



## North Front Range Transportation & Air Quality Planning Council

### Hybrid Meeting Agenda

August 1, 2024

**In Person:** Johnstown YMCA, 165 Settler Way, Johnstown CO 80534

**Virtual:** Call-in Number: (224) 501-3412 **Access Code:** 562-513-213 **Weblink:** <https://bit.ly/2024NFRCouncil>

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Jon Mallo, Chair	-	6:00
2	Public Comment - 2 min each <i>(accepted on items not on the Agenda)</i>	<i>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.</i>	-	-
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – July 11, 2024	Jon Mallo, Chair	10	-

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written	14	-
5	NFRMPO Air Quality Program Updates: Intermountain West MPOs Letter to EPA	Dena Wojtach, Two Roads Environmental	16	6:05
6	Regional Air Quality Council (RAQC)	Written	Handout	-

### Metropolitan Planning Organization Agenda

#### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Report of the Chair:	Jon Mallo, Chair	-	6:15



	TBD			
8	Executive Director Report: TBD	Paul Sizemore, Executive Director	-	6:20
9	TAC	Written	20	-
10	Mobility	Written	Handout	-
11	Second Quarter 2024 TIP Modifications	Written	21	-
12	CDOT Inactives Report	Written	22	-

**Presentation**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	FEMA Base Level Engineering	Brian Varrella, CDOT Region 4	23	6:25

**Consent Agenda**

No items this month.

**Action Items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	July 2024 TIP Amendment	AnnaRose Cunningham, Transportation Planner III	29	6:40

**Discussion items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	VanGo™ Fare Increases for 2025	Paul Sizemore	37	6:45
16	MMOF Discussion #2	AnnaRose Cunningham	39	7:00

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Transportation Commission	Jim Kelly, Transportation Commissioner	-	7:30
18	CDOT R4 Update	Josie Thomas, CDOT Region 4 Planning Manager	-	-
19	STAC Report	Written Report	49	-
20	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



21	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
22	Host Council Member Report	Andrew Paranto, Johnstown	-	7:45

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: September 5, 2024 – Hosted by City of Fort Collins



## MPO Planning Council

### *City of Loveland*

**Jon Mallo, Mayor Pro Tem – Chair**

Alternate- TBD

### *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- Melanie Potyondy, Councilmember

### *Town of Garden City*

**Fil Archuleta, Mayor**

### *Town of Johnstown*

**Andrew Paranto, Councilmember**

### *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*

**Bill Jenkins, Councilmember**

### *Town of Windsor*

**TBD**

Alternate- TBD

### *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

<b>§5303 &amp; §5304</b>	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
<b>§5307</b>	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
<b>§5309</b>	FTA program funding for capital investments
<b>§5310</b>	FTA program funding for enhanced mobility of seniors and individuals with disabilities
<b>§5311</b>	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
<b>§5326</b>	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
<b>§5337</b>	FTA program funding to maintain public transportation in a state of good repair
<b>§5339</b>	FTA program funding for buses and bus facilities
<b>3C</b>	Continuing, Comprehensive, and Cooperative
<b>4P</b>	CDOT Project Priority Programming Process
<b>7th Pot</b>	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACP</b>	Access Control Plan
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic (also see AWD)
<b>AIS</b>	Agenda Item Summary
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APCD</b>	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
<b>AQCC</b>	Air Quality Control Commission (of Colorado)
<b>ARPA</b>	American Rescue Plan Act of 2021
<b>ATP</b>	Active Transportation Plan
<b>AWD</b>	Average Weekday Traffic (also see ADT)
<b>BIL</b>	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
<b>BUILD</b>	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (federal)
<b>CAC</b>	Community Advisory Committee (of the NFRMPO)
<b>CBE</b>	Colorado Bridge Enterprise funds
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CEO</b>	Colorado Energy Office
<b>CMAQ</b>	Congestion Mitigation and Air Quality (an FHWA funding program)
<b>CMP</b>	Congestion Management Process
<b>CNG</b>	Compressed Natural Gas
<b>CO</b>	Carbon Monoxide
<b>COG</b>	Council of Governments
<b>COLT</b>	City of Loveland Transit
<b>CPG</b>	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
<b>CFY</b>	Calendar Fiscal Year
<b>CRP</b>	Carbon Reduction Funds

