHAIR

To the North Front Range Metropolitan Planning Organization communities and residents:



Scott James
2023 Planning Council Chair

The [North Front Range Metropolitan Planning Organization \(NFRMPO\) staff](#); the [Technical Advisory Committee \(TAC\)](#), consisting primarily of engineers and planning staff from local member agencies; and the [Planning Council](#), which is comprised of elected officials from each of the NFRMPO members, had another very productive year. With assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council during 2023, the NFRMPO completed:

- An annual audit with an unqualified opinion;
- Approved the FY2024-2025 Unified Planning Work Program (UPWP) and FY2024 Budget;
- Approved the 2023 Congestion Management Process (CMP);
- Adopted new four-year Federal Performance Measures for PM2: Pavement and Bridge Performance and PM3: System Performance;
- Continued and expanded the NFRMPO's annual summer outreach in-person;
- Approved the [2050 Regional Transportation Plan \(RTP\)](#);
- Approved the [FY2024-2027 Transportation Improvement Program \(TIP\)](#);
- Approved the positive conformity determination for both the [2050 RTP](#) and the [FY2024-2027 TIP](#);
- Approved the NFRMPO's Greenhouse Gas (GHG) Transportation Report for the [2050 RTP](#) and [FY2024-2027 TIP](#) to comply with the Colorado Transportation Commission's GHG Planning Standard;
- Continued progress on the roll out of RideNoCo, a central resource and information hub to discover transportation options in the region as well as developing cross platform communication to ride providers;
- Selected a consultant to lead the creation of the region's first Transportation Management Organization (TMO on US 34); and
- Continued to work cooperatively to ensure the funding for North I-25 Segments 7 & 8 (SH14 to SH402), Segment 6 (SH402 to SH56) and Segment 5 (SH 56 to SH 66) was in place and the projects could remain on schedule, with the ribbon cutting held on December 7, 2023.

These accomplishments continue to keep the NFRMPO eligible to spend federal funding. These documents are explained more fully in this Annual Report and are available on the NFRMPO website at nfrmpo.org.

The VanGo™ Vanpool Program continued providing safe, reliable, and economical transportation for commuters along the North Front Range and at the close of 2023, operated 20 vehicles, 14 of which were hybrid. An additional nine vehicles were available for use as back-ups or for new route start-ups.

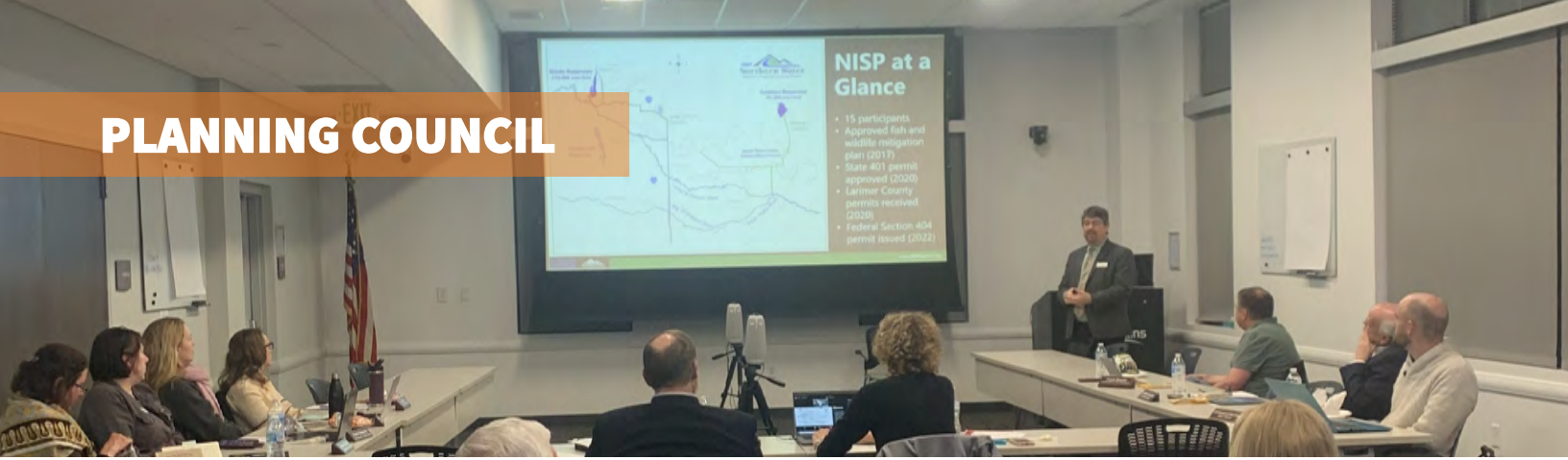
To support and foster regional cooperation, the local communities rotate hosting the Planning Council meetings and dinners, with a virtual option being offered as well. The NFRMPO has also continued to support the I-25, US34, and US85 Coalitions; which has led to increased and continued cooperation and regionalism.

It has been my honor and pleasure to serve as the NFRMPO Planning Council Chair during this challenging, yet productive year, and I sincerely thank you for the opportunity.

Scott K. James
Scott K. James (Dec 22, 2023 05:58 MST)

