



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
February 1, 2024

<u>In-Person Attendance Option</u> LaSalle Town Hall 128 N. 2 nd Street LaSalle, CO 80645	<u>Virtual Attendance Option</u> Call-in Number: (224) 501-3412 Access Code: 562-513-213 Online Meeting: https://bit.ly/2024NFRCouncil
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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 – January 11, 2024 (Page 9)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|------|
| 3) Air Pollution Control Division (APCD) (Page 14) | (Written) | |
| 4) Regional Air Quality Council (RAQC) (Handout) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Handout) | Dena Wojtach – Two Rivers Environmental | 6:05 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 6) Report of the Chair | Jon Mallo – Council Chair, City of Loveland Councilmember | 6:20 |
| 7) Executive Director Report <ul style="list-style-type: none">• Legislative Updates | Suzette Mallette - Executive Director | 6:25 |
| 8) TAC (Page 16) | (Written) | |
| 9) Mobility (Handout) | (Written) | |
| 10) Finance (Page 17) | (Written) | |
| 11) Q4 2023 TIP Modifications (Page 18) | (Written) | |
| 12) CDOT Inactives Report (Page 19) | (Written) | |

CONSENT AGENDA:

- | | | |
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| 13) NFRMPO Articles of Association Amendment
Resolution 2024-02 (Page 21) | Suzette Mallette | 6:30 |
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NEXT MPO COUNCIL MEETING: March 7, 2024- Hosted by Larimer County



ACTION ITEMS:

14) Resolution Correction: 2023 Call for Projects-Revised Resolution 2024-01 (Page 23)	AnnaRose Cunningham - Transportation Planner III	6:35
15) Front Range Passenger Rail District Representative Resolution 2024-03 (Page 26)	Suzette Mallette	6:40
16) FFY2024 Transfort Program of Projects (POP) Resolution 2024-04 (Page 28)	Joshua Ma - Transfort	6:45
17) 2020-2024 NFRMPO Targets for Safety Performance Measures Resolution 2024-05 (Page 34)	AnnaRose Cunningham	6:50
18) January TIP Amendment Resolution 2024-06 (Page 38)	AnnaRose Cunningham	6:55

DISCUSSION ITEMS:

19) Active Transportation Plan (ATP) Update (Page 57)	Jerome Rouser - Transportation Planner I	7:00
20) US34 TMO Update (Page 59)	Alex Gordon - Transportation Planner III	7:30

COUNCIL REPORTS:

Transportation Commission	Jim Kelly - Transportation Commissioner	7:40
CDOT R4 Update	Heather Paddock - CDOT R4 Transportation Director	
STAC Report (Page 64)	(Written)	
Colorado Transportation Investment Office (CTIO) (Page 66)	(Written)	
I-25 Coalition	Scott James – Weld County Commissioner	
US34 Coalition	TBD	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
Front Range Passenger Rail District	Will Karspeck – Mayor Town of Berthoud Johnny Olson – Vice Chair, City of Greeley	
Host Council Member Report	Paula Cochran– Trustee, Town of LaSalle	7:50

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions	7:55
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MPO Planning Council

City of Loveland

Jon Mallo, Mayor Pro Tem – Chair

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember- Vice Chair

Alternate- Brett Payton, Mayor Pro Tem

Weld County

Scott James, Commissioner – Past Chair

Alternate- Perry Buck, Commissioner

Town of Berthoud

William Karspeck, Mayor

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

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

Matt Fries, Mayor

Alternate- TBD

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
4P	CDOT Project Priority Programming Process
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)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
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
EV	Electric Vehicle
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
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
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
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
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)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
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
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

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 Transportation and Mitigation Options Funds (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)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
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
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation 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
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
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)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
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
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
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**

**January 11, 2024
Hybrid Meeting in Berthoud, CO**

Voting Members Present:

Jon Mallo – Chair	-Loveland
Johnny Olson – Vice Chair	-Greeley
Scott James – Past Chair	-Weld County
Mark Clark	-Evans
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Jessica Ferko	-APCD
Liz Heid	-Eaton
Will Karspeck	-Berthoud
Jim Kelly	-Transportation Commission
Troy Mellon	-Johnstown
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Frank Baszler	-Severance
Tricia Canonico	-Fort Collins
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Brooke Bettolo**, Mobility Planner; **Alex Gordon**, Transportation Planner III; **Michael Saunders**, Transportation Planner I.

In Attendance:

Eric Bracke, Brad Buckman, Nancy Burke, Rich Christy, Wayne Howard, Mark Jackson, Andy Karsian, Nathan Lindquist, Jon Moore, Tom Moore, Heather Paddock, John Putnam, Duane Sayers, Mike Silverstein, David Singer, Justin Stone, Josie Thomas, Paul Trombino, Dena Wojtach

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

Public Comment:

There was no public comment.

Move to Approve Agenda and Minutes:

James **moved** to *APPROVE THE JANUARY 11, 2024, MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Olson and passed unanimously.

Stephens **moved** to *APPROVE THE DECEMBER 7, 2023, MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Karspeck and passed unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Mallo opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Moore stated AQCC approved the 75 ppb Severe Ozone SIP at the December 15 rulemaking hearing. Moore addressed Regulations 7 and 26, which were adopted separately from the Commission's approval of the SIP. Regulations 7 and 26 aim to reduce emissions from oil and gas extraction during the ozone season, specifically targeting nitrous oxide emissions and emissions from stationary engines commonly used in oil and gas extraction. Moore summarized Regulation 29, which aims to reduce emissions from gas-powered lawn and garden equipment. The AQCC has tentatively approved a hybrid approach to the adoption of Regulation 29, in which all state agencies and private entities contracted by the state will be restricted from using gas powered lawn and garden equipment during the ozone season. Local entities and their contractors will have the same requirement if they are within the ozone nonattainment area. Moore noted exemptions within the proposal, which include allowing the use of gas-powered lawn and garden equipment by first responders, land managers, and during storm clean-up. The proposed regulation will not affect the use of gas-powered lawn and garden equipment by private entities or residents. Olson inquired if Regulation 29 had previously sought to ban the sale of gas-powered lawn and garden equipment by 2026, to which Moore explained that while a sales ban was included in the original RAQC proposal, the commission ultimately decided to remove it from the currently proposed regulation. Regulation 29 is expected to come into effect in 2025 following a formal decision by the AQCC at their February meeting.

NFRMPO Air Quality Program Updates

Wojtach noted Regulation 29 would include the concept of soft enforcement, in which regulated agencies would be required to document reasons for non-compliance for record keeping purposes. RAQC is in the process of seeking contract bids for the required modeling activities during SIP development and noted AI could potentially be utilized in the analysis of background ozone levels. Wojtach discussed legislative insights, which could potentially include an increase in air quality protections for disproportionately impacted communities, air quality permitting for minor sources, and the allocation of resources for outreach and soft enforcement for Regulation 29.

Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Mallo stated he appointed Olson for STAC representative with himself as the alternate. As Vice Chair, Olson will be the Chair of the Finance Committee and Rennemeyer, Stephens, Clark, and Fries will serve on the committee. James will be the Chair of the Human Resources Committee and Stephens, Karspeck, and Mellon and Canonico will serve on the committee. Stephens is to continue as the RAQC representative. Olson and Karspeck will continue to serve on the FRPR Council with an updated Resolution next month. The Planning Council will discuss FRPR District representation at their November 2024 meeting to allow the ballot initiative to progress. Karspeck, Canonico, Stephens, and Mallo noted their interest in representing Larimer County on the District.

Executive Director Report

Mallette discussed the upcoming legislative session which will include consideration of a statewide transit pass and discussion of the Ozone Season Transit Grant and a youth fare free transit program. Mallette discussed the Urban Area Boundary Adjustment, which is a CDOT-led FHWA effort. The adjusted boundaries impact federal roadway classifications, but do not impact population or funding distribution. Stephens added that the Vulnerable Road User Enterprise Bill would be considered, which would require that vehicles exceeding a certain weight pay a fee that would support safety projects. Mallette stated the NFRMPO 2023 Annual Report and the VanGo Annual Survey were available for review.

TAC

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

PRESENTATIONS:

Front Range Passenger Rail District Update: Singer reiterated the scope of FRPR had been narrowed to the use of existing freight railroad tracks to reduce the cost of entry and accelerate the start date. Singer provided an update on the progress of the Service Development Plan (SDP), stating that the FRPR board had reached a decision to select the BNSF Front Range line as the most viable route for the introduction of passenger rail service. Singer stated that FRPR was in the process of analyzing potential station locations, expected ridership, and environmental impact, and that negotiations with the host railroad had begun. The results of the SDP will be available for review at the end of 2024. Karsian stated the District will seek to increase capacity by hiring additional staff and consultants in 2024 and will prioritize the completion of a robust financial model. Kelly asked for clarification regarding the timing of a ballot initiative. Karsian explained that the district was still seeking a ballot initiative for 2024, noting that the near-term timeline complicated the process and that a final decision would be made on the matter by April. Karsian and Olson discussed the importance of a successful ballot measure to aid in acquiring federal funds, noting that California, Georgia, and Minnesota are the district's top competitors. Karspeck stated that the federal money would be awarded in 2026, and Olson noted that although further funding was possible it was not guaranteed.

Proposed Colorado Housing Legislation: Nathan Lindquist with the CDOT Division of Transportation Development and Jon Moore with the Governor's Office informed the council that the Governor had made a \$137M budget request to be directed towards housing issues in the state. Lindquist stated that the legislative focus areas related to housing include the Strategic Growth bill, the Accessory Dwelling Units and Financing bill, and the Transit Oriented Communities bill. The Strategic Growth bill will focus on plans and analysis related to housing and transportation planning. The Accessory Dwelling Units and Financing bill will focus on allowing homeowners to build ADUs between 500 and 800 square feet through eliminating unnecessary restrictions and constraints and by providing grants and financing. The Transit Oriented Communities bill will seek to create a framework to develop 31 locally designated Transit Oriented Centers, of which Fort Collins is likely the only community to qualify within the NFRMPO Region. The criteria are based on 15-minute headways on transit service, as of a certain date. J. Moore explained details surrounding the qualification and creation of Transit Oriented Centers. Mallette sought clarification regarding what percentage of the housing shortage could be addressed by the proposed legislation. Lindquist explained that more data would be required to determine a percentage, and the legislation primarily deals with eliminating barriers to housing development, noting that other states have seen significant improvement following similar legislation. Mallette inquired if a community without transit could qualify, which was confirmed by J. Moore. Lindquist noted that the presentation slides would be made available following the meeting.