## GLOSSARY (cont'd)

<b>CTIO</b>	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
<b>DOLA</b>	Department of Local Affairs
<b>DOT</b>	(United States) Department of Transportation
<b>DRCOG</b>	Denver Regional Council of Governments
<b>DTD</b>	CDOT Division of Transportation Development
<b>DTR</b>	CDOT Division of Transit & Rail
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EPA</b>	Environmental Protection Agency
<b>EV</b>	Electric Vehicle
<b>FAST ACT</b>	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
<b>FASTER</b>	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
<b>FHWA</b>	Federal Highway Administration
<b>FNC</b>	Freight Northern Colorado Plan
<b>FRA</b>	Federal Railroad Administration
<b>FRPR</b>	Front Range Passenger Rail District (Replaced SWC&FRPRC)
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>GET</b>	Greeley-Evans Transit
<b>GHG</b>	Greenhouse Gas
<b>GOPMT</b>	Goals, Objectives, Performance Measures, and Targets
<b>GVMPO</b>	Grand Valley MPO (Grand Junction/Mesa County)
<b>HOV</b>	High Occupancy Vehicle
<b>HSIP</b>	Highway Safety Improvement Program (FHWA Safety Funds)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>IACT</b>	State Interagency Consultation Team (for GHG)
<b>ICG</b>	Inter-Agency Consultation Group for Ozone Nonattainment Area
<b>IGA</b>	Intergovernmental Agreement
<b>IIJA</b>	Infrastructure Investment and Jobs Act (also known as BIL)
<b>IMW MPO</b>	Intermountain West MPO Group
<b>INFRA</b>	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LCMC</b>	Larimer County Mobility Committee
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>LUAM</b>	Land Use Allocation Model (of the NFRMPO)

## GLOSSARY (cont'd)

<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MAPG</b>	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
<b>MMOF</b>	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAPME</b>	Nonattainment Area Air Pollution Mitigation Enterprise
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NARC</b>	National Association of Regional Councils
<b>NCMC</b>	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NoCo</b>	Northern Colorado Bicycle and Pedestrian Collaborative
<b>NOFO</b>	Notice of Funding Opportunity
<b>NOx</b>	Nitrogen Oxides
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>OIM</b>	Office of Innovative Mobility, division of CDOT
<b>PACOG</b>	Pueblo Area Council of Governments
<b>PL</b>	Federal Planning (funds)
<b>PIP</b>	Public Involvement Plan
<b>POP</b>	Program of Projects
<b>PPACG</b>	Pikes Peak Area Council of Governments (Colorado Springs)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RATC</b>	Regional Active Transportation Corridor
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RSC</b>	Regionally Significant Corridor
<b>RTC</b>	Regional Transit Corridor
<b>RTD</b>	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
<b>RTDM</b>	Regional Travel Demand Model (of the NFRMPO)
<b>RTP</b>	Regional Transportation Plan
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle



## GLOSSARY (cont'd)

<b>SPR</b>	State Planning and Research (federal funds)
<b>SRTS</b> ( <i>see TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>SS4A</b>	Safe Streets and Roads for All Funding Program
<b>STAC</b>	Statewide Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STBG</b> ( <i>previously STP-Metro</i> )	Surface Transportation Block Grant (a FAST Act FHWA funding program)
<b>SWC&amp;FRPRC</b>	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
<b>SWMPO</b>	Statewide MPO Committee
<b>SWP</b>	Statewide Plan (CDOT)
<b>TAC</b>	Technical Advisory Committee (of the NFRMPO)
<b>TA</b> ( <i>previously TAP</i> )	Transportation Alternatives program (an FHWA funding program)
<b>TAZ</b>	Transportation Analysis Zone (used in travel demand forecasting)
<b>TC</b>	Transportation Commission of Colorado
<b>TDM</b>	Transportation Demand Management
<b>TERC</b>	Transportation Environmental Resource Council
<b>TIGER</b>	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
<b>TMA</b>	Transportation Management Area (federally designated place >200,000 population)
<b>TMO</b>	Transportation Management Organization, also known as TMA – Transportation Management Association
<b>TOD</b>	Transit Oriented Development
<b>TPR</b>	Transportation Planning Region (state-designated)
<b>TRAC</b>	Transit & Rail Advisory Committee (for CDOT)
<b>UFR</b>	Upper Front Range TPR
<b>UPWP</b>	Unified Planning Work Program
<b>UrbanSIM</b>	Land Use model software licensing company used by the NFRMPO for the LUAM
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound
<b>WCMC</b>	Weld County Mobility Committee

## Meeting Minutes of the North Front Range Transportation and Air Quality Planning Council

**July 11, 2024**  
**Hybrid Meeting in Severance, CO**

### Voting Members Present:

Jon Mallo – Chair	-Loveland
Johnny Olson – Vice Chair	-Greeley
Dan Dean	-Milliken
Tricia Canonico	-Fort Collins
Julie Cline	-Windsor
Matthew Fries	-Severance
Liz Heid	-Eaton
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Jim Kelly	-Transportation Commission

### Voting Members Absent:

Scott James – Past Chair	-Weld County
Fil Archuleta	-Garden City
Mark Clark	-Evans
Paula Cochran	-LaSalle
Jessica Ferko	-APCD
Andrew Paranto	-Johnstown
Kristin Stephens	-Larimer County

**MPO Staff:** **Paul Sizemore**, Executive Director; **Suzette Mallette**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Lisa Deaton**, Mobility Specialist; **AnnaRose Cunningham**, Transportation Planner III; **Jerome Rouser**, Transportation Planner II; **Jonathan Stockburger**, Transportation Planner I

**In Attendance:** Dawn Anderson; Robert Dahill; Michelle Edgerley; Jim Eussen; Nicole Hahn; Omar Herrera; Jackson Hessler; Dana Hornkohl; Dee McIntosh; Mark Oberschmidt; Mark Peterson; Evan Pinkham; Elizabeth Relford; Justin Stone; Josie Thomas; Eric Tracy; and Dena Wojtach.