Commissioner Scott James
2023 Planning Council Chair

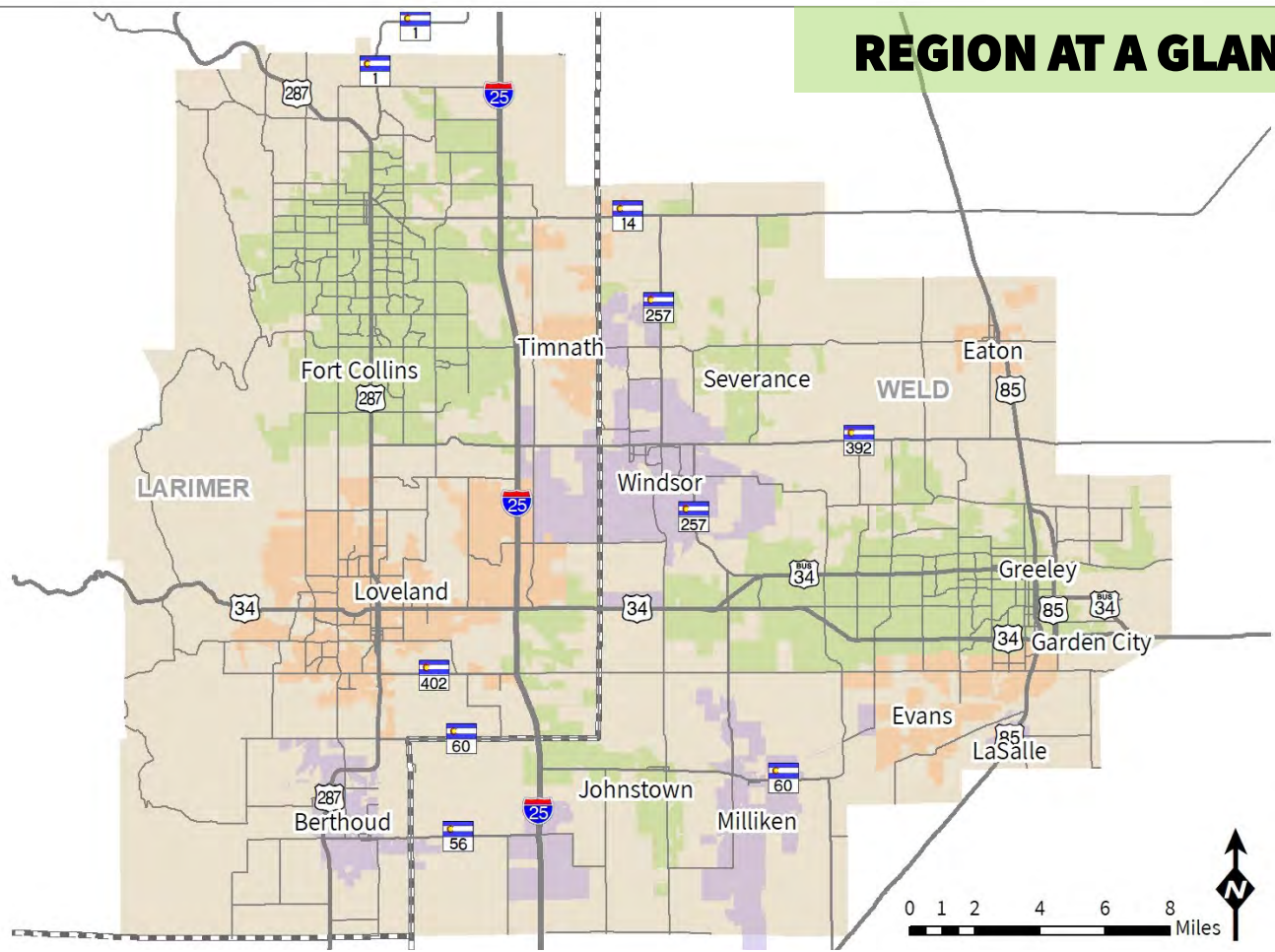
PLANNING COUNCIL



The North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) meets the first Thursday evening of each month. The Planning Council is made up of elected officials and representatives from local communities and state agencies. Several NFRMPO Planning Council members also represent the NFRMPO on other state and regional committees, coalitions, and commissions, including the Colorado Transportation Commission (TC), Statewide Transportation Advisory Committee (STAC), Front Range Rail District Board (FRPR), and the Non-Attainment Area Pollution Mitigation Enterprise (NAAPME).

Chair	Commissioner Scott James	Weld County
Vice Chair	Councilmember Jon Mallo	Loveland
Past Chair	Mayor Will Karspeck	Berthoud
	Mayor Pro Tem Liz Heid	Eaton
	Mayor Mark Clark	Evans
	Councilmember Tricia Canonico	Fort Collins
	Mayor Fil Archuleta	Garden City
	Councilmember Johnny Olson	Greeley
	Mayor Troy Mellon	Johnstown
	Commissioner Kristin Stephens	Larimer County
	Trustee Paula Cochran	LaSalle
	Trustee Dan Dean	Milliken
	Councilmember Frank Baszler	Severance
	Councilmember Lisa Laake	Timnath
	Mayor Paul Rennemeyer	Windsor
	Commissioner Kathleen Bracke	Transportation Commission
	Jessica Ferko	CDPHE-Air Pollution Control Division

REGION AT A GLANCE



POPULATION



549,237
Residents



+ 1.8% + 9,679
Population change (2021-2022)

FASTEST GROWING COMMUNITIES

+ 10.3%
Windsor

+ 9.0%
Severance

+ 8.6%
Timnath

COMMUTING



73.3%

Drive Alone



11.8%

Work from Home



8.5%

Carpool



5.4%

Bike & Ped



1.0%

Transit

LARGEST EMPLOYERS



UCHealth
Banner Health



JBS Swift



Vestas

REGIONAL TRANSPORTATION PLAN

The NFRMPO adopted the 2050 Regional Transportation Plan (RTP) in September. The culmination of two years of hard work by staff, community members, and stakeholders, the 2050 RTP sets the goals, objectives, and priorities to improve mobility in Northern Colorado over the next two-and-a-half decades. Some highlights from the 2050 RTP include:

- \$6.5B toward roadway operations and maintenance
- \$787.9M toward intersection improvements
- \$435.4M to Regional Active Transportation Corridors (RATCs)
- \$3.4B to transit operations, maintenance, and expansion
- \$4.3B to capacity projects, including multimodal improvements
- \$91M to greenhouse gas reducing strategies



Land Use and Travel Demand Models Updates

The NFRMPO worked with local communities and stakeholders to improve the Regional Travel Demand Model (RTDM) and the Land Use Allocation Model (LUAM) to analyze scenarios used in the 2050 RTP. These scenarios include:

- No Build
- High Density
- Fiscally Unconstrained
- Fiscally Constrained

Communities and consultants can use these updated model data in their studies and reports.

Congestion Management Process (CMP)

The NFRMPO addresses congestion through a systematic and strategic process documented in the Congestion Management Process (CMP). The CMP includes congestion reduction goals, objectives, performance measures, targets, and strategies.

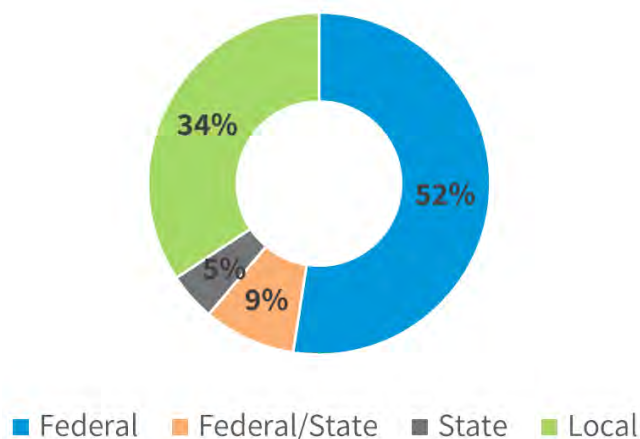
Overall, the strategies are organized based on their impact to transportation demand or supply. Higher level recommendations include a Single Occupancy Vehicle (SOV) Analysis Worksheet in the NFRMPO Call for Projects to ensure more multimodal investments in the region.

Story Maps and Interactive Maps

Throughout the 2050 RTP development process, NFRMPO staff kept in mind the question “so what?” Transportation can be jargony, complex, and intimidating. To make it easier, the NFRMPO created interactive maps and Story Maps using ArcGIS Online. These maps will be repurposed to an interactive Executive Summary, providing high level overviews of each part of the 2050 RTP.

TRANSPORTATION IMPROVEMENT PROGRAM

Percentage of FY2024-2027 TIP Funding by Funding Type



NFRMPO FY2024-2027 TIP Approved by State and FHWA

On September 7, 2023 the NFRMPO Planning Council approved the Fiscal Years (FY) 2024-2027 Transportation Improvement Program (TIP) and related conformity determination. The TIP became effective upon approval by Governor Polis and the Federal Highway Administration (FHWA) and was incorporated into the Statewide TIP.

The TIP identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant. The FY2024-2027 TIP includes approximately \$620.5M in federal, state, and local funds. The chart (to the left, below) shows the percentage of funding programmed in the FY2024-2027 TIP by funding type.

To learn more about the TIP and to see details about the projects programmed in the TIP, view the [TIP Story Map](#) and the [TIP webpage](#).