ACTION ITEM:

2023 Call for Projects

Karasko noted that the most recent CDOT federal reconciliation resulted in the lowest scoring CRP and CMAQ projects being partially funded. The project affected within the CRP is the *Wilson Ave Multiuse Path and Crossing* project from Loveland, and the *9th and 10th St Mobility Improvements* project from Greeley within CMAQ. They will be eligible to receive additional funds if they become available. James **moved** to approve RESOLUTION NO. 2024-01 *ADOPTING THE 2023 CALL FOR PROJECTS*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEMS:

2020-2024 NFRMPO Targets for Safety Performance Measures

Karasko stated the NFRMPO could either support the State's targets or set regional targets for the federally required Safety Performance Measures. Karasko noted targets cannot be aspirational and must be data driven, and setting regional targets may be the best course of action due to state trends increasing while regional trends are lowering or remaining consistent. Karasko noted safety targets were established as an amount not to exceed rather than a reflection of the desired outcome. Olson inquired if the region could support the State's targets for some measures while setting regional targets for others, to which Karasko explained due to the requirement of establishing data driven targets the NFRMPO would have to support all State targets or set regional targets. Karspeck inquired about penalties for exceeding the targets, to which Karasko explained that only states are penalized for failing to reach targets. The council discussed the need to invest more in safety in the region and expressed a desire to set regional targets. TAC will take action on the targets at the January meeting and the council will adopt the targets at the February meeting. Targets are due to CDOT by February 27, 2024.

NFRMPO Articles of Association Amendment

Mallette reviewed proposed changes that included coordination with the Upper Front Range Transportation Planning Region on selecting a STAC representative and acknowledging the combined Mobility Committee meetings. Mallette noted that the full articles could be found at a link to the website.

COUNCIL REPORTS:

Transportation Commission

Kelly discussed rural access to broadband on CDOT facilities, noting that rural communities are seeking access to be as inexpensive as possible. The commission set pricing to be competitive with other states, which ultimately dropped proposed pricing by 90 percent and was passed by the commission.

CDOT R4 Update

Paddock reviewed a potential new bill dealing with maintenance projects, explaining that originally maintenance projects performed by CDOT were capped at \$150K and raised to \$250K in 2021. The new bill will include an inflation clause rather than increasing the project cap. Paddock stated that CDOT expects the first construction package for segment five on I-25 in March with construction beginning in May. Paddock stated that express toll lanes will likely remain free until summer.

Colorado Transportation Investment Office (CTIO)

No report.

I-25 Coalition

James encouraged council members to attend I-25 Coalition meetings.

US34 Coalition

Stephens stated that CDOT received a \$700K grant from the Federal Rail Administration (FRA) Railway Crossing Elimination program, which was matched with an additional \$200K from CDOT. The grant will be used to analyze at-grade crossings on US34 and will entail an 18-month study exploring the issue. Stephens stated that Steer and Associates had been selected as the consultant to work on the TMO. The new chair of the US34 Coalition Barry Wilson and the Vice Chair is Scott James.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens stated that NAAPME did not have a meeting in December and would meet on January 25.

Front Range Passenger Rail District

No further updates.

Host Council Member Report

Karspeck stated Berthoud received a micromobility grant that would allow Berthoud to develop an app for mobility services. Karspeck also noted that Berthoud had recently painted new bike lanes.

The meeting was adjourned at 8:00 p.m.

Meeting minutes submitted by: Michael Saunders, NFRMPO Staff



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

**January 2024 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, February 1, 2024**

Air Pollution Control Division (Division) Updates:

- In 2022, Colorado adopted the [Public Protections from Toxic Air Contaminants Act](#). This law requires certain Colorado air pollution sources to report their annual facility-wide toxic air contaminant emissions. Please join us to discuss current toxic air contaminant reporting and potential gaps. All Coloradans are welcome to participate and share feedback to inform potential revisions to the requirements. [Register to join the Feb. 8, 6-8 p.m. meeting.](#)
- Please join us to learn about plans to reduce greenhouse gas emissions from the oil and gas industry's midstream facilities. This community session is intended to help the community understand the greenhouse gas reduction planning underway and provide feedback. There will be a division presentation on the Midstream Steering Committee's work to date, a question and answer session, and a public comment session. All Coloradans are welcome to participate. [Register to join the Feb. 20, 2-3:30 p.m. 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](#). Register to join the [Feb. 26, 1-3 p.m. meeting](#). In addition to the panel's technical monthly meetings, the Division will host public informational sessions to help explain the panel's progress and decisions, provide opportunity for public comment, and answer questions. [Register to join the Feb. 6, 6-8 p.m. meeting.](#)
- Between January 2024 and 2025, the Division is hosting a scientific community technical working group. The working group is focused on toxic air contaminants. This group will help advance the 2022 state law: [Public Protections from Toxic Air Contaminants Act](#) (House Bill 22-1244). These technical meetings are open to the public. For more information about meeting dates and how to register, visit the [working group's web page](#).

Air Quality Control Commission (Commission) Updates:

January 2024 Commission Meeting

- The Commission does not plan to meet this month.

February 14-16, 2024 Commission Meeting



- The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- The Division will request that the Commission set a hearing to consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
- The Division will request that the Commission set a hearing to consider revisions to Regulation Number 3, Part C to address changes EPA made to the corresponding provisions in 40 CFR Part 70 removing the emergency affirmative defense provisions. States must make conforming revisions to their EPA-approved part 70 programs and submit such revisions to EPA by August 21, 2024. To consider revisions to Regulation Number 3, Part A to direct the DI permitting fees go to the stationery source fund (SSF) instead of going to the Air Quality Enterprise (AQE) and other clarifying revisions to the DI permitting requirements. To consider revisions to Regulation Number 7 to update the definitions of disproportionately impacted communities to align with the revised definition in statute.
- The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 22, Part A to address changes EPA made to the federal GHG reporting rule and to Part C to update incorporate by reference names and/or dates to the municipal solid waste and coal mine methane protocols and update regulatory citations.
- The Commission will consider revisions in response to HB 21-1266 concerning establishing a fee on reported greenhouse gas emissions.
- The Commission will consider revisions to Regulation Number 9 to clarify general open burning requirements.
- The Commission will consider taking final action regarding revisions to the Regulation Number 29. No further testimony or public comment is anticipated during this time.



**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
January 17, 2024**

APPROVAL OF THE DECEMBER 20, 2023 TAC MINUTES

Herrera moved to approve the December 20, 2023 TAC minutes. Porter seconded the motion, which was approved unanimously.

ACTION ITEMS

FFY2024 Program of Projects (POP) – Tracy moved to recommend the Planning Council approve the FFY2024 Program of Projects (POP). Herrera seconded the motion, which was approved unanimously.

January 2024 TIP Amendment – Cunningham stated there were 10 revisions to the *FY2024-2027 TIP* in the January 2024 TIP Amendment, including projects funded through the 2023 Call for Projects. Planning Council approved the Call for Projects at their meeting on January 11, 2024. The public comment opened on January 16, 2024 and will close on February 15, 2024. Pinkham moved to recommend Planning Council approve the January 2024 TIP Amendment. Tracy seconded the motion, which was approved unanimously.

2020-2024 NFRMPO Targets for Safety Performance Measures – Cunningham reviewed the discussion about setting regional or adopting statewide targets for the five federally required Safety Performance Measures. Planning Council was in favor of setting regionally specific targets. Tracy moved to recommend Planning Council adopt the regionally specific 2020-2024 NFRMPO Targets for Safety Performance Measures. Hahn seconded the motion, which was approved unanimously.

PRESENTATIONS

Via Mobility Weld County Service – Adriana Torres, Via Mobility Services, described the service available to Weld County residents, which provides door-through-door service for adults 60 and over, anyone living with mobility limitations, and people in short-term recovery. Registration is done by calling Via and signing up. Between August 1 and December 31, 2023, there were 555 trips, 95 registered riders, and two buses in use. New communities can join by paying for a portion of services by contacting Weld County.

DISCUSSION ITEMS

2023 Call for Projects Follow-Up – Cunningham stated the 2023 Call for Projects survey received six responses from four communities in the month it was open. Cunningham reviewed the feedback, ranging from allowing one application for multiple funding sources to how to use data in the process.

FHWA Adjusted Urban Area (UA) Boundaries Discussions – Gordon reviewed CDOT’s proposed map of FHWA’s Adjusted Urban Area boundaries, clarifying that these adjusted boundaries do not impact funding or population. Gordon requested feedback by early February to ensure there is enough time for staff to combine comments into one submittal to CDOT.

2024 Outreach – Cunningham reviewed potential events NFRMPO staff could attend in 2024. Hahn stated Loveland plans to host a Transportation Fair in the spring, and Oberschmidt stated Evans plans to have open houses in 2024. Porter recommended reaching out to communities prior to events to coordinate outreach efforts and to raise awareness about local concerns.

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

January 18, 2024

3:00 p.m.

Microsoft Teams

Members	Staff
Mark Clark	Suzette Mallette
Kristin Stephens	Rachel Stillwell
	Cory Schmitt
	Becky Karasko
	Barbara Bills

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

Approval of Minutes:

Clark made the motion to approve the November 16, 2023, meeting minutes, and Stephens seconded.

MPO Internal Budget Amendment:

There were two internal transfers of funds that Stillwell discussed. The first is to transfer \$1,500 from the Accountant Out-of-State Travel account to the Office Equipment Non-Cap account to replace an employee's malfunctioning laptop.

The second is to transfer \$20,000 from the Indirect Cost budget to cover the cost of hiring a new Executive Director.

Clark moved to approve the budget amendment and Stephens seconded. It was approved unanimously.

The meeting was adjourned at 3:09 p.m.

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: February 1, 2024

Re: Q4 2023 TIP Modifications

In the fourth quarter of 2023 (October-December), the NFRMPO processed two Administrative Modifications to the FY2023-2026 Transportation Improvement Program (TIP) and two Administrative Modifications to the FY2024-2027 TIP. The modifications are listed and linked below.

- October 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m10-tip-modification.pdf>
- 2nd October 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m10.2-tip-modification.pdf>
- November 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m11-tip-modification.pdf>
- December 2023 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2023-m12-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q4 TIP Modifications please contact AnnaRose Cunningham at arcunningham@nfrmpo.org.