Chair Mallo called the MPO Council meeting to order at 6:02 p.m.

Chair Mallo introduced the NFRMPO's new Executive Director, Paul Sizemore. Sizemore discussed his initial transition goals which includes reaching out to Planning Council members and creating learning plans on unfamiliar subjects.

### Move to Approve Agenda and Minutes

Karspeck **moved** to *APPROVE THE JULY 11, 2024 MEETING AGENDA*. The motion was **seconded** by Jenkins and **passed** unanimously.

Olson **moved** to *APPROVE THE JUNE 6, 2024 MEETING MINUTES*. The motion was **seconded** by Canonico 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 (ACPD)

A written report was provided.

### NFRMPO Air Quality Program Updates

Wojtach gave an overview of the ozone concentrations at North Front Range monitors for the summer to date. The Air Quality Control Commission (AQCC) is continuing to move forward with several rulemakings, including removing the Carbon Monoxide (CO) element of the State Implementation Plan (SIP) due to the standard being met. EPA briefed the RAQC board on the status of Colorado's request for a waiver from Reformulated Gasoline requirements. Members of the intermountain west transportation planning agencies met to discuss challenges in meeting the 2015 Ozone NAAQS, highlighting a difference between modeled ozone levels and actual monitored ozone values. Mallette noted Governor Polis and three other governors wrote a letter to President Biden to request assistance from the Administration and EPA on the intermountain west's background ozone concerns. Jenkins noted Larimer County installed a new air quality monitor in Timnath which is in the initial testing phases.

### Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

## REPORTS:

### *Report of the Chair*

Chair Mallo requested there to be another member of the finance committee. Jenkins was selected to join the finance committee

### *Executive Director Report*

Sizemore noted NFRMPO staff interacted with 246 people in 5 communities for Bike to Work Day. Sizemore introduced Jonathan Stockburger and welcomed him to his first Planning Council meeting. Sizemore noted AnnaRose Cunningham is leaving the NFRMPO in early August. Sizemore stated the state enacted new accessibility laws in 2021 which requires local governments to make their websites and other digital media accessible to people with disabilities. NFRMPO staff are working on making existing documents more accessible.

### *Mobility*

A written report was provided.

### *Finance*

A written report was provided.

## PRESENTATION:

### *Mobility Program Update and Website Demonstration –*

Schmitt gave an overview of the NFRMPO's mobility program. RideNoCo had a three phased roll out. Phase 1 is the RideNoCo website and call center and was completed in 2021. Phase 2 is the trip discovery tool and was completed in 2022. Phase 3 is the trip scheduling tool which will be completed in 2024. Schmitt noted the call center has received 146 calls and emails thus far in 2024. The focus of Phase 3 is to improve coordination amongst agencies to help share and coordinate trips and will allow RideNoCo staff to complete the initial intake

steps. This tool will also make it easier for agencies and providers to communicate with each other and connect riders to routes that may require multiple different transportation providers. Schmitt stated the RideNoCo program will be focusing on mobility management and Transportation Demand Management (TDM) as well as expanding the Transactional Data Specifications (TDS) technology to additional agencies and identifying and addressing regional transportation gaps.

Jenkins noted the data collection is good for future planning efforts, and the data can be used to help identify where the gaps are in the transportation system. Mallette reminded the council that all this was allowed to happen due to Planning Council authorizing the creation of the mobility program and thanked the mobility team for their work.

#### CONSENT AGENDA:

*NFRMPO Front Range Passenger Rail District Board Members* – The consent agenda was approved by **acclamation**.

#### ACTION ITEMS:

##### *2023 NFRMPO Audit* –

Michelle Edgerley, GoFigure Accounting, discussed the process of accepting the audit and the audit results. Robert Dahill, MHP, LLC, discussed the Schedule of Findings from the 2023 Audit and stated they issued an Unmodified opinion, also known as a clean opinion, on the audit. Dahill discussed the deficiency discovered during the audit and the corrective action that has been implemented by MPO staff. The audit was presented to the Finance Committee, but due to there only being one voting member present, there was no formal motion to recommend approval.

Jenkins **moved** to accept the NFRMPO AUDIT as presented. The motion was **seconded** by Heid and **passed** unanimously.

#### DISCUSSION ITEMS:

None this month.

#### COUNCIL REPORTS:

*Transportation Commission* – Kelly noted the June Transportation Commission meeting was focused on the 10-year plan, including who to include in the process. The Transportation Commission will be reviewing the goals of the 10-year plan. Kelly noted this will be a complicated process. The Transportation Commission elected Terry Hart as the Chair of the Commission and Eula Adams as Vice-Chair.