NFRMPO FINANCES

The NFRMPO is predominantly grant funded with local funds used as match, through federal and state programs like:

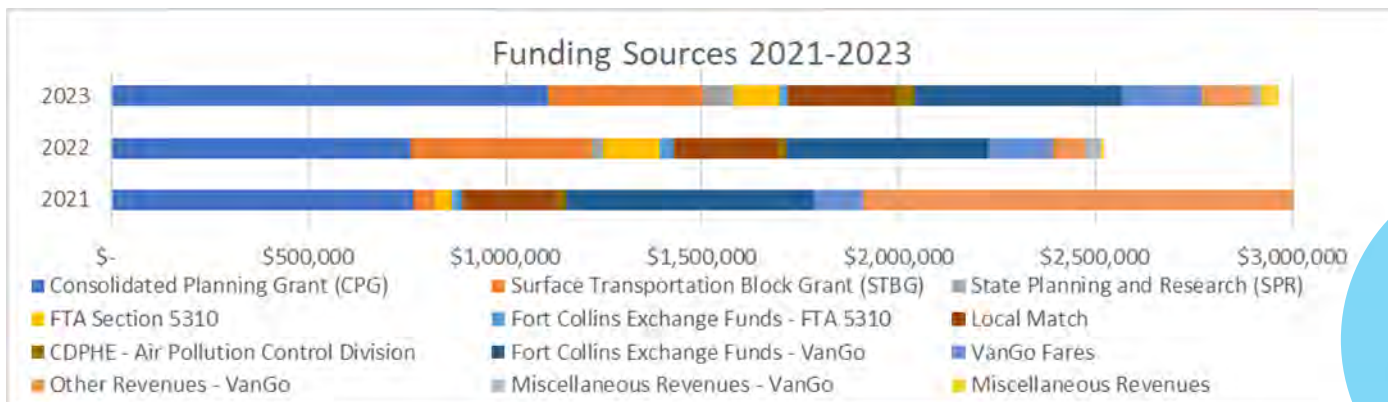
- [Consolidated Planning Grant](#)
- [Surface Transportation Block Grant](#)
- [FTA Section 5310](#)
- [State Planning and Research](#)

The VanGo™ program is funded through fares, vehicle sales, and funding agreements with local communities.

Expenditures by Program 2021-2023



Funding Sources 2021-2023



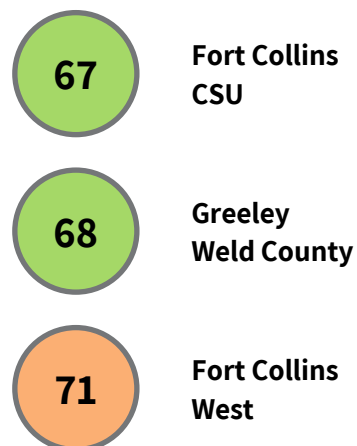
AIR QUALITY

2023 Ozone Season

Ozone levels exceeded health-based federal standards on 27 days in 2023 in the nine-county Denver Metro/North Front Range (DM/NFR) ozone nonattainment area, an improvement over 2022 when 33 days exceeded the standards. There were 38 [Ozone Action Alert Days](#). The NFRMPO continues to partner with the RAQC and APCD on outreach and strategy development to control ozone.

The fourth highest value at the three State monitors in the NFRMPO region are shown to the right. Fort Collins—CSU and Greeley—Weld County remained under both the 70 and 75 ppb federal standards, while Fort Collins West was slightly above the 70 ppb standard.

4th Max Value (2023)



Conformity Determination for the FY2024-2027 TIP and 2050 RTP

Regional air quality significant projects must be analyzed for their impacts on the region's air quality. Using the NFRMPO's Regional Travel Demand Model (RTDM), outputs like vehicle speeds and vehicle miles traveled (VMT) are submitted to the Colorado Department of Public Health and Environment (CDPHE) for analysis using the EPA's Motor Vehicle Emissions Simulator (MOVES) model. The NFRMPO must ensure emissions remain below the Motor Vehicle Emissions Budgets (MVEBs).

For both the 2024-2027 TIP and the 2050 RTP, the NFRMPO achieved conformity. Planning Council approved the Conformity Determination at their September 2023 meeting, which was submitted to federal partners.



GHG Transportation Report

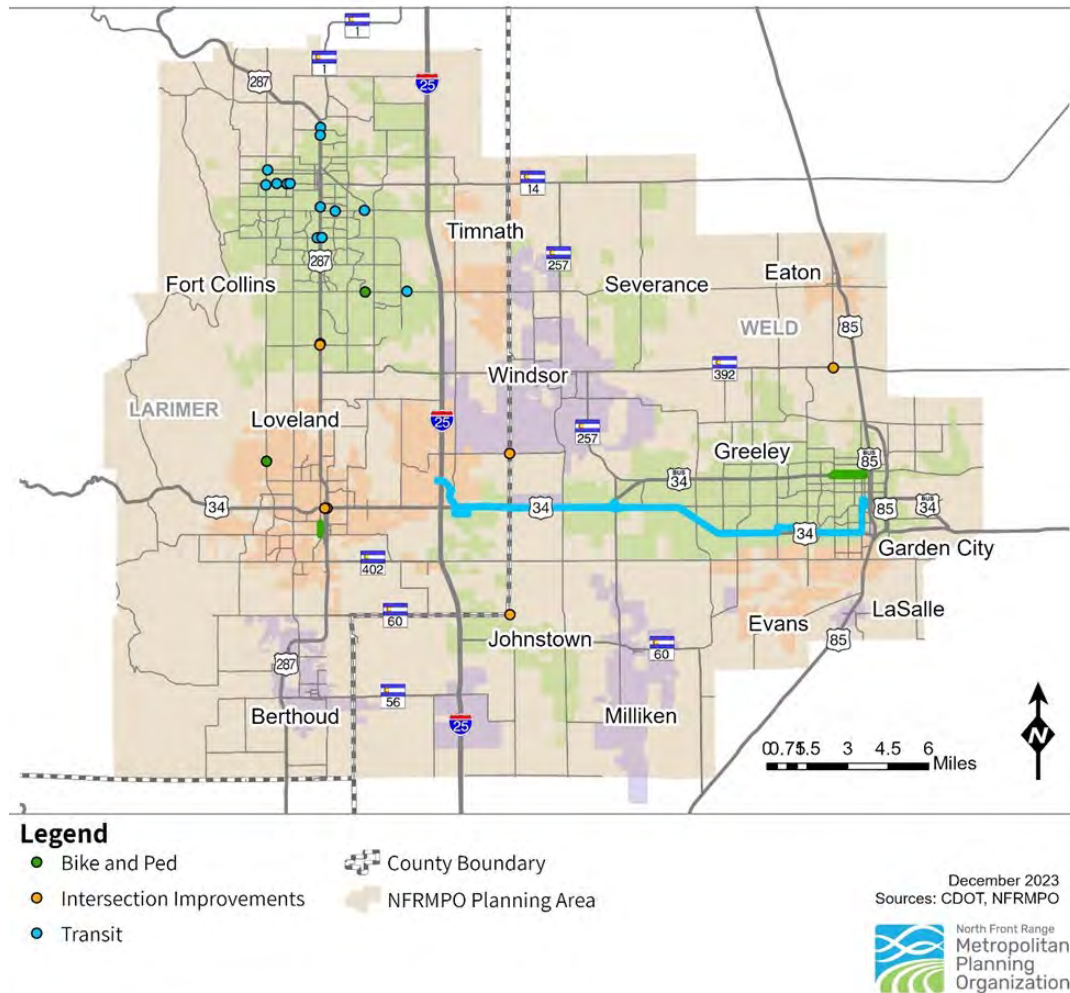


As part of the 2050 RTP, the NFRMPO completed a Greenhouse Gas (GHG) Transportation Report in compliance with the GHG Planning Standard. Using the four strategies initially developed for the 2045 RTP 2022 Update, the NFRMPO can achieve GHG emissions reductions at levels meeting or exceeding those required in the future compliance years as compared with the 2045 RTP adopted in 2019. The 2045 RTP 2022 Update includes additional investments in transit, transportation demand management (TDM), operations, and active (i.e. bicycle and pedestrian) transportation to achieve the required GHG reductions. The strategies were better integrated into the overall planning process as compared to the 2022 Update.

CALL FOR PROJECTS

The NFRMPO 2023 Call for Projects was open between August 4 and October 6, 2023. The 2023 Call for Projects was held to award approximately \$22.4M in federal funding for fiscal years 2026 and 2027. The NFRMPO Technical Advisory Committee (TAC) recommended fully funding 11 requests, partially funding one request, and waitlisting 12 requests. The map shows the locations and types of projects recommended for funding.

The NFRMPO Planning Council is scheduled to approve the funding recommendation for the 2023 Call for Projects at their meeting on January 11, 2024. More information about the 2023 Call for Projects process and the funding projects can be found at nfrmpo.org/call-for-projects.