CDOT Region 4 Inactive Projects Report - NFRMPO - January 2024

Project	Area	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000.00	\$26,677.75	\$223,322.25	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23945	Greeley	MTF M570-062	Greeley No.3 Canal Trail 2020	\$350,000.00	\$0.00	\$350,000.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23927	Loveland	MTF M830-103	US287 West Sidewalk Gap	\$117,500.00	\$0.00	\$117,500.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23949	Loveland	MTF M830-104	Centerra Trail	\$459,476.00	\$66,963.00	\$392,513.00	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23631	Loveland	TAP M830-102	Centerra Trail	\$764,306.00	\$113,823.00	\$650,483.00	\$0.00	12/31/2025	1-WARNING, Greater Than A Year Since Activity
23944	Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000.00	\$176,806.31	\$23,193.69	\$0.00	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
23926	Windsor	MTF M377-010	7th St MMOF Transportation Study	\$150,000.00	\$83,925.05	\$66,074.95	\$0.00	No Federal Funds	2-ALERT, Greater Than 9 Months Since Activity
21993	Larimer County	TAP C060-088	North LCR 17 Expansion: Willox to US287	\$2,162,795.00	\$0.00	\$2,162,795.00	\$0.00	3/31/2026	2-ALERT, Greater Than 9 Months Since Activity
23934	Fort Collins	MTF M455-138	West Elizabeth Corridor in Fort Collins	\$750,000.00	\$619,221.19	\$130,778.81	\$0.00	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23881	Fort Collins	SHO M455-136	Timberline Rd & Carpenter (SH392) Rndabt	\$696,285.00	\$0.00	\$197,120.00	\$499,165.00	1/31/2025	3-Caution, Greater Than 6 Months Since Activity
23044	Weld County	STU C030-078	WCR 74/WCR 33 Roundabout	\$1,318,780.00	\$611,068.50	\$707,711.50	\$0.00	4/30/2026	3-Caution, Greater Than 6 Months Since Activity
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$2,631,261.00	\$2,631,260.46	\$0.00	\$0.54	10/31/2023	4-Good, Activity in the last 6 Months
23045	Greeley	AQC M570-054	Phase III Fiber 2022	\$1,848,273.00	\$0.00	\$1,848,273.00	\$0.00	9/30/2024	4-Good, Activity in the last 6 Months
23048	Greeley	AQC M570-055	Citywide Signal Timing 2022	\$283,000.00	\$0.00	\$283,000.00	\$0.00	3/30/2026	4-Good, Activity in the last 6 Months
24983	Loveland	AQC M830-108	US287 Signal Coordination Improvements	\$750,000.00	\$0.00	\$750,000.00	\$0.00	12/31/2024	4-Good, Activity in the last 6 Months
24890	LaSalle	BRO M775-001	Main St./Union Ditch Crossing	\$846,000.00	\$94,000.00	\$752,000.00	\$0.00	11/30/2025	4-Good, Activity in the last 6 Months
23491	Loveland	BRO M830-100	Loveland 1st St Irrigation Canal Bridge	\$625,000.00	\$237,325.62	\$387,674.38	\$0.00	6/30/2025	4-Good, Activity in the last 6 Months
25013	Severance	FSA 3921-021	CO 392 and WCR 23 Signalization	\$750,000.00	\$565,654.77	\$184,345.23	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23932	Larimer County	MTF C060-092	Poudre River Trail Connector 2020	\$399,417.00	\$0.00	\$399,417.00	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23948	Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$75,000.00	\$74,997.26	\$2.24	\$0.50	No Federal Funds	4-Good, Activity in the last 6 Months
25297	Windsor	MTF M377-015	11th St Multimodal Improvements	\$800,760.00	\$0.00	\$800,760.00	\$0.00	12/31/2025	4-Good, Activity in the last 6 Months
25298	Larimer County	MTF M455-147	Phemsiter Bridge and Trail	\$46,853.00	\$0.00	\$46,853.00	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
26006	Fort Collins	MTF M455-158	West Elizabeth Corridor in Fort Collins	\$1,232,248.00	\$0.00	\$1,232,248.00	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
25296	Johnstown	MTF M690-002	CO 60 & Carlson Blvd - Intersection Imp.	\$250,000.00	\$151,539.83	\$98,460.17	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$619,814.00	\$517,466.04	\$0.00	\$102,347.96	10/31/2023	4-Good, Activity in the last 6 Months
25704	Fort Collins	SAR M455-149	Bike/Ped Crossings Zach Elementary SRTS	\$119,160.00	\$0.00	\$0.00	\$119,160.00	3/30/2025	4-Good, Activity in the last 6 Months
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$2,737,274.00	\$515,897.30	\$409,100.70	\$1,812,276.00	3/31/2026	4-Good, Activity in the last 6 Months
23879	Fort Collins	SHO M455-135	Lemay Ave & Drake Rd Inters. Imprv.	\$182,400.00	\$0.00	\$182,400.00	\$0.00	5/31/2025	4-Good, Activity in the last 6 Months
23896	Fort Collins	SHO M455-137	Timberline Rd/Lincoln Ave/Mulberry	\$104,188.00	\$0.00	\$104,188.00	\$0.00	11/30/2025	4-Good, Activity in the last 6 Months
23897	Greeley	SHO M570-059	US34 & WCR17 Traff. Sig. Upgrades	\$32,310.00	\$0.00	\$18,000.00	\$14,310.00	1/31/2025	4-Good, Activity in the last 6 Months
24513	Loveland	SHO M830-105	Backplate & Dilemma Zone Detections	\$73,612.00	\$0.00	\$73,612.00	\$0.00	12/31/2025	4-Good, Activity in the last 6 Months
24105	Fort Collins	STU 2873-215	US 287 Intersection Improvements	\$232,784.00	\$163,543.32	\$69,240.68	\$0.00	3/31/2024	4-Good, Activity in the last 6 Months
25555	Severance	STU M192-004	Harmony Rd/WCR19 Intersection Imp.	\$115,815.00	\$0.00	\$115,815.00	\$0.00	11/30/2024	4-Good, Activity in the last 6 Months
21995	Windsor	STU M377-007	SH 257 & Eastman Park Intersection Impv	\$4,330,833.00	\$0.00	\$4,330,260.00	\$573.00	5/31/2026	4-Good, Activity in the last 6 Months
23049	Evans	STU M415-021	Widening 37th St/47th Ave	\$1,351,087.00	\$938,312.97	\$412,774.03	\$0.00	4/30/2024	4-Good, Activity in the last 6 Months
21996	Fort Collins	STU M455-125	Timberline Road Corridor Improvements	\$2,694,602.00	\$560,157.52	\$2,134,444.48	\$0.00	4/30/2025	4-Good, Activity in the last 6 Months
23047	Fort Collins	STU M455-129	LCR19 (Taft Hill) Improvements	\$619,322.00	\$190,203.05	\$429,118.94	\$0.01	9/30/2024	4-Good, Activity in the last 6 Months
23632	Larimer County	TAP C060-090	Non Motorized Sidewalk 57th St/US287	\$1,074,262.00	\$110,458.30	\$33,291.70	\$930,512.00	3/30/2024	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$600,000.00	\$599,978.16	\$21.84	\$0.00	4/30/2025	4-Good, Activity in the last 6 Months
23042	Larimer County	TAP M377-008	Poudre River Trail Realignment	\$802,041.00	\$0.00	\$0.00	\$802,041.00	No Federal Funds	4-Good, Activity in the last 6 Months
24475	Windsor	TAP M377-012	Great Western Trail Windsor Phase II	\$234,907.00	\$110,328.39	\$124,578.61	\$0.00	10/31/2024	4-Good, Activity in the last 6 Months

CDOT Region 4 Inactive Projects Report - NFRMPO - January 2024

Project	Area	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23630	Fort Collins	TAP M455-133	LaPorte Ave Fishback to Sunset Sidewalks	\$1,437,500.00	\$289,363.94	\$1,148,136.06	\$0.00	7/31/2025	4-Good, Activity in the last 6 Months
25890	Fort Collins	TAP M455-155	Laporte Avenue Fishback to Sunset CP1	\$1,187,500.00	\$0.00	\$1,187,500.00	\$0.00	2/28/2024	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$312,500.00	\$154,102.10	\$158,397.90	\$0.00	4/30/2024	4-Good, Activity in the last 6 Months
21886	Loveland	TAP M830-090	Namaqua Ave Trail Underpass - Loveland	\$750,000.00	\$0.00	\$0.00	\$750,000.00	7/31/2025	4-Good, Activity in the last 6 Months

Bold indicates FHWA End Date expiring within 6 months

Red indicates expired FHWA End Date

Highlight indicates fast approaching FHWA End Date

Questions about this report? Please contact Bryce Reeves at bryce.reeves@state.co.us

This report was ran on January 8, 2024

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: February 1, 2024

Re: Articles of Association Update

BACKGROUND

The Articles of Association, originally adopted on January 27, 1988, and last amended September 2022, are being recommended for update to include language that coordinates STAC representation with the Upper Front Range Transportation, per HB 23-1101 and the Transportation Commission's recommendations. Additionally, the Articles have been updated to identify joint Mobility Committee meetings as a combination of the two existing committees. The changes to the document are outlined below, the underlined sections indicate new text.

ARTICLE II OFFICERS

- c) The Chair, or their representative, will represent the Council on the State Transportation Advisory Committee (STAC) to review Regional and State Transportation plans, amendments, and updates to the State Plan, and to advise the Colorado Department of Transportation on the needs of transportation systems in Colorado. The NFRMPO will coordinate STAC representation with the Upper Front Range Transportation Planning Region (UFRTPR) so that no one jurisdiction will represent both agencies. This appointment is made at the January meeting with the new Chair.

ARTICLE V MOBILITY COMMITTEES

The Mobility Committees were established by resolution of the MPO Council. The Committees are called the Larimer County Mobility Committee (LCMC) and Weld County Mobility Committee (WCMC). The LCMC and WCMC also periodically meet together as the Northern Colorado Mobility Committee (NCMC).

Other minor non-substantive edits were also made. The full Articles of Association can be found at <https://nfrmpo.org/wp-content/uploads/2024-articles-of-association.pdf>.



ACTION

At the Planning Council meeting on January 11, 2024, there were no comments or proposed changes to the draft edits. This item is on Consent for approval by the Planning Council.

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: February 1, 2024

Re: 2023 Call for Projects Resolution Revision

Background

Resolution 2024-01, adopted by Planning Council at their meeting on January 11, 2024, incorrectly listed award amounts for two projects receiving Federal Surface Transportation Block Grant (STBG) funding. The following corrections have been made to the resolution:

- City of Greeley *9th & 10th St Mobility Improvements* award was listed as \$4,064,315 and has been updated with the correct award amount of **\$3,168,342**.
- Town of Windsor Crossroads & Colorado Intersection Improvements award was listed as \$1,632,177 and has been updated with the correct award amount of **\$1,113,061**

Action

Planning Council approval of *Revised Resolution 2024-01*.