*CDOT R4 Update* – Thomas stated there are safety concerns with hot vehicles due to extreme heat. Thomas noted the City of Greeley was awarded \$20.5 million in federal RAISE grants for the MERGE project. The Berthoud and Centerra mobility hubs will open in late summer. Tolling on I-25 will begin in Early 2025.

*STAC Report* – A written report was provided.

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

*US34 Coalition* – Mallo noted he was elected vice chair. The steer group gave a status update on the US34 TMO. The Coalition discussed the project priority list on US34. CDOT gave an update on the US34/US85 interchange. The Coalition discussed a new project on WCR 51 and US34.

*Front Range Passenger Rail District* – Karspeck noted the board delayed the ballot initiative to 2026. The District Board committees did not meet in June. The Board met in June to approve task orders with HDR, Professional

Services with Communication Infrastructure Group, and Professional Services with AECOM Technical Services. Karspeck noted he met with Canonico and Andy Karsian for introductions and general overview. The Mayor of Longmont reached out to other Northern Colorado communities to schedule local meetings.

*Host Council Member Report* – Fries noted the town is moving forward on the WCR23 and HWY392 traffic light project using FASTER funds. The WCR19 and WCR74 traffic light project is at 100% design of traffic light and will be funded with STBG and local funds. Fries stated the Great Western Trail is fully connected from Eaton to Windsor. The town is looking to add additional safety features on the trail, including the addition of rapid flashing beacons on WCR23 and WCR 74. The town is moving forward on the WCR80 bridge rehabilitation project which is partially funded using federal funds. The Severance Town Council approved a Transportation Utility Fund Fee to help fund the repair and replacement of local roads. The Town Council approved a ballot initiative for a sales tax increase to replace that fee which will be on the ballot in November.

#### MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:05 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



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

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

**Air Pollution Control Division (Division) Public Participation Opportunities:**

- **Midstream oil and gas greenhouse gas reduction planning public meeting**: Please join a public meeting about greenhouse gas reduction planning for midstream oil and gas facilities statewide. Division staff will share the **Midstream Segment Emission Reduction Plan** that it will propose to the Air Quality Control Commission in August, 2024. All are welcome to participate and share feedback. Please focus your comments on the proposed plan and upcoming rulemaking. The live meeting will be recorded. Virtual event, Saturday, August 10, from 10a.m. to 12p.m. [Register to attend the August 10 meeting](#).
- **Priority air toxics and health-based standards**: Please join a public feedback session about the selection of priority air toxics and health-based standards and associated regulatory requirements. This work stems from a 2022 state law: Public Protections from Toxic Air Contaminants (House Bill 22-1244). All are welcome to participate and share feedback. Please focus your comments on the priority air toxics and health based standards. This meeting will also include brief updates on Regulation 7 and the division's ozone state implementation plan. The live meeting will be recorded. [Register to join the virtual event on Saturday, August 24](#), from 10 a.m. - 12 p.m.
- **Air toxics scientific community technical working group**: 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. The meetings stream live online. For more information about these meetings, visit the [group's web page](#). [Register to join the August 24 meeting](#) from 10a.m.
- **Steering committee on reducing nitrogen oxides from oil and gas exploration and production**: The Nitrogen Oxides (NOx) Reduction Steering Committee began meeting in March 2024. The members committed to holding meetings once a month for at least six months. During these meetings, members engage in technical discussions on potential strategies to reduce NOx pollution. The focus is on reducing NOx emissions from oil and gas exploration and production processes in Colorado. Meetings are held virtually. Members of the public are welcome to observe. For more information about meeting dates and how to register, visit the [reducing nitrogen oxides from oil and gas web page](#). [Register for the August 28 steering committee meeting](#) from 1 to 3 p.m.



## [Air Quality Control Commission](#) (Commission) Updates:

### July 18, 2024 Commission Meeting

- **Common Provisions:** The Division will request that the Commission set a hearing to consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- **Regulation Number 22:** 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 expand GHG reporting requirements to municipal solid waste landfills that do not currently report GHGs.
- **Regulation Number 9:** US Fish and Wildlife Service The Division and US Fish and Wildlife Service will present to the Commission its significant user prescribed fire planning renewal document.
- **Regulation Number 22:** The Commission will consider a proposal to revise Regulation Number 22, 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.
- **Rocky Mountain National Park Initiative 2022 Milestone Report:** Representatives from the Division and the National Park Service will brief the Commission on the 2022 Milestone Report for the Rocky Mountain National Park Initiative including progress made towards reduction nitrogen deposition in the Park, and relevant project developments since the last milestone report, and the path forward.
- **Procedural Rules:** The Division will provide a briefing on the development of potential revisions to the Procedural Rules regulation and take recommendations by the Commission.