2023 Call for Projects Funding by Source



FUNDING SOURCE GUIDE:

Surface Transportation Block Grant (STBG)

Highway/roadway, bridge, transit, and bicycle and pedestrian infrastructure

Congestion Mitigation and Air Quality (CMAQ)

Projects demonstrating an emissions reduction benefit

Carbon Reduction Program (CRP)

Projects that reduce [greenhouse gas emissions](#) from transportation sources

Transportation Alternatives (TA)

On- and off-road pedestrian and bicycle facilities

I-25 RIBBON CUTTING

On December 7, 2023, a ribbon cutting ceremony was held at the new Centerra Mobility Hub in Loveland. Speakers at the ceremony included Governor Jared Polis, CDOT Executive Director Shoshana Lew, Larimer County Commissioner and NFRMPO Councilmember Kristin Stephens, and Weld County Commissioner and NFRMPO Planning Council Chair Scott James. Speakers highlighted the partnerships and collaboration which made the project possible, and the benefits of the project to those who live, work, and travel through the region. The express lanes between Berthoud and Fort Collins opened for testing on December 15. The mobility hubs are anticipated to be open to service for Bustang in Spring 2024.



40 miles
New Express Lanes



5
Interchange
Rebuilds



35
Reconstructed
Bridges



2
New Mobility



2019—2024
Length of Time



Top left: Governor Jared Polis offers remarks about the impact of I-25 on Northern Colorado

Top right: new signage at the Centerra Mobility Hub, including COLT and Bustang

Bottom right: Members of the NFRMPO Planning Council posing with Executive Director Mallette

MOBILITY

RideNoCo Website & Trip Scheduling

In 2023, progress was made on the third phase of the rollout of RideNoCo: a trip scheduling coordination project in partnership with regional volunteer transportation providers and their scheduling systems utilizing the Transactional Data Specification (TDS). The TDS technology will allow seamless communication between RideNoCo and volunteer providers such as SAINT, Rural Alternative for Transportation (RAFT), and 60+ Ride of Weld County when the project launches in the second quarter of 2024. When complete, RideNoCo will be able to assist with the intake process for potential clients of volunteer transportation providers, and providers will be able to share clients and trips amongst each other, enhancing coordination and improving service in the region.



Technical Assistance

The NFRMPO's Mobility Program continues to provide FTA \$5310 Mobility Management funds to support the transportation services Envision and 60+ Ride, provide for older adults and people with intellectual and developmental disabilities.



6

Travel Trainings

Mobility Committees

2023 was officially the first year the Weld County Mobility Committee and Larimer County Mobility Committee met quarterly as the Northern Colorado Mobility Committee. The new format will move into 2024 to coordinate outreach, share updates in services, brainstorm solutions to challenges, and enhance coordination of the transportation system across the region.



46

Community
Presentations

215

2023 Mobility
Committee
Attendance

Outreach

The Mobility Program has also facilitated six Travel Trainings with Health and Human Service providers in Larimer and Weld Counties and 46 presentations about RideNoCo. In 2024, an Outreach Plan will be created to combine the efforts of the 2021 Coordinated Public Transit/Human Services Transportation Plan, Mobility Action Plan, Transportation Demand Management Action Plan, and other local initiatives to build relationships with the community, reduce community engagement fatigue, and enhance education and service coordination in the region.



TRANSPORTATION DEMAND MANAGEMENT

The Planning Council adopted the [TDM Action Plan](#) in December 2022, which recommended taking certain actions to implement Transportation Demand Management in the region. Throughout 2023, NFRMPO staff have worked on various strategies to develop more regional support for TDM efforts.



The **US34 Transportation Management Organization (TMO)** will be the first TMO in Northern Colorado. In partnership with the US34 Coalition, which is made up of elected officials interested in implementing the US34 Planning and Environmental Linkage Study, the US34 TMO will work with stakeholders between Estes Park and Kersey to increase multimodal transportation options, develop and improve capacity for stakeholder outreach and engagement, and work to improve the efficiency of the regional transportation system.



NFRMPO staff applied for and received a **TMO Seed Grant** from CDOT's Office of Innovative Mobility to support the US34 TMO. Local communities will provide local match for this grant, which will be administered by the NFRMPO. These funds will support the administrative functions of the US34 TMO.



The NFRMPO Planning Council committed to setting aside \$100,000 per year in **Carbon Reduction Program (CRP)** funds to support new and existing TMOs in Northern Colorado between 2024 and 2027. The Planning Council has recommended supporting the US34 TMO in its infancy, but the NFRMPO will create criteria and frameworks for new TMOs in the future.



Between June and August 2023, 138 people participated in the **Shift Your Ride Summer Challenge**, logging nearly 11,000 vehicle miles reduced, 1,000 fewer trips, and 4.5 tons of pollution reduced.

TRANSIT



Using Multimodal Transportation and Mitigation Options Funds (MMOF) set aside by the Planning Council, the NFRMPO kicked off Phase II of LinkNoCo in December. Phase II will evaluate operating scenarios and capital improvements to help create an efficient, useful, and beneficial transit corridor on US34. HDR has been hired as the consultant, continuing the work they did as part of Phase I. The work is expected to be completed in late 2024.

More information about the project is available at nfrmpo.org/transit/linknoco.

RIDENOCO

RideNoCo Calls

The RideNoCo Call Center has seen significant increases in 2023 for calls taken, presentations, website clicks, and materials distributed. Calls are taken in English and Spanish, with over-the-phone interpretation available in over 120 languages.

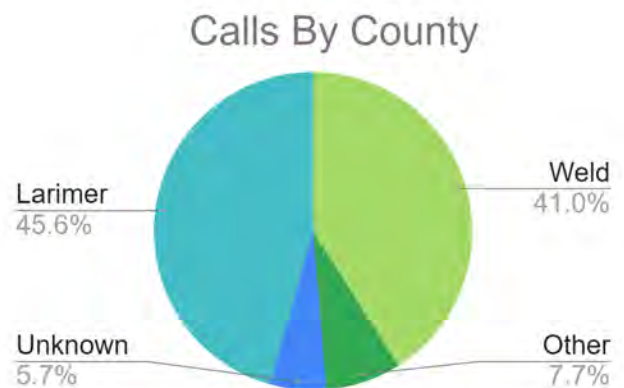


Some of the gaps we heard about this year include:

- Transportation between Larimer and Weld County, and Fort Collins and Loveland
- Transportation from Larimer and Weld counties to the Denver Metro Area for specialty appointments
- Inability to schedule a ride in time given long intake periods to sign up for services
- Needing rides outside of providers' hours (after 4pm)
- Inability to get a ride due to lack of Transportation Provider availability caused by scheduling issues, lack of drivers, and lack of vehicles

261
Calls & Emails

3,835
Website
Visits



VANGO™

The VanGo™ program, surviving the pandemic that took many smaller vanpool programs from the roads, remained stable in 2023, adding riders and a new route. The stability, considering increased work-from-home opportunities and many vanpoolers retiring, exemplifies the dedication of the VanGo™ staff, the strong family that makes up our participants and aids in referring new riders, and the continued support of the NFRMPO, in ensuring the long-term viability of the program.

Shane Armstrong, Operations and Fleet Manager, completed training and received certification (NAFA CAFM-- Certified Automotive Fleet Manager--the gold standard certification for people working with any fleet) further strengthening the backbone of the program and ensuring all capital investments are being managed to their maximum potential.

The program continued its resolve to decrease SOV and reduce greenhouse gases along the Colorado Front Range. And, while supply chain issues have slowed our ability to procure vehicles, we were able to add three more hybrid vans to our fleet. These additions bring our active, on the road fleet, to 70 percent hybrid, with a hope the supply chain issues will ease some in 2024 allowing us to move that percentage to 100.