Attachments

Revised Resolution 2024-01

REVISED RESOLUTION NO. 2024-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2023 CALL FOR PROJECTS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

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

WHEREAS, transportation projects selected in the 2023 Call for Projects were submitted to the NFRMPO and were scored on November 1, 2023 and November 8, 2023; and

WHEREAS, 12 projects have been recommended for funding including:

- Carbon Reduction Program (CRP)
 - Loveland – *Taft/US34 Adaptive Signals*- \$620,925
 - Fort Collins – *Bus Stop Upgrades*- \$538,447
 - Loveland – *Wilson Ave Multiuse Path and Crossing*- \$1,040,969
- Congestion Mitigation and Air Quality (CMAQ)
 - Greeley – *US34 Transit*- \$1,394,184
 - Fort Collins – *Power Tril Grade Separated Crossing*- \$3,239,300
 - Weld County – *WCR37 & SH392 Aux Lane Improvements*- \$2,000,000
 - Greeley – *9th & 10th St Mobility Improvements*- \$4,064,315
- Surface Transportation Block Grant (STBG)
 - Fort Collins – *College & Trilby Intersection Improvements*- \$1,655,800
 - Loveland – *US34 & US287 Intersection Improvements*- \$3,168,000
 - Greeley – *9th & 10th St Mobility Improvements*- ~~\$3,168,343~~
 - Weld – *WCR13 & WCR50 Intersection Realignment*- \$1,632,177
 - Windsor – *Crossroads & Colorado Intersection Improvements*- ~~\$1,113,061~~
- Transportation Alternatives (TA)
 - Loveland – *Garfield Bike Route*- \$900,000

Resolution No. 2024-01

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2023 Call for Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of February 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: February 1, 2024

Re: Front Range Passenger Rail Representative

BACKGROUND

The NFRMPO supported two representatives to serve on the Front Range Passenger Rail (FRPR) board. These representatives were appointed at the May 2022 NFRMPO Planning Council meeting and have been the representative since that time. The appointments are Mayor William Karspeck from Berthoud and Councilmember Johnny Olson from Greeley.

At the time of the initial appointment, the NFRMPO did not stipulate which representative would serve a two-year term and which would serve a four-year term as required by legislation. The intent of the legislation is to have a representative appointment every two years. The appointment(s) is not limited in the number of times they can serve. The appointments need to be an elected or previously elected official representing the region.

The correction on the length of the appointment is made in ***Resolution 2024-03***. This Resolution will be sent to the General Manager of FRPR after NFRMPO Planning Council adoption.

ACTION

NFRMPO Staff requests the Planning Council adopt ***Resolution 2024-03***.

RESOLUTION NO. 2024-03
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF
DIRECTORS

WHEREAS, Colorado Senate Bill (SB) 21-238 requires two representatives from the North Front Range Metropolitan Planning Organization (NFRMPO) to serve on the new Front Range Passenger Rail District; and

WHEREAS, the Front Range Passenger Rail District area includes the entirety of the NFRMPO; and

WHEREAS, the Directors appointed to the Board must be elected officials, or prior elected officials, representing the NFRMPO; and

WHEREAS, the current Directors appointed by the NFRMPO in May 2022 did not define the length of service written in the legislation being one two year and one four year term; and

WHEREAS, this Resolution will clarify the length of service for each Director and identify the Director whose term is expiring in May 2024;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby appoints:

Mayor William Karspeck of the Town of Berthoud, the current Director representing NFRMPO and whose new term is from May 2024 to May 2028, to serve as Director on the Front Range Passenger Rail District representing the NFRMPO.

And defines Councilmember Johnny Olson of the City of Greeley whose term is from May 2022 to May 2026, to serve as Director on the Front Range Passenger Rail District representing the NFRMPO.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 1, 2024 LaSalle	FFY 2024 Program of Projects	Joshua Ma City of Fort Collins
Objective/Request Action		
Approval of the Program of Projects (POP) for Federal Fiscal Year (FFY) 2024 FTA sections 5307, 5310, and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2024 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FFY 2024 funding:</p> <ul style="list-style-type: none">• A public meeting was held from 11:00am - 12:00 pm at the Downtown Transit Center in Fort Collins on December 12, 2023, a virtual attendance option was offered. Public notice of the meeting was published in the primary Fort Collins newspaper.• An online notice was on the Transfort website for two weeks with contact information to provide feedback.• There have been no question or concerns on the program to date.• City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient.• Full FY24 apportionments have not yet been released, program funding amounts were estimated using FY23 full apportionments, minus COLT's share.• Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.		
Committee Discussion		
This is the first time Planning Council is scheduled to discuss the FFY 2024 TMA POP.		
Supporting Information		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none">• Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s).• Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP).		

Supporting Information Continued

- Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment and notify FTA of such authorizations.
- Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met.
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the February 1, 2024, Planning Council meeting for approval and subsequent inclusion in the FY2024-2027 TIP and STIP.

Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted.

Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment.

Attachments

- FFY 2024 Program of Projects
- December 12, 2023 Public Hearing Public Notice
- FTA Factsheets
 - [FTA 5307](#)
 - [FTA 5310](#)
 - [FTA 5339](#)
- FFY23 Full Apportionment Notices
 - [FTA 5307](#)
 - [FTA 5310](#)
 - [FTA 5339](#)
- ***Resolution 2024-04***

Rev. 11/28/2018

2024 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - Estimated FY24 Apportionment - City of Fort Collins

\$4,897,008

Source of Funds (Federal and Local)

5307 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Acquire, Maintain, Repair and Replace Assets	Fort Collins	\$1,456,154	\$1,164,923	\$291,231	20%
1% Security Projects & 0.75% Safety Projects	Fort Collins	\$133,120	\$106,496	\$26,624	20%
Capital Costs of Contracting	Fort Collins	\$841,055	\$336,422	\$504,633	60%
Fixed Route Operating Expenses	Fort Collins	\$5,775,164	\$2,887,582	\$2,887,582	50%
Transit Planning, Design, and Capital	Fort Collins	\$501,981	\$401,585	\$100,396	20%
	Total Project	\$8,707,474			
	Total Federal	\$4,897,008			

5339 - Estimated FY24 Apportionment - City of Fort Collins

\$342,906

Source of Funds (Federal and Local)

5339 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	\$ 428,632.50	\$ 342,906.00	\$ 85,726.50	20%
	Total Project	\$ 428,632.50			
	Total Federal	\$ 342,906.00			

5310 - Estimated FY24 Apportionment - City of Fort Collins

\$372,232

Source of Funds (Federal and Local)

5310 Project Description	Project Sponsor	Total Project Cost	Federal	Local	Local Match Requirement
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 465,290.00	\$ 372,232.00	\$ 93,058.00	20%
	Total Project	\$ 465,290.00			
	Total Federal	\$ 372,232.00			

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2024 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY24 Section 5307 approximate available funding: \$4,897,008
- FY24 Section 5310 approximate available funding: \$372,232
- FY24 Section 5339 approximate available funding: \$342,906

The Proposed Program of Projects (POP) includes:

5307 Program

- Acquire, Maintain, Repair and Replace Assets \$1,164,923 Federal, \$291,231 Local Match
- Safety & Security Projects \$106,496 Federal, \$26,624 Local Match
- Capital Costs of Contracting \$336,422 Federal, \$504,633 Local Match
- Fixed Route Operating Expenses \$2,887,582 Federal, \$2,887,582 Local Match
- Transit Planning, Design and Capital \$401,585 Federal, \$101,396 Local Match

5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$372,232 Federal, \$93,058 Local Match

5339 Program

- Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$342,906 Federal, \$85,727 Local Match

Total Project Costs - \$9,601,397

Total Federal Costs - \$5,612,146

Total Local Costs - \$3,989,251



Detailed information on the aforementioned projects may be obtained by contacting Annabelle Phillips at Transfort / Dial A Ride (970) 224-6173 / aphillips@fcgov.com. Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY2024 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public meeting will be held with a virtual attendance option on Thursday, December 12, 2023 from 11:00am – 12:00 pm to allow for questions and comments. If attending in person, the meeting will be located at the Downtown Transit Center at 250 N. Mason Street, Fort Collins. To register for the virtual public meeting option, please email aphillips@fcgov.com by December 6th, 2023 and virtual meeting information will be provided.

Comments can also be submitted via the Transfort website (ridetransfort.com) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comments at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2024 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.

RESOLUTION NO. 2024-04
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,
\$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)
PROGRAM OF PROJECTS FOR FFY24

WHEREAS, 23 CFR PART §450.324 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 FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all of the projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
 - FY24 Apportionment of \$4,897,008 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
 - FY24 Apportionment of \$372,232 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
 - FY24 Apportionment of \$342,906 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY24 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 1, 2024 LaSalle	2020-2024 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
Planning Council adoption of regionally-specific targets for the five federally required Highway Safety Performance Measures for 2020-2024.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2020-2024 period by February 27, 2024. CDOT set statewide Targets for 2020-2024 in August 2023.</p> <p>To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2020-2024 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 716 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.538 • Number of Serious Injuries – 3,507 • Rate of Serious Injuries per 100M VMT – 6.528 • Number of Non-motorized Fatalities and Serious injuries – 572 <p>The NFRMPO used the same methodology CDOT used to set the 2020-2024 Safety Targets to present the status of safety in the NFRMPO and potentially set regional targets for the 2020-2024 period rather than support the statewide targets. The regional target option is presented in Table 1.</p>		
Committee Discussion		
<ul style="list-style-type: none"> • TAC discussed the 2020-2024 Targets for Safety Performance at their meeting on December 20, 2023. • Planning Council discussed the targets at their meeting on January 11, 2024 and indicated their preference for regionally-specific Targets for this performance period. 		
Supporting Information		
<ul style="list-style-type: none"> • Targets for the safety performance measures are set based on a rolling 5-year average. • CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2023 and 2024. The 5-year average was calculated using actual fatality and serious injury numbers for 2020-2022 and the forecasted numbers for 2023-2025. NFRMPO Staff duplicated this methodology using crash data for the region. • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets. • The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually. • The NFRMPO's Targets for 2020-2024 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). • The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting. • The NFRMPO has set Safety Performance measure targets by supporting CDOT's targets for the past six performance periods. These targets are presented in Table 2. 		