### August 15-16, 2024 Commission Meeting

- **Procedural Rules:** The Division will request that the Commission set a hearing to consider proposed revisions to its Procedural Rules.
- **Regulation Number 7, Regulation Number 25, Regulation Number 26, and Regulation Number 27:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 7 to include the midstream segment emission reduction plan. This may also include revisions to Regulation Number 26 and Number 27. The Division will also request that the Commission set a hearing to consider revisions to Regulation Number 26 and Number 25 to address recent EPA actions on state implementation plan provisions.
- **Carbon Monoxide Maintenance Plan Revisions:** The Commission will consider revisions to the Air Quality Standards, Designations and Emission Budgets, Regulation Number 1, and Regulation Number 4 that impact CO maintenance plans (Greeley, Colorado Springs, Longmont, Denver Metro, Fort Collins). May evaluate potential revisions to remove federal enforceability, if no longer necessary.
- **Intensity Verification Protocol:** The Division will provide a briefing on aerial and ground based methane monitoring throughout Colorado.
- **Rocky Mountain National Park Initiative 2022 Milestone Report:** Representatives from the Division and the National Park Service will brief the Commission on the 2022 Milestone Report for the Rocky Mountain National Park Initiative including progress made towards reduction nitrogen deposition in the Park, and relevant project developments since the last milestone report, and the path forward.
- **GHG 2024 Resolution**





Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 7/23/24

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**Introduction:**

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their August 1, 2024 Meeting.

**Summary:**

In July, TRE reviewed monitored ozone concentrations in the Northern Front Range and reviewed air quality activities occurring at the federal and state levels. Most prominently, TRE supported NFRMPO engagement on the AQCC's stakeholder process on their Procedural Rules revisions, and tracked the RAQC's discussions for the upcoming Serious Ozone SIP for the 2015 Ozone NAAQS. Additionally, TRE supported intermountain west transportation planning air quality efforts.

**Air Quality Activities:**

Ozone Tracking - North Front Range

Based on the current data available<sup>1</sup>, the Fort Collins – CSU, Fort Collins West, Greeley Tower and La Salle ozone monitors for the summer to date, all appear to have 4<sup>th</sup> maximum daily 8-hour averages above 70 ppb, ranging from 74-71 ppb. Notably, the Rocky Mountain National Park ozone monitor's 4<sup>th</sup> maximum daily 8-hour average is 68 ppb. The Air Pollution Control Division has issued 30 Ozone Action Alert Days (meaning levels are or anticipated to be greater than 70 ppb) in the Denver Metropolitan North Front Range ozone nonattainment area so far this summer.<sup>2</sup> Although not yet certified, this data reinforces the fact that ozone levels in the Denver Metropolitan North Front Range will not meet the three year average of the 4<sup>th</sup> maximum daily 8-hour average of 70 ppb by the EPA's 8/3/24 attainment date for the 2015 Ozone National Ambient Air Quality Standard (NAAQS).

AQCC Activities

The AQCC set a rulemaking hearing that among other things establishes GHG reporting for smaller landfills, not already subject to GHG reporting at the federal or state level. This rulemaking hearing is scheduled for October 2024. Further, the AQCC was briefed on the coming proposed revisions to Procedural Rules. Generally, the intent behind revising these rules is improve engagement with the AQCC and the revisions being discussed thus far are significant. Comments on the pre-rulemaking proposal were submitted by NFRMPO staff and TRE. The most poignant of those comments made were to: 1) reinforce the concept that consensus rulemakings are the "gold standard" and that entities with different perspectives should seek common ground to develop consensus where possible; and 2) responses to comments made should be captured and included in the formal rulemaking record. One final

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<sup>1</sup> 2024 ozone data downloaded 7/22/24 from EPA's AirNow website: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>, which has not been certified and includes flagged data.

<sup>2</sup> Ozone Action Alert Days data downloaded 7/22/24 from Colorado's Air Pollution Control Division's website: <https://docs.google.com/spreadsheets/d/1BHUei0iDaE2EvSlrD4KAN9xy9mQQWhLDAGztA1iFSI4/edit?gid=0#gid=0>



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7/31/24 stakeholder meeting is scheduled to discuss comments and revisions made prior to the formal rulemaking process kicking off.<sup>3</sup>

Note that the AQCC GHG Subcommittee is scheduled to meet on 7/31/24 discussing finalizing their resolution and presentation to the full AQCC.<sup>4</sup>

### RAQC Activities

The RAQC held a July 18, 2024 Ozone Attainment Forum, summarizing ozone levels for 2024 (as discussed under the Ozone Tracking section above), State Implementation Planning timelines, milestones, and the status of emissions inventories and modeling activities.<sup>5</sup> During this meeting, it was noted that Colorado formally submitted a request that EPA reclassify the Denver Metropolitan North Front Range from a moderate to a serious nonattainment area under the 2015 Ozone NAAQS.

During the technical discussion, modeling experts highlighted efforts to update background ozone levels, including boundary conditions of emissions coming into Colorado.

### Other Air Quality Activities

EPA is set to publish its proposal to approve Colorado's ozone nonattainment reclassification request in the federal register on 7/24/24.<sup>6</sup> While this reclassification triggers more stringent requirements, those requirements are already in place in the majority of the nonattainment area under the 2008 Ozone NAAQS. The exception is for the northern part of Weld County that was not part of the nonattainment area under the 2008 Ozone NAAQS.