ACTIVE TRANSPORTATION AND WALK AUDITS

NoCo Bike & Ped Collaborative

The NoCo Bike & Ped Collaborative met monthly throughout the year to discuss ways to improve the regional bicycle and pedestrian network. The group discussed a variety of topics including the Regional Travel Demand Model and Active Transportation, the City of Fort Collins' E-Bike and E-Scooter program, the [2050 RTP](#), the 2023 Call for Projects, the Colorado Energy Office's E-Bike Rebate Program, Regional Active Transportation Corridor (RATC) Visioning, the 2025 Active Transportation Plan (ATP), and scoring the Transportation Alternatives (TA) program funds. The group continued to track the progress of the construction of the RATCs in 2024.

Safe Routes to School Subcommittee

The Safe Routes to School Subcommittee is a subcommittee of NoCo Bike & Ped Collaborative whose main goal is to develop a regional Safe Routes to School program. The Safe Routes to School Subcommittee met periodically to develop a survey that went out to key stakeholders, including school administrators, teachers, city/town planners and engineers, and city/town managers. This survey concluded that a lack of resources, staff capacity, and funding are the biggest barriers to implementing Safe Routes to School programs, and there needs to be more education surrounding the program. The Safe Routes to School subcommittee will continue to develop a regional Safe Routes to School program in 2024 and will begin to meet monthly beginning in January 2024.

Walk Audits

In 2023, NFRMPO staff participated in two audit along with various community members and partner agencies. Participants used the NFRMPO's [Bike & Ped Safety Report Tool](#) to gather data and report out on recommendations from the audit.

Poudre River Trail Walk Audit

On August 9th, 2023, NoCo Bike & Ped Collaborative conducted a walk audit along sections of the Poudre River Trail in the Town of Timnath. Participants split into two groups to assess walkability and wayfinding along the Poudre River Trail in Timnath. Each group walked the entirety of the route. One group started the audit on the southside of Harmony Road while the other group started on the northside of Harmony Road. To view a summary and recommendations from the audit, view the [Poudre River Trail Walk Audit Story Map](#).

Eaton Walk Audit

NoCo Bike & Ped Collaborative led a Walk Audit through the Town of Eaton on September 14th, 2023. Participants walked the one-mile loop, discussing sidewalk improvements, wayfinding opportunities, pedestrian amenities, and safe crossings of Collins Street. For more information on the audit, including photos and recommendations, view the [Eaton Walk Audit Story Map](#).

COMMUNITY ENGAGEMENT

Throughout 2023, NFRMPO staff attended events at various locations across the region as outreach for the 2050 RTP, RideNoCo, air quality, and general agency outreach. In addition to in-person outreach, and as an implementation of the 2022 Public Involvement Plan, the NFRMPO increased the agency's online outreach through social media, newsletters, and the NFRMPO website. The most discussed topics during community engagement efforts in 2023 were the 2050 RTP, regional transit and trails, safety, and the RideNoCo program.



12

RTP Specific
Events



20

General Outreach
Events



15

RideNoCo Events



>3,970

Community
Member
Interactions



30

Outside Partner
Presentation



2,092

On the Move
Newsletters



407

Mobility
Newsletter Sends



1,947

Special
Newsletter Sends



50%

Newsletter
Average Open



100

New Social Media
Followers



Contact Us



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Fort Collins, CO 80521



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(800) 332-0950



vango@nfrmpo.org

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rideno.co

✈ CAUTION! ✈


STEPS MAY BE SLIPPERY
USE HANDRAILS

WATCH YOUR STEP

✈ CAUTION! ✈

STEPS MAY BE SLIPPERY
USE HANDRAILS

WATCH YOUR STEP



Front Range Passenger Rail

NFRMPO Conversation

January 11, 2024

FRPR FRONT RANGE
PASSENGER RAIL

1

Agenda

- 1) Introductions
- 2) Service Development Plan
- 3) Coordination with Major Markets
- 4) District Activities
- 5) Discussion

2

What is Front Range Passenger Rail?

- **New intercity train service.**
- **Initial service:** Pueblo through Denver and north to Fort Collins, with stops along the way.
- **Long-term vision:** connecting to New Mexico and Wyoming.
- **Using existing tracks** shared with freight railroads to minimize costs and accelerate the service start date.



3

Service Development Plan



CDOT managing FRA grant in partnership with District



Pueblo to Fort Collins



Began Late 2022 and Concludes Late 2024

The SDP process defines:

- Route
- Station Markets
- Service Frequency
- Infrastructure Improvements
- Fare Structure
- Technology
- Costs and Financing Plan
- Implementation Plan for Initial Service

4

Preliminary SDP Findings

Route

- BNSF Front Range subdivision is the most viable route to introduce service based on:
 - Market Analysis
 - Connectivity & Multimodal Benefits
 - Legislative Intent & Past Planning
 - Rail Infrastructure
 - Route Length & Geometry

Ridership

- FRPR is a viable service when benchmarked against similar services
- Travel times can be competitive with other modes

Infrastructure Improvements

- Some investments will be needed to facilitate faster travel times and preserve existing freight rail operations.

5

Analyses Underway



Station Area Outreach and Analysis



Revenue and Ridership



Host Railroad Negotiations /
Operational Analysis



Environmental Context

6

Primary Markets

- **Market areas:** Nine major market areas translates to 9 primary stations.
- **Spacing:** At least 10 miles between stations.
- **Initial service:** Serve primary markets with ability to expand to secondary markets, increase service options over time.
- **Outreach:** Meetings with Fort Collins, Larimer County, and Loveland staff in November. Working through their feedback and developing toolbox to advance station siting.



7

Next Steps

Alternatives Analysis (Spring/Summer 2024)

- Railroad Negotiations - Operational Analysis
- Cost Estimating
- Financial Modeling
- Identifying Pipeline of Projects

Publish SDP Results (End of 2024)

8

2024 District Priorities (I)

- **Increasing capacity** through additional internal staff and consultants.
- **Completing robust financial modeling** to develop a funding/financing plan to implement and the project and operate service.
- **Collaborating with core group of stakeholders** to inform a decision around ballot language and timing.
- **Coordinating with a partners to meet Service Development Plan milestones** and **advance efficient environmental review** process.



9

2024 District Priorities (II)

- **Advancing station planning efforts in primary markets.**
- **Implementing coordinated communications** efforts to build a brand and identity, educate the public, and solicit input regarding FRPR.
- **Building coalitions** of support for passenger rail/FRPRD throughout the state.
- **Engaging the State Legislature** around a FRPR District Administrative Clean-Up bill and rail/transportation policy discussions.
- Pursuing **federal funding** opportunities.