Advantages
<ul style="list-style-type: none"> • Adopting the State's Targets aligns with historical safety target setting at the NFRMPO. • Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range
Disadvantages
The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
Analysis/Recommendation
At their meeting on January 17,2024, TAC recommended Planning Council set regionally-specific Targets for the 2020-2024 period, agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.
Attachments
<ul style="list-style-type: none"> • Table 1: 2020-2024 Safety Performance Measure Target Options • Table 2: Historical CDOT Safety Performance Measure Targets • <i>Resolution 2024-05</i>

Table 1: 2020-2024 Safety Performance Measure Target Options

Measure	2020-2024	2020-2024
	CDOT	NFRMPO
Fatalities	716	39
Fatality Rate Per 100M VMT	1.358	1.11
Serious Injuries	3,507	238
Serious Injury Rate Per 100M VMT	6.528	6.73
Non-Motorized Fatalities and Serious	572	36

Table 2: Historical CDOT Safety Performance Measure Targets

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024
Fatalities	610	644	618	603	597	668	716
Fatality Rate	1.2	1.21	1.143	1.113	1.093	1.262	1.358
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507
Serious Injury Rate	6.79	5.575	6.075	5.828	5.846	5.794	6.528
Non-Motorized Fatalities and	586	514	670	551	571	548	572

RESOLUTION NO. 2024-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO SET REGIONAL TARGETS FOR THE 2020-2024 SAFETY PERFORMANCE MEASURES

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths in accordance with the NFRMPO Safety Vision: Towards Zero Deaths adopted on September 3rd, 2020 and will continue to pursue planning and funding opportunities to carry out this vision; and

WHEREAS, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

WHEREAS, the Colorado Department of Transportation (CDOT) set statewide targets and the NFRT & AQPC has elected to set regionally specific targets for the 2020-2024 performance period; and

WHEREAS, NFRT & AQPC sets the following targets for the 2020-2024 performance period:

- (1) Number of Fatalities – 39
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.11
- (3) Number of Serious Injuries – 238
- (4) Rate of Serious Injuries per 100 million VMT – 6.73
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 36; and

WHEREAS, the CDOT and the NFRT & AQPC set the 2020-2024 safety targets with a data-driven approach and in collaboration with planning partners; and

WHEREAS, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region; and

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby sets safety targets for the NFRMPO region for 2020-2024 and agrees to plan and program projects to contribute toward the accomplishment of the regional safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 1, 2024 LaSalle	January 2024 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
Planning Council approval of the January 2024 Transportation Improvement Program (TIP) Amendment to the <i>FY2024-FY2027 TIP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The January 2024 TIP Amendment includes ten revisions based on funding awarded in the FY26-27 Call for Projects:</p> <ul style="list-style-type: none"> • Adding the Loveland new project <i>Garfield Bike Route</i> with \$900k in TA, \$94k in Local funding, and \$265k in Local Overmatch funding in Fiscal Years (FY) 2026-27. • Adding the Loveland new project <i>Wilson Ave Multiuse Path & Crossing</i> with \$1,041k in Carbon Reduction Program (CRP) funding, \$216k in Local funding, and \$47k in Local Overmatch funding in FYs 2024-27. • Adding the Loveland new project <i>Taft/US34 Adaptive</i> with \$621k in CRP funding and \$129k in Local funding in FY2026. • Adding the Fort Collins new project <i>Transfort Bus Stop Upgrades</i> with \$538k in CRP funding and \$112k in Local funding in FY2025. • Adding the Windsor new project <i>Crossroads & Colorado Intersection Improvements</i> with \$1,113k in Surface Transportation Block Grant (STBG) funding, \$231k in Local funding, and \$5,156k in Local Overmatch funding in FY2026. • Adding the Weld County new project <i>WCR13 & WCR50 Intersection Realignment</i> with \$1,113k in STBG funding, \$339k in Local funding, and \$2,219k in Local Overmatch funding in FYs 2026-27. • Adding the Loveland new project <i>US34 & US287 intersection Improvements</i> with \$3,168k in STBG funding, \$659k in Local funding, and \$8,482k in Local Overmatch funding in FY2027. • Adding the Greeley new project <i>US34 Transit Operating</i> with \$1,394k in Congestion Mitigation and Air Quality (CMAQ) funding and \$290k in Local funding in FYs 2026-27. • Adding the Weld County new project <i>WCR37 & SH392 Aux Lane Improvements</i> with \$2,000k in CMAQ funding, \$416k in Local funding, and \$1,643k in Local Overmatch funding in FY2027. • Adding the Greeley new project <i>9th & 10th St Mobility Improvements</i> with \$3,168k in STBG funding, \$4,064k in CMAQ funding, \$1,503k in Local funding, and \$12,264k in Local Overmatch funding in FYs 2026-27. 		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the January 2024 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the January 2024 TIP Amendment began on January 16, 2024 and concludes on February 15, 2024.</p> <p>An Equity Analysis is included for the ten new location-specific projects.</p> <p><u>Funding Types and Uses</u></p> <p>Transportation Alternatives (TA) authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.</p>		

Supporting Informaiton Continued

Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

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.

Congestion Mitigation and Air Quality (CMAQ) funding is used to combat congestion and air quality issues in Ozone non-attainment areas. Projects awarded CMAQ funding are required to demonstrate an emissions reduction benefit.

Advantages

Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

TAC recommends adding the January 2024 TIP Amendment to the *FY2024-2027 TIP*.

Attachments

- January 2024 Policy Amendment Form
- Equity Analysis
- ***Resolution 2024-06***

NFRMPO FY 2024 - FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2024-A1

Submitted to: TAC and Planning Council

Prepared by: AnnaRose Cunningham

DATE: 1/16/2024

Transportation Alternatives

NEW ENTRY

Title:	Garfield Bike Route	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TA	-	-	-	-	450	450	900	-
STIP ID:	Unassigned	Local	L	-	-	-	-	94	94	187	-
TIP ID:	2026-001	Local	LOM	-	-	-	-	-	265	265	-
Type:	Bike and Ped		Total	-	-	-	-	544	808	1,352	-
Air Quality:	Exempt from conformity analysis										
Description:	Roadway modifications within existing right-of-way to allow the creation of a 1.5 mile on-street buffered bicycle route.										
Revision:	New Project Addition.										

Carbon Reduction Program (CRP)

NEW ENTRY

Title:	Wilson Ave Multiuse Path & Crossing	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CRP-6NF	-	-	-	-	-	581	581	-
STIP ID:	Unassigned	Federal	CRP-6CG	-	-	76	77	153	153	460	-
TIP ID:	2024-016	Local	L	-	-	16	16	32	153	216	-
Type:	Bike and Ped	Local	LOM	-	-	-	-	-	47	47	-
Air Quality:	Exempt from conformity analysis		Total	-	-	92	93	185	934	1,305	-
Description:	Construction of 7,685 ft long multimodal trail along Wilson Ave from 29th St to 43rd St, then east to Glen Isle Dr. Crossings of Wilson Ave at 43rd, 35th, and 29th St										
Revision:	New Project Addition.										

NEW ENTRY

Title:	Taft/US34 Adaptive Signals	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CRP-6NF	-	-	-	-	550	-	550	-
STIP ID:	Unassigned	Federal	CRP-6CG	-	-	-	-	71	-	71	-
TIP ID:	2026-002	Local	L	-	-	-	-	129	-	129	-
Type:	ITS Traffic Controls	Local	LOM	-	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	-	-	-	-	750	-	750	-
Description:	Installation of 5.7 miles adaptive signal control on Taft between SW 23rd St and 57th St and on US34 between Taft and Wilson.										
Revision:	New Project Addition.										

NEW ENTRY

Title:	Transfort Bus Stop Upgrades	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	CRP-6NF	-	-	-	538	-	-	538	-
STIP ID:	Unassigned	Federal	CRP-6CG	-	-	-	-	-	-	0	-
TIP ID:	2025-008	Local	L	-	-	-	112	-	-	112	-
Type:	Transit Capital	Local	LOM	-	-	-	-	-	-	0	-
Air Quality:	Exempt from conformity analysis		Total	-	-	-	650	-	-	650	-
Description:	Upgrade bus stops to be fully ADA compliant, in a state of good repair, and accessible including replacement of infrastructure and amenities including concrete pads, shelters, bike racks, benches, and trash cans.										
Revision:	New Project Addition.										

Surface Trasnpsortation Block Grant (STBG)**NEW ENTRY**

Title:	Crossroads & Colorado Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	-	1,113	-	1,113	-
STIP ID:	Unassigned	Local	L	-	-	-	-	231	-	231	-
TIP ID:	2026-005	Local	LOM	-	-	-	-	5,156	-	5,156	-
Type:	Intersection Improvements		Total	-	-	-	-	6,500	-	6,500	-
Air Quality:	Exempt from conformity analysis										
Description:	Convert existing signalized intersection to a multi-lane roundabout.										
Revision:	New Project Addition.										

NEW ENTRY

Title:	WCR13 & WCR50 Intersection Realignment	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Weld County	Federal	STBG	-	-	-	-	147	1,485	1,632	-
STIP ID:	Unassigned	Local	L	-	-	-	-	31	309	339	-
TIP ID:	2026-006	Local	LOM	-	-	-	-	-	2,219	2,219	-
Type:	Intersection Improvements		Total	-	-	-	-	178	4,013	4,190	-
Air Quality:	Exempt from conformity analysis										
Description:	Align WCR13 south of the intersection to WCR13 on the north side of the intersection by moving the eastern intersection to the west approx. 600 ft. including aux. lanes.										
Revision:	New Project Addition.										

NEW ENTRY

Title:	US34 & US287 Intersection Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Loveland	Federal	STBG	-	-	-	-	-	3,168	3,168	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	659	659	-
TIP ID:	2027-001	Local	LOM	-	-	-	-	-	8,482	8,482	-
Type:	Intersection Improvements		Total	-	-	-	-	-	12,309	12,309	-
Air Quality:	Exempt from conformity analysis										
Description:	Operational improvements at the intersection of US 34 & US 287 to improve capacity, reduce delay, and enhance safety.										
Revision:	New Project Addition.										

Congestion Mitigation and Air Qulaity (CMAQ)**NEW ENTRY**

Title:	US34 Transit Operating	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	697	697	1,394	-
STIP ID:	Unassigned	Local	L	-	-	-	-	145	145	290	-
TIP ID:	2026-003	Local	LOM	-	-	-	-	-	-	0	-
Type:	Transit Operating		Total	-	-	-	-	842	842	1,684	-
Air Quality:	Exempt from conformity analysis										
Description:	Funding to begin transit operation along US34 from UNC's Campus to the Centerra/Loveland Mobility Hub for two years.										
Revision:	New Project Addition.										