Colorado's Front Range is the subject of a federally funded study led by the National Oceanic and Atmospheric Administration (NOAA) in conjunction with state officials in Colorado to better understand air quality. While the Colorado effort is heavily focused on methane, it will also improve understanding of "...emissions from oil and gas operations, agriculture, industry and urban sources, [and] assess to what degree they've changed from previous studies, and evaluate their contributions to summertime ozone in the Front Range."<sup>7</sup> A related study is occurring in Salt Lake, UT.<sup>8</sup> Both studies target specific ozone nonattainment areas.

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<sup>3</sup> Register for this 7/31/24 Procedural Revisions stakeholder meeting here:

[https://us06web.zoom.us/meeting/register/tZlkd--srj8vG9KJ7FcG7k0n\\_xWUn\\_yf1rW7?\\_x\\_zm\\_rtaid=Ihje3OZ5QU2XNLBBBjfeIQ.1721767313489.160a3a80841bb656d6312c4dbd765638&\\_x\\_zm\\_rhtaid=368#/registration](https://us06web.zoom.us/meeting/register/tZlkd--srj8vG9KJ7FcG7k0n_xWUn_yf1rW7?_x_zm_rtaid=Ihje3OZ5QU2XNLBBBjfeIQ.1721767313489.160a3a80841bb656d6312c4dbd765638&_x_zm_rhtaid=368#/registration)

<sup>4</sup> See AQCC's Notice of Meeting and Agenda for the Air Quality Control Commission GHG Strategy Subcommittee for the agenda and meeting registration at:

<https://drive.google.com/file/d/1DV2uN4dgetKFFXRj6WYlg1oXgZJG7CGz/view>

<sup>5</sup> RAQC materials for the 7/18/24 "Ozone Attainment Forum," is found here: <https://raqc.org/event/raqc-modeling-forum-july-2024/>

<sup>6</sup> See EPA's pre-publication version of this proposal, downloaded on 7/23/24 here: <https://public-inspection.federalregister.gov/2024-16123.pdf>

<sup>7</sup> See NOAA's 2024 News & Events "Summer airborne research targets Rocky Mountain ozone pollution," 7/8/24, here: [https://csl.noaa.gov/news/2024/409\\_0708.html](https://csl.noaa.gov/news/2024/409_0708.html)

<sup>8</sup> NOAA's "USOS Utah Summer Ozone Study," here: <https://csl.noaa.gov/groups/csl7/measurements/2024usos/>



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EPA proposed approving Colorado’s revised 2017 emission inventory that includes all emission sources in Weld County, given the expansion of the ozone nonattainment boundary for the 2015 Ozone NAAQS and the State Implementation Plan other annual emissions certifications. The EPA is accepting nominations are due 7/31/24 to EPA to sit on the Clean Air Science Advisory Council (CASAC) Ozone Panel that will advise on the scientific and technical bases for the EPA’s review of the Ozone NAAQS.<sup>9</sup>

Colorado (via DRCOG and CEO) has been awarded \$328.7 million, under the federal Climate Pollution Reduction Grants program.<sup>10</sup> This money will fund implementing community-driven solutions related to increasing residential and commercial buildings’ energy and resource efficiency, as well as reduce methane emissions from landfills, coal mines, natural seepage, and more.

Members of intermountain west transportation planning agencies are considering asking EPA to study the reasoning why ozone levels do not seem to be responding to significant reductions in man-made precursor pollutants throughout the intermountain west. Several ozone nonattainment areas are similarly seeing ozone levels holding steady or increasing despite significant reductions in man-made precursor pollutants. This study is needed to inform next steps in addressing ozone reduction efforts throughout the intermountain west, in order to improve air quality. Notably, intermountain west transportation planning agencies have expressed concerns that transportation projects needed to improve air quality in nonattainment areas may become subject to federal sanctions, which may jeopardize the funding of those projects and ultimately the related air quality benefits associated with those projects.

**Next Steps:**

1. Track the AQCC’s Procedural Rules, and decide whether or not to engage in the formal rulemaking, scheduled for November 2024.
2. Continue tracking control strategies being developed, including any proposed MVEB limit being developed.

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<sup>9</sup> See 89FR56749, 7/10/24, “Request for Nominations for the Clean Air Scientific Advisory Committee (CASAC) Ozone Panel” downloaded here: <https://www.govinfo.gov/content/pkg/FR-2024-07-10/pdf/2024-15080.pdf>

<sup>10</sup> EPA Press Release, “Biden-Harris Administration announces \$328.7M for community-driven solutions to cut climate pollution across Colorado,” July 22, 2024; downloaded at: <https://www.epa.gov/newsreleases/biden-harris-administration-announces-3287m-community-driven-solutions-cut-climate>