10



Discussion



COLORADO

Housing Proposals Overview

Governor's Office, DOLA, CDOT, CEO



COLORADO

Governor's Budget Requests

\$136.7M housing package that leverages existing dollars and tax credits to increase housing supply and deliver more housing throughout the state:

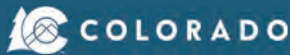
- \$65M to create new housing near transit
- \$18M to help communities and local governments build more Accessory Dwelling Units (ADUs)
- \$16M in Space to Create tax credits for new housing units, placemaking, and revitalization projects for the creative sector



COLORADO

Governor's Budget Requests

- \$10M for technical assistance: planning and assessments to align housing needs and goals at the local and regional levels
- \$5M for adaptive reuse, \$5M for historic preservation adaptive reuse
- Short Term Rental Tax Fairness Proposal for Homeowners and Local Governments



Legislative Focus Areas in 2024

1. Strategic Growth bill
2. Accessory Dwelling Units and Financing bill
3. Transit Oriented Communities bill



Goals for the session

- **Recognizing the intersections between issue areas is key:**
 - affordable housing
 - equity and displacement
 - transit and transportation
 - clean water and air
 - greenhouse gas emissions
 - natural and working lands
 - infrastructure
 - interagency collaboration

Process:

- Transparent and collaborative



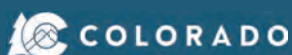
Strategic Growth bill

Goals:

- Planning for a livable, sustainable, and affordable Colorado
- Captures shifting demographics
- Align efforts across agencies
- Identify goals and track progress

Key Components:

- Local Housing Needs Plans
- Statewide Housing Analysis
- Integrating strategic growth into transportation planning
- Local Comprehensive Plan Updates



Accessory Dwelling Units (ADUs)



ADUs with Innovative Financing

Key Goals:

- Build intergenerational wealth; further promote equity
- Increase property rights of homeowners
- Address financing and cost barriers and support existing ADU programs
- Create more options for environmentally friendly affordable housing
- Support aging-in place families
- Help households stay in place by enabling intergenerational living and/or rental revenue
- Establish predictable standards, including enhancing modular and innovative construction to bring down cost
- Keep it simple

ADU Criteria

Administrative approval of ADUs where single-unit homes area allowed in:

- Municipalities within Metropolitan Planning Organizations (MPOs) over 1,000 people
- Parts of counties in MPOs that are Census Designated Places over 10,000 people
- Other jurisdictions that wish to opt in to access grants and financing

Supports best practices from AARP, Urban Institute by ensuring homeowners can:

- Build reasonably sized ADUs between 500-800 sq. ft.
- Decide to live in *OR* rent their home and ADU without owner occupancy restrictions, which allows for more financing options
- Decide whether or not they need an extra parking space for an ADU, which allows for greater flexibility to manage construction and financial constraints
- Avoid unnecessary restrictions that are more onerous than single-unit homes

Why these criteria?

- Restrictions based on lot and existing home size leads to inequitable outcomes
- Removing restrictions has significantly increased ADU construction elsewhere
- Increasing construction enables economies of scale and cost reduction for ADUs



ADU Flexibility

Local governments still have significant flexibility to regulate ADUs:

- Regulating short term rentals
- Parking for ADA
- Allowing larger or smaller ADUs
- Applying impact or similar fees
- Applying historic district standards
- Incentivizing affordability or housing for local workforce
- Etc. - applying other standards not specified in statute

To be eligible for grants/financing, must adopt at least one strategy from a menu:

- Pre-approved ADU plans
- Incentivize affordability through lower fees and other incentives.
- ADU tech. assistance program
- Short term rental regulations
- Incentives for accessible ADUs
- Other innovative strategy



Innovative Grants & Financing

Fee Reduction Grant Program

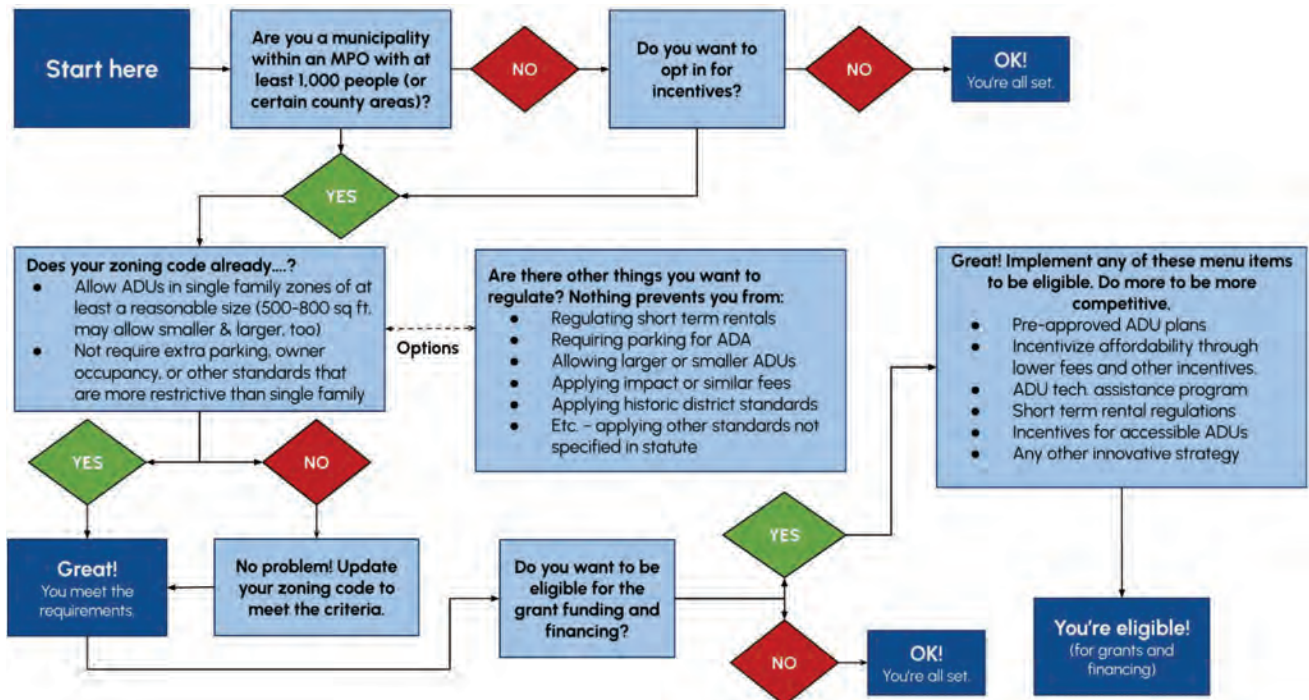
- Jurisdictions that meet the criteria can apply for funds to waive/reduce fees for ADUs, provide technical assistance to homeowners, or provide pre-approved designs
- Grant program is focused on providing support to low/moderate income homeowners, if homeowners agree to rent their ADU at affordable rents, and accessible/visitable ADUs
- Jurisdictions with significant STR demand who demonstrate they have an effective program in place to regulate STRs will also be scored favorably

Financing to Facilitate Construction of ADUs

- Jurisdictions in compliance (in MPOs) or who opt in (other areas) would enable their residents to have access to an ADU financing program



ADU Flow Chart



Transit Oriented Communities bill

Goals:

- Remove funding and regulatory barriers to build more affordable and attainable housing near transit and jobs
- Protect vulnerable communities from displacement



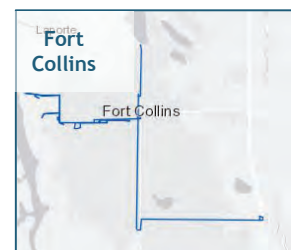
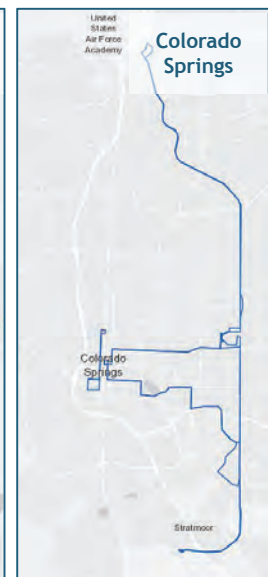
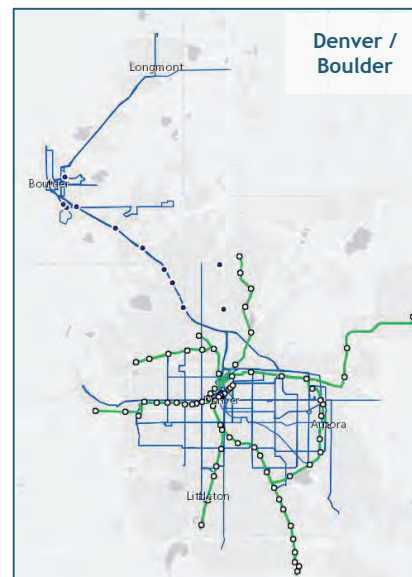
Approach:

- Locally-designated Transit Oriented Centers (TOCs) in 31 urban jurisdictions and Neighborhood Centers in other MPO jurisdictions
- Housing Opportunity Goals for zoning may be met jurisdiction-wide
 - i.e. not every transit station must be zoned for density
- While zoning is an issue, we know communities with zoning best practices face other issues (financing, infrastructure). This bill creates a framework to work together to solve them.