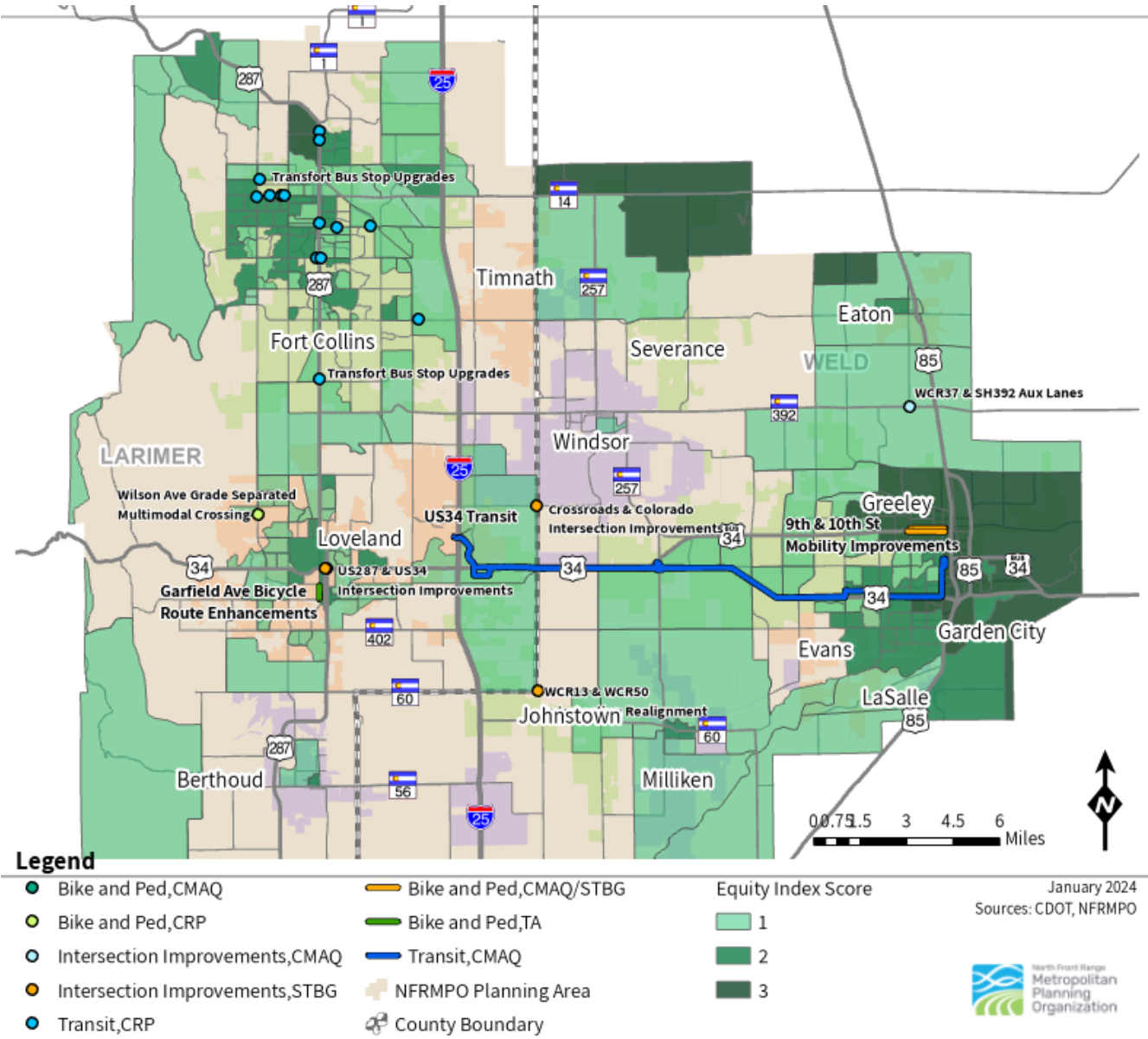
NEW ENTRY

Title:	WCR 37 & SH392 Aux Lane Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	-	-	-	-	2,000	2,000	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	416	416	-
TIP ID:	2027-002	Local	LOM	-	-	-	-	-	1,643	1,643	-
Type:	Intersection Improvements		Total	-	-	-	-	-	4,059	4,059	-
Air Quality:	Exempt from conformity analysis										
Description:	Construct left turn lanes on all 4 legs of the intersection, deceleration lane for EB traffic turning South, and WB traffic turning North										
Revision:	New Project Addition.										

NEW ENTRY

Title:	9th & 10th St Mobility Improvements	Funding Source	Funding Program	Previous Funding	FY24 Rolled	FY 24	FY 25	FY 26	FY 27	FY 24-27 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	-	-	3,168	-	3,168	-
STIP ID:	Unassigned	Federal	CMAQ	-	-	-	-	1,223	2,842	4,064	-
TIP ID:	2026-004	Local	L-STBG	-	-	-	-	659	-	659	-
Type:	Modify & Reconstruct	Local	L-CMAQ	-	-	-	-	254	591	845	-
Air Quality:	Exempt from conformity analysis	Local	L	-	-	-	-	6,132	6,132	12,264	-
			Total	-	-	-	-	11,436	9,564	21,000	-
Description:	Redesign and reconstruct the two streets. Proposed work includes reducing 9th St to 2-lanes and 10th St to 2-lanes with traffic calming, interconnected signalized intersections and roundabouts and improved multimodal options										
Revision:	New Project Addition.										

January 2024 TIP Amendment Equity Analysis Map



Criteria		
Project Information		Garfield Bike Route
Project included in the FY 2024-2027 TIP		No
TIP ID #		2026-001
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Loveland
Project Type		Bike/Ped
Funding Source		TA
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
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	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens		
None		
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits		
Traffic calming due to reduced lane widths.		
Outreach (800-character limit)		
The Project will include extensive outreach to residents along the corridor. Particularly in the area between 1st Street and 7th Street, residents will be impacted by a reduction in on-street parking. In addition, several properties will be impacted as they have landscaping or retaining walls in the Right-of-Way. Residents will be consulted for project direction during project open house meetings. In addition, "intercept" meetings with the travelling public using active modes will be emphasized during Loveland's annual Everybody Bike Day in June during the project's development phase.		

Criteria			
Project Information		Wilson Ave Multiuse Path & Crossing	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2024-016	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Loveland	
Project Type		Bike/Ped	
Funding Source		TA	
Call Awarded		2023 Call for Projects	
Burdens	Short Term (Construction)	Long Term (Post Construction)	
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	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
Additional Anticipated Burdens			
None			
Benefits			
Decrease in travel time	No		
Improved air quality	Yes		
Expanded access to employment opportunities	No		
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes		
Additional Anticipated Benefits			
Increased safety and comfort for users of bike/ped mode in area			
Outreach (800-character limit)			
As a part of the design and delivery of the project, local residents will be consulted as part of the outreach effort. In addition, during bicycle intercept outreach, the project and connections will be emphasized.			

Criteria		
Project Information		Taft/US34 Adaptive Signals
Project included in the FY 2023-2026 TIP		No
TIP ID #		2026-002
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Loveland
Project Type		ITS/Signal Timing
Funding Source		CRP
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	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	No	No
Additional Anticipated Burdens		
None noted		
Benefits		
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits		
None noted		
Outreach		
None noted.		

Criteria		
Project Information		Transfort Bus Stop Upgrades
Project included in the FY 2023-2026 TIP		No
TIP ID #		2025-008
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Fort Collins
Project Type		Bike/Ped
Funding Source		CRP
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
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	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
N/A		
Benefits		
Decrease in travel time	No	
Improved air quality	Yes	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits		
N/A		
Outreach		
<p>The Bus Stop Design Standards and Guidelines were created with the assistance of a Citizen Advisory Committee (CAC) comprised of local transit riders, cycling advocates, safety specialists, urban designers, students, media professionals, Transfort staff and other interested parties. The CAC included individuals with a wide range of abilities and experiences with the transit network. A project management team (PMT) of City staff also contributed with focus on the technical components and safety considerations. The following City departments were represented in the PMT: Engineering, FC Moves, Planning, Streets, Traffic, and Transfort.</p> <p>In April 2015, the voters of Fort Collins passed a 10-year tax renewal dedicated to community improvements including \$1M to bus stops upgrades.</p>		

Criteria		
Project Information		Crossroads & Colorado Intersection Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID #		2026-005
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Windsor
Project Type		Intersection Improvements
Funding Source		STBG
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	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	No	No
Additional Anticipated Burdens		
There are no anticipated burdens for this project at this location. All items will be improved with the proposed project		
Benefits		
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		
Project will improve safety and efficiency of this existing intersection to the traveling public.		
Outreach (800-character limit)		
With the design of this project near 90%, the local nearby residents have already been informed of the future project via the Town website and a project mailer that was sent in early 2023 to everyone in a half mile radius. The nearby communities (Loveland) and Counties (Larimer and Weld) have also been notified and have received plans sets at 30% and 90% to review since detour routes are proposed that utilized roads outside of the Town of Windsor. Local utilities have also been notified such as PVREA, Lumen, Little Thompson Water District, Thornton Water, Northern Water and Xcel. This coordination has resulted in early utility relocations that will allow this project to move ahead in a timely matter.		

Criteria			
Project Information		WCR13 & WCR50 Intersection Realignment	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2026-006	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Weld County	
Project Type		Intersection Improvements	
Funding Source		STBG	
Call Awarded		2023 Call for Projects	
Burdens	Short Term (Construction)	Long Term (Post Construction)	
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	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
Additional Anticipated Burdens			
No additional anticipated burdens.			
Benefits			
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			
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.			
Outreach			
Weld County and the Town of Johnstown will inform local residents of the upcoming improvements when we get closer to construction. Weld County and the Town of Johnstown have met with local stakeholders and will continue those discussions.			

Criteria		
Project Information		US34 & US287 Intersection Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID #		2027-001
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Loveland
Project Type		Intersection Improvements
Funding Source		STBG
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
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	Yes	No
Adverse impacts on community cohesion or economic vitality	Yes	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
None noted.		
Benefits		
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		
None noted.		
Outreach		
The project will have a comprehensive communication plan during the remaining design phase, and throughout construction.		

Criteria		
Project Information		US34 Transit Operating
Project included in the FY 2023-2026 TIP		No
TIP ID #		2026-003
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Greeley
Project Type		Transit Service
Funding Source		CMAQ
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	No	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	No	No
Additional Anticipated Burdens		
We do not expect additional burdens caused to EJ populations by operating public transit along US34.		
Benefits		
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		
There will be decreased travel time for transit users specifically. There may be steady or decreased travel time for other uses if existing users along the corridor shift to using the new transit service as population in the area (and related travel needs) increase over time.		
Outreach		
During both the LinkNoCo Phase I and the Greeley on the Go Transportation Master Plan, citizens indicated the need for transit on US34. The community engagement for TMP (summarized beginning on page 174) categorized the US34 Premium Transit Route to I-25 as a Tier 1 (highest priority) project. TMP outreach yielded that the #1 concern from the public is improving congestion. We will conduct additional public outreach during our Mobility Development Planning process in 2024.		

Criteria			
Project Information		WCR 37 & SH392 Aux Lane Improvements	
Project included in the FY 2023-2026 TIP		No	
TIP ID #		2027-002	
Project located 1/4 mile of an Equity Index Area		Yes	
Project Sponsor		Weld County	
Project Type		Intersection Improvements	
Funding Source		CMAQ	
Call Awarded		2023 Call for Projects	
Burdens	Short Term (Construction)	Long Term (Post Construction)	
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	Yes	No	
Increased traffic congestion, isolation, exclusion, or separation	No	No	
Additional Anticipated Burdens			
No additional anticipated burdens.			
Benefits			
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			
Improvements related to safety, decreased travel time, and improved air quality will benefit local residents.			
Outreach			
Weld County will inform local residents of the upcoming improvements when we get closer to construction.			