**Upcoming Public Meetings:**

- 7/31/24 AQCC Procedural Rules Stakeholder Meeting
- 7/31/24 AQCC GHG Subcommittee Meeting
- 8/1/24 NFRMPO Council Meeting
- 8/2/24 RAQC Board Meeting
- 8/6/24 Air Quality Enterprise meeting – continued discussion on potential ozone science projects that may be funded
- 8/14/24 RAQC Control Strategies (Oil and Gas) Meeting
- 8/21/24 RAQC Control Strategies Meeting
- 8/15-16/24 AQCC Meeting

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

**ACTION ITEM**

**July 2024 TIP Amendment** – Cunningham discussed the July 2024 TIP Amendment that includes three revisions, one by Colorado State University (CSU) and two by the City of Greeley. CSU is adding a new Hydrogen Refueling Infrastructure project at CSU with \$2,876,902 Federal Charging and Fueling Infrastructure (CFI) funds in FY25-FY27. The City of Greeley is revising two locally funded projects, the *US34 and 35th Ave Interchange* project and the *US34 and 47th Ave Interchange* project. The *US34 and 35th Ave Interchange* project is adding \$10.8M in Future Funding (FY28) and reducing the Local funding in FY27 by \$10.8M. The *US34 and 47th Ave Interchange* project is adding \$9.7M in Future Funding (FY28) and reducing the Local funding in FY27 by \$9.7M.

Hornkohl moved to recommend the Planning Council approve the July 2024 TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

**PRESENTATION**

**CDOT MMOF Program Guidance** – Medora Bornhoft, CDOT, presented on updates to the Multimodal Transportation and Mitigation Options Fund (MMOF) Program for 2023-2024. Key updates include changes to the match qualifications, updates to the distribution formula and regional funding allocation, and guidance in preparing for the next round of project selections. She detailed updates to the MMOF program adopted by the Transportation Commission (TC) in the spring of 2024. Bornhoft stated CDOT is providing resources for applicants including a MMOF program guide, applicant webinars in July and August, and an application template.

**DISCUSSION ITEM**

**2024 MMOF Discussion #2** – Cunningham presented on anticipated funding amounts, the proposed schedule, and scoring criteria for the 2024 MMOF Call for Projects. Cunningham provided a table showing the funding estimates for FY24 to FY 28. Cunningham then provided two proposed timelines for the MMOF call. She then talked about MMOF project type and categories, which have not been updated since TAC’s discussion in May. Cunningham then walked TAC through each of the scoring criteria and point distribution. She then discussed next steps including the development of the MMOF guidebook, Planning Council Discussion in August, and TAC Discussion or Recommendation in August.

**TIP Policies** – Cunningham presented on Transportation Improvement Program (TIP) Policies. She provided an overview of the new table format in the TIP document, an overview of policy amendments that include larger project changes, and the TIP amendment schedule that occurs every other month. This was followed by an overview of administrative modifications, the TIP amendment and modification process, an overview of scope changes including minor and major scope changes, an overview of the TIP delay review and the different types of delay status, the federal government’s definition of funding obligation and rolling funds, and an overview of funding year swaps.



## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: AnnaRose Cunningham**  
**Date: August 1, 2024**  
**Re: Report – Quarter 2 2024 TIP Modifications**

### Summary

In the second quarter of 2024 (April-June), the NFRMPO processed three Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- April 2024 TIP Modification- <https://nfrmpo.org/wp-content/uploads/2024-m4-tip-modification.pdf>
- May 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m5-tip-modification.pdf>
- June 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m6-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at [www.nfrmpo.org/tip](http://www.nfrmpo.org/tip).

For any questions about the Q2 TIP Modifications please contact AnnaRose Cunningham at [arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org).