Jurisdictions likely to qualify as Transit Oriented Communities (31)

<i>Adams County</i>	Glendale
<i>Arapahoe County</i>	Golden
Arvada	Greenwood Village
Aurora	<i>Jefferson County</i>
Boulder	Lafayette
Broomfield	Lakewood
Centennial	Littleton
Cherry Hills Village	Lone Tree
Colorado Springs	Longmont
Commerce City	Louisville
Denver	Northglenn
<i>Douglas County</i>	Superior
Edgewater	Thornton
Englewood	Westminster
Firestone	Wheat Ridge
Fort Collins	



Incentivizing affordability and infrastructure

TOC Infrastructure Fund (\$35M):

- Mirrors DOLA's Strong Communities Program
- Funds public infrastructure and affordable housing projects in TOCs

TOC Affordable Housing Tax Credit (\$30M)

- A new affordable tax credit for TOC areas

Affordability Strategies:

- TOC jurisdictions would choose at least 3 strategies from the menus of affordability strategies
- State grant programs would incentivize communities to go above and beyond



Transit Oriented Centers & Neighborhood Centers

Transit Oriented Centers (TOCs):

- locally-designated areas near frequent transit service
- zoning supports affordable housing and high quality transit service

"Opt-in" Neighborhood Centers:

- downtowns and main streets
- lack frequent transit service

Mapping these areas can improve local, regional, and state coordination.



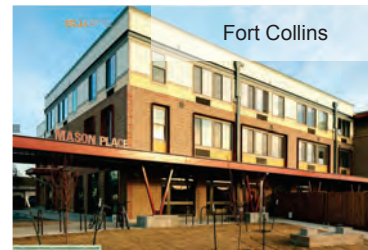
Supporting Transit and Affordability

- In Denver metro only 7.5% of rail stations and 15% of transit corridors have the housing needed to support frequent transit service
- TOCs need an average zoning density of 40-60 units per acre
 - Allows affordable housing to "pencil" out financially
 - Supports frequent transit service
 - Improves the regional balance of jobs and housing



What densities look like

Note: Similar building typologies can result in different densities based on site factors such as parking, open space, etc.



**15
units/acre**

**30 - 40
units/acre**

**45 - 50
units/acre**



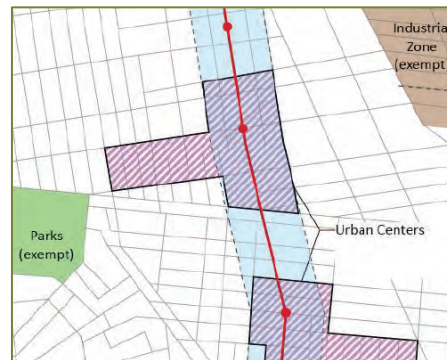
Note: These are net densities (i.e. doesn't include rights of way, parks, etc.), not gross.

Comparing density in other states/regions

Policy	Density Standards Summary
Oregon	<ul style="list-style-type: none"> 30 units/net acre or 85' height in cities over 100,000 population
SF Bay Area Regional TOC Policy	<ul style="list-style-type: none"> 50 units/net acre - Station served by rail or BRT line 75 units/net acre - Station served by two or more rail lines
California - "Grand Boulevards Bill" AB 2011	<ul style="list-style-type: none"> 30-40 units/net acre - Small sites on commercial corridor 70-80 units/net acre - Sites within 1/2 mile of a major transit stop
Massachusetts- MBTA Communities	<ul style="list-style-type: none"> 25 units/acre net (15 gross) - cities with rail stations

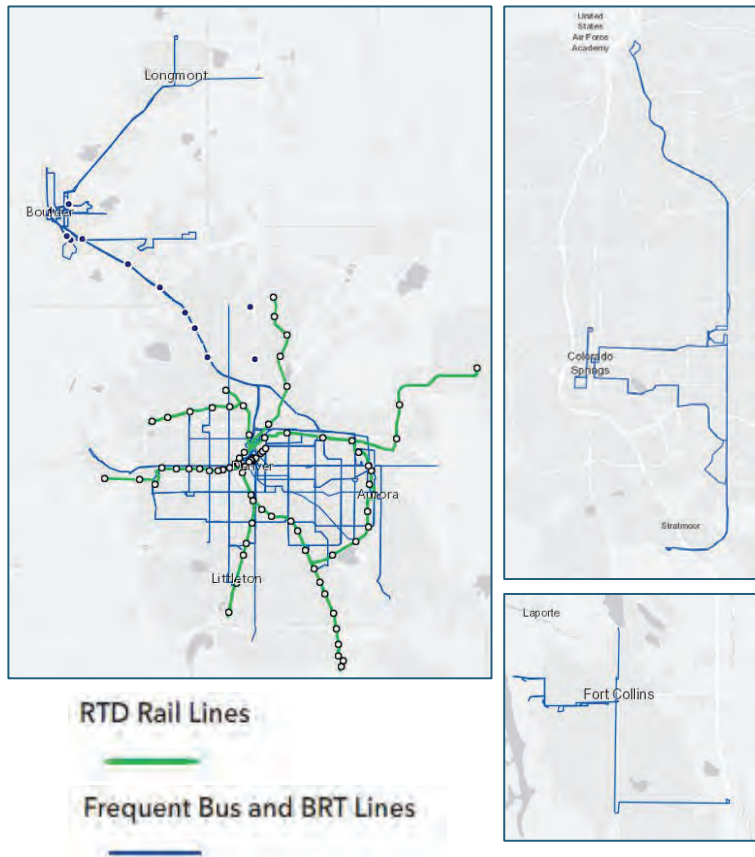
How would TOCs work in practice?

- Jurisdictions would identify enough Transit Oriented Centers to reach their jurisdiction-wide Housing Opportunity Goal.
- Transit Oriented Centers may be of different sizes, densities, and locations
- If a jurisdiction meets the Housing Opportunity Goal criteria, they are qualified for incentives



Where is frequent transit planned or existing in MPOs?

- Frequent transit is based on:
 - RTD's System Optimization Plan (for 15-minute bus)
 - DRCOG's Long Range Regional Transportation Plan (for BRT)
 - Existing service
 - rail stations
- Jurisdictions are not required to locate high density zoning around all bus corridors or rail stations.