Criteria		
Project Information		9th & 10th St Mobility Improvements
Project included in the FY 2023-2026 TIP		No
TIP ID		2026-004
Project located 1/4 mile of an Equity Index Area		Yes
Project Sponsor		Greeley
Project Type		Bike/Ped
Funding Source		CMAQ & STBG
Call Awarded		2023 Call for Projects
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	Yes	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	Yes	No
Adverse impacts on community cohesion or economic vitality	Yes	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens		
None noted.		
Benefits		
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		
None noted.		
Outreach		
Phase 1 focused on visioning and discovering what residents found as issues, assets, and opportunities to improve the corridor. Engagement included walking from home to home, speaking with residents along the corridor. Phase 2 focused on corridor priorities, narrowing potential projects within broader topics listed. Additional intercept events and community events were held. Phase 2 utilized targeted outreach materials based on feedback received in Phase 1. Phase 3 built upon work in Phase 1 and Phase 2 by targeted community meetings for City staff and broader community to gain further insight on vehicular circulation and pedestrian amenities. Circulation diagrams were introduced into the engagement process, allowing residents to visualize how vehicles might move throughout the corridor.		

RESOLUTION NO. 2024-06
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE JANUARY 2024 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the January 2024 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 FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding the following projects:

- Adding the Loveland new project *Garfield Bike Route* with \$900k in TA, \$94k in Local funding, and \$265k in Local Overmatch funding in Fiscal Years (FY) 2026-27.
- Adding the Loveland new project *Wilson Ave Multiuse Path & Crossing* with \$1,041k in Carbon Reduction Program (CRP) funding, \$216k in Local funding, and \$47k in Local Overmatch funding in FYs 2024-27.
- Adding the Loveland new project *Taft/US34 Adaptive* with \$621k in CRP funding and \$129k in Local funding in FY2026.
- Adding the Fort Collins new project *Transfort Bus Stop Upgrades* with \$538k in CRP funding and \$112k in Local funding in FY2025.
- Adding the Windsor new project *Crossroads & Colorado Intersection Improvements* with \$1,113k in Surface Transportation Block Grant (STBG) funding, \$231k in Local funding, and \$5,156k in Local Overmatch funding in FY2026.
- Adding the Weld County new project *WCR13 & WCR50 Intersection Realignment* with \$1,113k in STBG funding, \$339k in Local funding, and \$2,219k in Local Overmatch funding in FYs 2026-27.
- Adding the Loveland new project *US34 & US287 intersection Improvements* with \$3,168k in STBG funding, \$659k in Local funding, and \$8,482k in Local Overmatch funding in FY2027.
- Adding the Greeley new project *US34 Transit Operating* with \$1,394k in Congestion Mitigation and Air Quality (CMAQ) funding and \$290k in Local funding in FYs 2026-27.
- Adding the Weld County new project *WCR37 & SH392 Aux Lane Improvements* with \$2,000k in CMAQ funding, \$416k in Local funding, and \$1,643k in Local Overmatch funding in FY2027.
- Adding the Greeley new project *9th & 10th St Mobility Improvements* with \$3,168k in STBG funding, \$4,064k in CMAQ funding, \$1,503k in Local funding, and \$12,264k in Local Overmatch funding in FYs 2026-27

Resolution No. 2024-06

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of February 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: February 1, 2024

Re: 2025 Active Transportation Plan (ATP) Kickoff

Background

The NFRMPO is early in the development of the *2025 Active Transportation Plan (ATP)*. The *ATP* is an update to the *2013 Regional Bicycle Plan*, *2016 Non-Motorized Plan*, and the *2021 Regional Active Transportation Plan*. The *2025 ATP* will fulfill the federal requirement for the NFRMPO to address bicycle and pedestrian planning as part of the *Regional Transportation Plan (RTP)*. The *2025 ATP* will update and expand on many components in these three existing plans, including:

- Consolidated summary of the existing active transportation conditions, programs, policies, and data;
- Tools, analysis, and guidance supporting local and regional planning and funding efforts;
- Recommendations for improving local and regional active transportation planning efforts; and
- Segment-by-segment analysis of each Regional Active Transportation Corridor (RATC), including identification of infrastructure standards, critical gaps, important local connections, necessary partnerships, and priority segments.

The *2025 ATP* has four phases:

1. Goals and Problem Statement
2. Existing Conditions/Active Transportation Facilities Data Update
3. RATC Visioning
4. Closing the Feedback Loop/ Adoption



The anticipated timeline can be found below:

Phase	2023	2024				2025
	Q4	Q1	Q2	Q3	Q4	Q1
Goals and Problem Statement						
Existing Condition/Active Transportation Facilities Data Update						
RATC Visioning						
Closing the Feedback Loop/Adoption						

NFRMPO staff plan to engage local staff in individual community meetings, various local advisory boards, and the public through a survey and other strategies consistent with the *2025 ATP Outreach Strategy* which is linked below.

2025 ATP Outreach Strategy: <https://nfrmpo.org/wp-content/uploads/2025-ATP-Outreach-Strategy.pdf>

Action

Staff request Planning Council members provide feedback on the direction of the *2025 ATP* and what components would be particularly helpful to local active transportation planning efforts.

US34 TMO

Planning Council



North Front Range
Metropolitan
Planning
Organization



1

2023 Recap

- Received and contracted for Office of Innovative Mobility grant
- Identified US34 Coalition as initial Board of Directors
- RFP Process opened October 2023, closed December 2023
 - Thank you to our Scoring Committee members!



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Steer Introduction

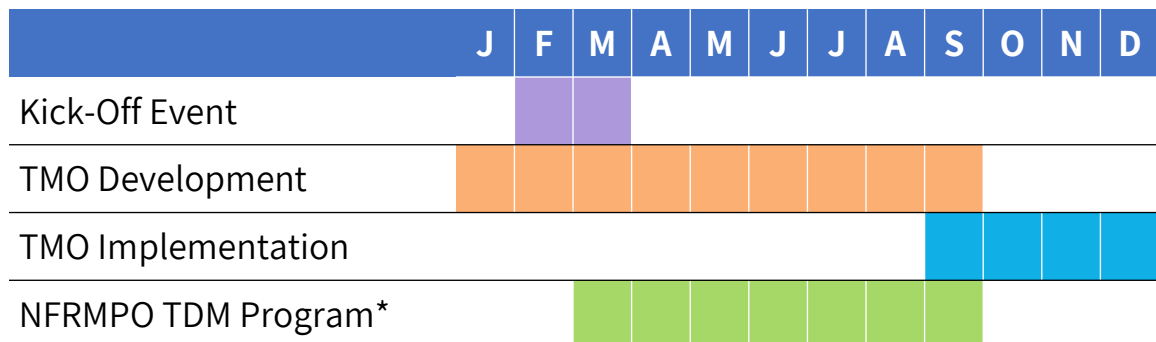


- Worked with NFRMPO in 2013 on Transit Vision
- Experience setting up TMOs in polycentric areas (not one central destination)
- Focus on building up local experience with their resources – transition to local staff
- People spoke highly of the company, not just the individuals they worked with

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Coming up in 2024



* Dependent on CDOT Contracting

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Questions for Council

- What do you see as your role and your responsibilities in NFRMPO TDM program development?
 - Funding
 - Planning
 - Incubation and Implementation
- Planning Council has set aside \$100K/year in CRP funds between 2024-2027
 - US34 Coalition recommendation: support US34 Coalition before adding new TMOs
 - NFRMPO TDM Program Planning (2024 - \$30K)

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Upcoming Items

Office of Innovative Mobility Grant Opportunities:

- Zero Emission Vehicle (ZEV) Workforce Development
- Electrification Mobility Education and Awareness
- Transportation Demand Management Innovation
- Transportation Management Organization Seed Funding

Due by 11:59p on March 29th, 2024

OIM is planning to release a second round during the Summer in 2024

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Questions?

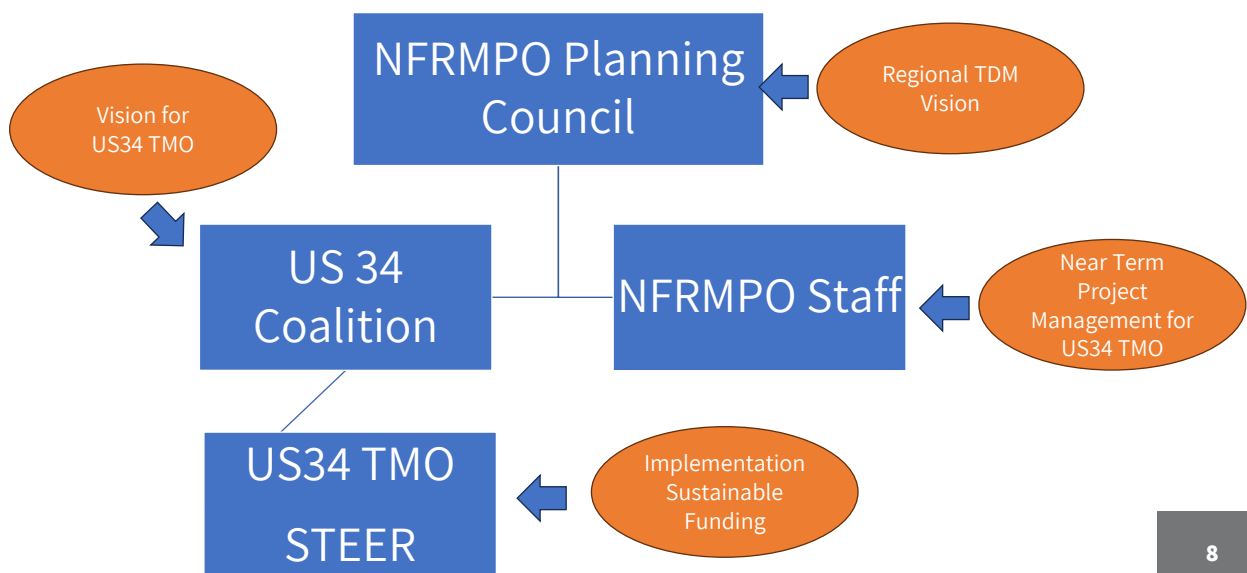
Alex Gordon, PTP
 Transportation Planner III
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 (970) 289-8279

Brooke Bettolo
 Mobility Planner
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 (970) 672-0677

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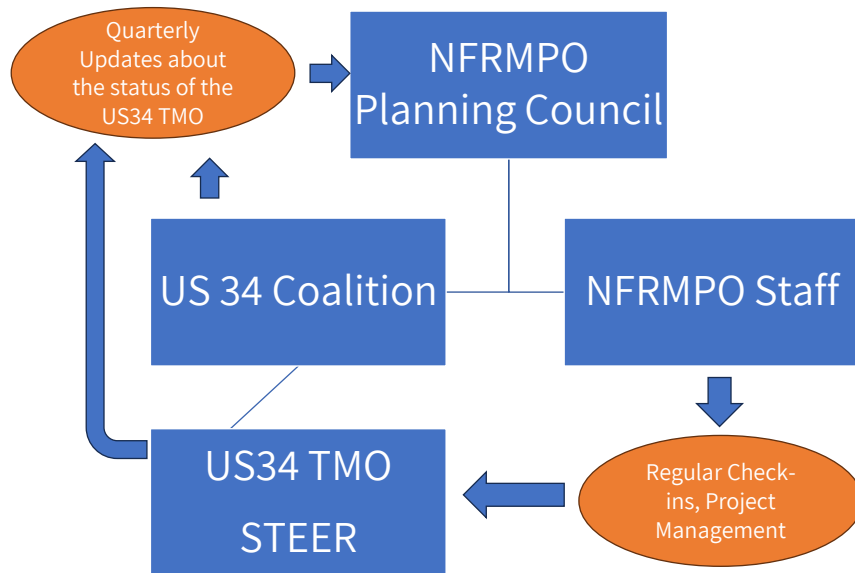
Defining Roles of NFRMPO, Coalition, Consultant



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Defining Roles of NFRMPO, Coalition, Consultant



9

Statewide Transportation Advisory Committee (STAC) Meeting Summary

Date/Time: Thursday, January 4, 2024; 8:30 a.m. - 12:30 p.m.