How to calculate Housing Opportunity Goals and Transit Oriented Centers

Summary of steps:

1. Determine if jurisdiction qualifies as a Transit Oriented Community
2. If yes - calculate Housing Opportunity Goal
3. Assess existing zoning for Transit Oriented Centers
4. Determine if existing zoning meets the HOG criteria
5. Reporting
6. Implementation

Housing Opportunity Goals

Step 1a: Determine whether jurisdiction is a Transit-Oriented Community

- TOCs apply to jurisdictions:
 - In Metropolitan Planning Organizations
 - With more than 4,000 population
 - With Median Household Income of more than \$55,000
 - With more than 75 acres of Transit Areas
- For Counties, TOCs only apply to:
 - Urban County Areas: Census Designated Places above 100,000
 - Enclave County Areas: Unincorporated areas completely surrounded by municipalities



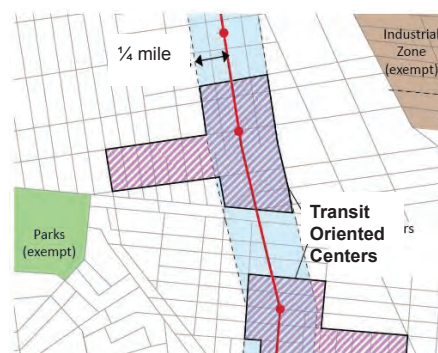
Housing Opportunity Goals

Step 1b: Determine the Transit Areas in the Community

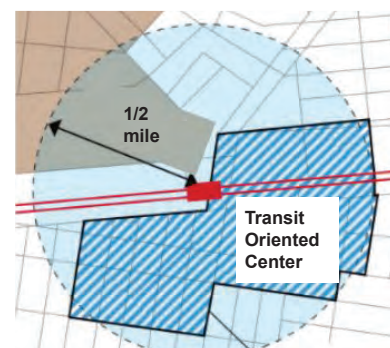
- **Transit Corridor Areas - ¼ mile around:**
 - Frequent (15-minute) bus corridors
 - BRT corridors
- **Transit Station Areas:**
 - ¼ mile around 30-minute rail stations
 - ½ mile around 15-minute rail stations
 - ½ mile around Commuter BRT stations

NOTE: the bill directs the state to work with MPOs and transit agencies to create an official map of Transit Areas during implementation

Transit Corridor Area



Transit Station Area



Housing Opportunity Goals

Step 2: Transit Oriented Community calculates Housing Opportunity Goal.

ELIGIBLE TRANSIT AREA ACREAGE

Includes ALL eligible acres
within ALL Transit Areas
(minus exempt parcels)

X

AVERAGE NET HOUSING DENSITY (set by TOC bill)

40 units per acre
for both bus and
rail

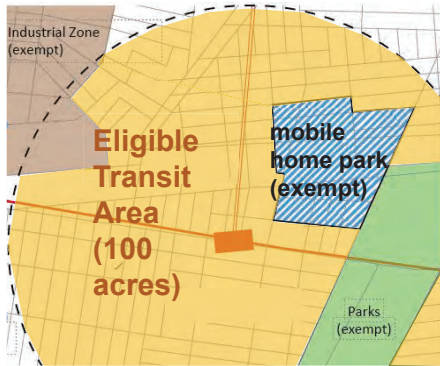
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HOUSING OPPORTUNITY GOAL

Example:

100 acres (eligible Transit
Area) X 40 units/acre = 4,000
units total units of zoning
capacity

To calculate the
jurisdiction-wide HOG, add
the zoning capacity of each
transit area



Housing Opportunity Goals

Exempt Parcels that are not included in calculating the HOG formula:

- Not served by domestic water and sewer treatment
- In an agricultural, forestry, natural resource preservation, or open space zoning district
- In an industrial zoning district
- In a floodway or 100-year floodplain
- Mobile home parks
- Cemeteries
- Conservation easements
- Airports
- Public rights of way
- Mobile home parks

Housing Opportunity Goals

Step 3: Transit Oriented Communities assess their existing zoning/ Transit Oriented Centers.

- Identify existing zoning districts that meet TOC criteria.
- Transit areas may have any density (some transit areas may have zero residential density) as long as the total jurisdiction-wide HOG is met.

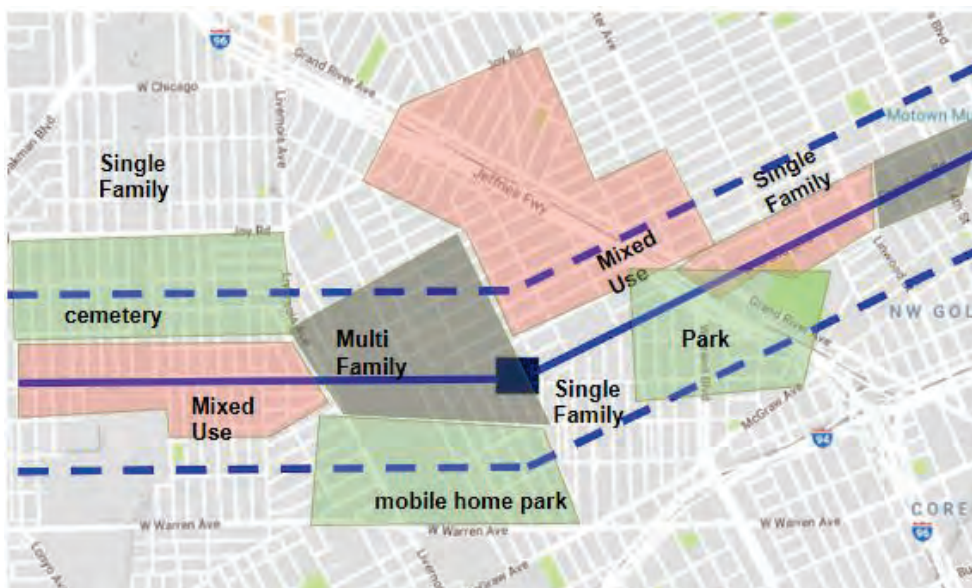
Transit Oriented Center criteria for zoning districts:

- a. Mixed-use areas that allow residential can count as TOCs
- b. Must allow a minimum net housing density of 15 units/acre
- c. May count a maximum net density up to 300 units/acre (to account for zoning with no height limits)
- d. Determination of units/acre must account for all "dimensional standards"
 - State will provide guidance and a "calculation model"
- e. Must allow administrative approval of projects less than 5 acres
- f. May extend outside of Transit Area (up to 1 mile from transit) if at least partially within the Transit Area



The average Transit Area is composed of (roughly):

- $\frac{1}{3}$ exempt areas (floodplains, mobile home parks, etc)
- $\frac{1}{3}$ single family zones
- $\frac{1}{3}$ multi-family/mixed-use zones



Options to meet an average density of 40 units per acre

Option 1: Increase the height or other standards for multi-family/mixed-use zones to reach (for example) 80 units/acre (based on average of 50% of eligible transit area already allowing multi-family)

Option 2: Reduce dimensional standards (lot coverage, parking, etc) to increase density without increasing height or area

Option 3: Allow 3-4 plexes and/or townhomes in single family areas to reach 15 units per acre there

Option 4: Allow multi-family in light industrial zones and/or commercial-only zones

Option 5: Allow more administrative approval, or reform PUDs

Option 6: Expand contiguous TOCs outside the transit area, or request consideration of non-contiguous TOC

Option 7: A mix of all of the above



Other considerations for HOGs

Water supply shortages: If the jurisdiction's water supplier does not have adequate supplies to support the HOG, the jurisdiction may identify a HOG that fits available water supplies by submitting evidence to DOLA.

HOG regional partnership: interested in exploring this idea through recommendations of a Regional Housing Needs Assessment for subregional partnerships



Determination of Housing Opportunity Goals

Step 4: Report preliminary status of HOG calculation and Transit Oriented Centers by DOLA by Jan 1, 2025.

- If a jurisdiction meets HOG criteria >>>>> the Transit Oriented Community has early eligibility for incentives
 - TOC Infrastructure Fund
 - TOC Affordable Housing Tax Credit
- If HOG criteria is not met >>>>> the jurisdiction will need to update zoning following the timeline on the next slide



Implementation Timeline

- Update zoning for existing or new Transit Oriented Centers by December 1, 2026
- If zoning isn't updated by December 1, 2026, the jurisdiction's share of HUTF is withheld.
 - HUTF distribution would be held until zoning is updated, or until Dec 31, 2027.
 - If a jurisdiction updates their zoning before Dec 31, 2027, they would receive their withheld HUTF.
- Housing Opportunity Goals become state law on Dec 31, 2027.
 - Any withheld HUTF distributions will be deposited into TOD infrastructure fund (with constitutionally imposed limitations).
 - A jurisdiction would be eligible to receive HUTF again once they meet the Housing Opportunity Goals.



Our best estimation (low confidence) based on a preliminary and incomplete scan of zoning