[STAC Meeting January 4, 2024 Recording](#)

Highlights and Action Items

CDOT Update on Current Events - Herman Stockinger, Office of Policy and Government Relations (OPGR)

- TC approved the fee structure for fiber optic access to CDOT ROW. The TC was behind schedule for the timeline identified by executive order and state statute. CDOT feels the fees are very modest, and staff are glad to see the fee structure finalized.
- Following months of workshops with the Bridge and Tunnel Enterprise (BTE), in January TC expects to approve a bonding program for the big projects coming up, including Floyd Hill and I-270.
- The TC will workshop the PD 1601 Interchange improvements request along I-76 in Weld County this January 2024, and anticipates taking action in February.
- TC is scheduled to open the formal Planning Rules rulemaking on January 18, 2024 to address changes recommended in the HB 23-1101 TPR Study. The draft rules provided in the STAC packet outline the staff recommendations from the study and add a new state definition of Disproportionately Impacted Communities. Rules will be filed with the Secretary of the State by the end of January 2024.

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

- Legislative Report
 - Legislative Session begins on January 10, 2024 and is expected to be a heavily transportation focused year, including emphasis on:
 - Safety - Distracted driving - no hands free law yet - CDOT supports such a bill.
 - Expand the use of automated vehicle information systems using speed cameras to enforce speed limits;
 - Reduce crashes of CMVs via a chain law expansion;
 - Expand transit and passenger rail
 - Other topics where CDOT will provide support to entities drafting bills:
 - Housing and strategic growth
 - Lane filtering for motorcycles
 - Broadband
 - Improving Work Zone Safety
 - Raising the CDOT maintenance cap before going to bid
 - STAC member Gary Beedy requested access to review the draft bills.
- Federal Legislative Update
 - Facing potential government shutdown of a portion of the federal government.
 - A full budget is required by January 19, 2024 to avoid a shutdown of four of twelve agencies including USDOT. Many legislators anticipate a continuing resolution.
 - Key Issues: Funding for US and Mexico border migration issues, conflicts in the Middle East and the Ukraine.
 - President Biden signed a continuing resolution for FAA until March 8, 2024.

- Presentation on Multimodal Planning 101 provided by Marissa Gaughan, CDOT Multimodal Planning Branch (MPB) Manager
 - An overview of Planning Partner and Public engagement were covered. Key planning documents and the process from Statewide Vision to Achievable reality were described.
 - A review and update of the 10-Year Plan was also provided.
- Asset Management Overview Provided by William Johnson, CDOT PAMB Manager and Toby Manthey, CDOT Performance and Asset Management Branch (PAMB).
 - A review and update of the CDOT Asset Management program was provided, including both state and federal requirements.
 - CDOT's rank nationally for pavement condition is quite low.
 - Additional funds are needed for CDOT to receive a higher rank for certain categories of asset condition.
- Colorado Freight Plan Overview - Craig Hurst, CDOT Freight Mobility and Safety Branch Manager
 - The Colorado Freight Plan was drafted in time for CDOT to continue to spend National Freight Highway Program (NHFP) dollars. It is a strategic plan and does not include a freight project list.
 - The public outreach process and results for the plan were outlined.
 - Hot topics heard from stakeholders included: transparency, safe and clean transportation, efficiency and availability of statewide transit, economic partnerships, traffic capacity and bottlenecks and modal diversity.
 - The Plan outlines strategies on each topic to address issues and enhance the safety and mobility of freight in Colorado.
 - Freight safety, mobility, maintenance, economic vitality, sustainability and resilience, were all analyzed in the plan.
 - The NHFP update was presented with focus areas on truck safety, freight operations and clean transportation.
 - Next steps include the FHWA approval of the Freight Investment Plan (freight project list of NHFP funded projects), and an appendix to the Colorado Freight Plan, in March 2024.
- Region 2 RTD Major Projects overview, Shane Ferguson
 - Projects overviewed included: Military Access Mobility and Safety Improvements Project (MAMSIP) along CO 94, South Academy Blvd., and I-25; US 285/CO9; Airport Blvd./Powers Road Diverging Diamond Interchange; I-25/US 50B Interchange; Region 2 Bridge Bundle Design Build; N-17-AD Bridge Replacement; I-25 Train Derailment Response; and Wildlife Mitigation Efforts.
- STAC Work Plan Schedule - Darius Pakbaz, CDOT DTD Director
 - CDOT staff is close to finalizing the STAC 2024 Work Plan, but also intend this plan to be a living document. The work plan will reserve time to discuss 2050 SWP elements.

The next STAC meeting is scheduled for **Thursday, February 1, 2024, at 8:30 am** and will be held virtually.

	<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, November 15, 2023, 10:00 am 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 (in person) Karen Stuart, Vice-Chair (in person) Travis Easton (remote) Eula Adams (in person) Joel Noble (remote) Shelly Cook (in person)</p>
Roll Call Regular Meeting	All board members, except Director Guterrez, were present. The meeting began at 10:01 a.m.
Informal Discussion	<p>CTIO Staff and the CTIO Board discussed the following:</p> <ul style="list-style-type: none"> • Dynamic Pricing Policy Approval. • MEXL Loan Refinancing. • Commercial back office update. • Safety Enforcement Program update. • I-25 South Gap toll rate approval. • Fiscal Year (FY) 2022-23 Year-end Report and FY 2023-24 Q1 Budget to Actual. • 2024 Board Calendar and CTIO December Tour. <p>Discussion</p> <ul style="list-style-type: none"> • Board members and staff discussed the Safety Enforcement Program statistics, the back office procurement process, and CTIO staffing.
Roll Call Regular Meeting	All board members were present - except Director Guterrez. The meeting continued at 10:49 a.m.
Public Comment	There was no public comment requested in person, but it was noted that a written comment was included in the information-only section of the board's packet, along with the response from CTIO staff.

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, CTIO Director, provided the Director's Report, which included information on the following:</p> <ul style="list-style-type: none"> • New CTIO staff positions have been filled (Lead Tolls Analysts). • Details of a peer exchange with the Central Texas Regional Mobility Authority related to the Express Lanes Safety Enforcement Program.
CTIO Leadership Positions: Chair and Vice-Chair appointments	<p>CTIO staff gave an overview of how the appointments were made historically, and the CTIO Board discussed the Chair and Vice-Chair positions and possibly revisiting the bylaws at a future meeting to put term limits on the positions in place.</p> <p>ACTION: Upon a motion by Chair Bowes and second by Director Easton, a voice vote was conducted, and Vice-Chair Stuart was elected to the position of Chair and Director Noble was elected to the position of Vice-Chair of the CTIO Board of Directors.</p>
Construction/ Operations/Maintenance Questions	<p>John Gregory, CTIO Major Projects Manager, updated the board on the Westbound Mountain Express Lanes (MEXL) toll point relocation and the ribbon cutting ceremony on the I-25 North (Berthoud to Fort Collins) in December.</p> <p>Discussion</p> <ul style="list-style-type: none"> • CTIO Board members and staff discussed safety on Express Lanes construction zones - including I-25 North.
Consent Agenda	<p>ACTION: Upon a motion by Director Adams and second by Director Cook, a vote was conducted, and Resolution #429, October 17, 2023 minutes, and Resolution #430, 2024 Board Calendar (with a note that the June meeting needs to be confirmed) was unanimously approved.</p>
Dynamic Pricing Policy: Resolution #431	<p>Kelly Brown, Chief Toll Operations Officer, presented Resolution #431 and materials related to the Dynamic Pricing Policy and requested approval from the board.</p> <p>ACTION: Upon a motion by Director Noble and second by Vice-Chair Stuart, a vote was conducted, and Resolution #431, the Dynamic Pricing Policy, was unanimously approved.</p>
I-25 South Gap Toll Rate Approval: Resolution #432 -	<p>Kelly Brown, Chief Toll Operations Officer, presented Resolution #432 and materials related to the I-25 South Gap Toll Rates and requested approval from the board.</p> <p>ACTION: Upon a motion by Director Adams and second by Vice-Chair Stuart, a vote was conducted, and Resolution #432, I-25 South Gap Toll Rate Approval, was unanimously approved.</p>
Fiscal Year 2024-25 Budget Workshop	<p>Piper Darlington, CTIO Director, provided a presentation on the Fiscal Year 2024-25 Budget, which included information on the following:</p> <ul style="list-style-type: none"> • Fund 537: Operating Fund • Fund 536: Special Revenue Fund • Next steps

	<p>Discussion</p> <ul style="list-style-type: none"> CTIO Board members and staff discussed the Express Lanes Master plan and the key corridors that could be prioritized in the future, I-270 environmental process, dynamic pricing and the capability of a future back office.
Adjourn	The CTIO Board adjourned at 11:28 a.m.

	<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, December 20, 2023, 10:30 am 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>Karen Stuart, Chair (in person) Margaret Bowes, Chair (in person) Joel Noble Vice-Chair (in person) Eula Adams (in person) Travis Easton (remote) Shelly Cook (in person)</p>
Roll Call Regular Meeting	All board members were present. The meeting began at 10:46 a.m.
Informal Discussion	<p>Piper Darlington, CTIO Director, provided a brief overview of the I-70 Mountain Express Lanes Spread Lock Agreement with Wells Fargo Municipal Capital Strategies and asked the board for approval of Resolution #433.</p> <p>Discussion</p> <ul style="list-style-type: none"> Board members and staff discussed the key elements of the request and the reason for it being brought to the board in December. <p>ACTION: Upon a motion by Director Adams and second by Vice-Chair Noble, a vote was conducted, and Resolution #433, I-70 Mountain Express Lanes Loan Spread Lock Agreement with Wells Fargo Municipal Capital Strategies, was unanimously approved.</p>
Adjourn	The CTIO Board adjourned at 10:52 a.m.

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.