### Recommendation

None

### Attachments

- None

**CDOT Region 4 Inactive Projects Report - NFRMPO - July 2024**

Project	Local Agency Sponsor	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
23944	Town of Berthoud	MTF M070-909	Berthoud Pkwy Trail Gap Elimination	\$200,000.00	\$176,806.31	\$23,193.69	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23926	Town of Windsor	MTF M377-010	7th St MMOF Transportation Study	\$150,000.00	\$83,925.05	\$66,074.95	\$0.00	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
23934	City of 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	1-WARNING, Greater Than A Year Since Activity
23945	City of 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	City of 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
20389	City of 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	2-ALERT, Greater Than 9 Months Since Activity
23048	City of Greeley	AQC M570-055	Citywide Signal Timing 2022	\$283,000.00	\$0.00	\$283,000.00	\$0.00	3/30/2026	2-ALERT, Greater Than 9 Months Since Activity
23879	City of Fort Collins	SHO M455-135	Lemay Ave & Drake Rd Inters. Imprv.	\$182,400.00	\$0.00	\$182,400.00	\$0.00	5/31/2025	2-ALERT, Greater Than 9 Months Since Activity
24513	City of Loveland	SHO M830-105	Backplate & Dilemma Zone Detections	\$73,612.00	\$0.00	\$73,612.00	\$0.00	12/31/2025	2-ALERT, Greater Than 9 Months Since Activity
23049	City of Evans	STU M415-021	Widening 37th St/47th Ave	\$1,351,087.00	\$938,312.97	\$412,774.03	\$0.00	10/31/2024	2-ALERT, Greater Than 9 Months Since Activity
25013	Town of Severance	FSA 3921-021	CO 392 and WCR 23 Signalization	\$750,000.00	\$565,654.77	\$184,345.23	\$0.00	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
25297	Town of Windsor	MTF M377-015	11th St Multimodal Improvements	\$800,760.00	\$0.00	\$800,760.00	\$0.00	12/31/2025	3-Caution, Greater Than 6 Months Since Activity
25296	Town of Johnstown	MTF M690-002	CO 60 & Carlson Blvd - Intersection Imp.	\$250,000.00	\$151,539.83	\$98,460.17	\$0.00	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
25555	Town of Severance	STU M192-004	Harmony Rd/WCR19 Intersection Imp.	\$115,815.00	\$0.00	\$115,815.00	\$0.00	11/30/2024	3-Caution, Greater Than 6 Months Since Activity
23042	Town of Windsor	TAP M377-008	Poudre River Trail Realignment	\$802,041.00	\$0.00	\$0.00	\$802,041.00	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
24475	Town of Windsor	TAP M377-012	Great Western Trail Windsor Phase II	\$234,907.00	\$110,328.39	\$124,578.61	\$0.00	10/31/2024	3-Caution, Greater Than 6 Months Since Activity
23045	City of 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
23046	City of Loveland	AQC M830-099	N Taft/US34 Intersection Improvements	\$4,022,994.00	\$0.00	\$4,022,994.00	\$0.00	9/30/2025	4-Good, Activity in the last 6 Months
24983	City of 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	Town of LaSalle	BRO M775-001	Main St./Union Ditch Crossing	\$846,000.00	\$446,269.24	\$399,730.76	\$0.00	11/30/2025	4-Good, Activity in the last 6 Months
23491	City of 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
24754	Town of Berthoud	C M070-910	North Berthoud Pkwy Trail Closure	\$372,884.00	\$0.00	\$0.00	\$372,884.00	No Federal Funds	4-Good, Activity in the last 6 Months
22461	City of Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$250,000.00	\$250,000.00	\$0.00	\$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	Town of Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$74,997.26	\$74,997.26	\$0.00	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
25298	Larimer County	MTF M455-147	Pemister Bridge and Trail	\$904,546.00	\$0.00	\$46,853.00	\$857,693.00	No Federal Funds	4-Good, Activity in the last 6 Months
26006	Larimer County	MTF M455-158	West Elizabeth Corridor in Fort Collins	\$1,232,248.00	\$48,368.42	\$1,183,879.58	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
23949	City of Loveland	MTF M830-104	Centerra Trail	\$500,000.00	\$409,225.64	\$90,774.36	\$0.00	No Federal Funds	4-Good, Activity in the last 6 Months
25704	City of Fort Collins	SAR M455-149	Bike/Ped Crossings Zach Elementary SRTS	\$155,478.00	\$15,594.96	\$139,883.04	\$0.00	3/30/2025	4-Good, Activity in the last 6 Months
24516	Larimer County	SHO C060-093	Guardrail & HFST - Larimer County	\$12,000.00	\$0.00	\$12,000.00	\$0.00	10/31/2024	4-Good, Activity in the last 6 Months
21966	City of Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$924,998.00	\$875,350.63	\$49,647.37	\$0.00	3/31/2026	4-Good, Activity in the last 6 Months
23881	City of Fort Collins	SHO M455-136	Timberline Rd & Carpenter (SH392) Rndabt	\$570,000.00	\$84,278.34	\$112,841.66	\$372,880.00	1/31/2025	4-Good, Activity in the last 6 Months
23896	City of Fort Collins	SHO M455-137	Timberline Rd/Lincoln Ave/Mulberry	\$104,188.00	\$14,552.16	\$89,635.84	\$0.00	11/30/2025	4-Good, Activity in the last 6 Months
25868	City of Fort Collins	SHO M455-152	US 287 and Trilby Road Intersection CP1	\$2,249,061.00	\$0.00	\$2,249,061.00	\$0.00	4/30/2025	4-Good, Activity in the last 6 Months
23897	City of Greeley	SHO M570-059	US34 & WCR17 Traff. Sig. Upgrades	\$82,272.00	\$0.00	\$32,310.00	\$49,962.00	1/31/2025	4-Good, Activity in the last 6 Months
24105	City of Fort Collins	STU 2873-215	US 287 Intersection Improvements	\$526,042.00	\$181,006.18	\$172,725.82	\$172,310.00	3/31/2025	4-Good, Activity in the last 6 Months
21995	Town of Windsor	STU M377-007	SH 257 & Eastman Park Intersection Impv	\$4,330,260.00	\$4,247,666.84	\$82,593.16	\$0.00	5/31/2026	4-Good, Activity in the last 6 Months
21996	City of 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	City of Fort Collins	STU M455-129	LCR19 (Taft Hill) Improvements	\$619,322.00	\$330,322.57	\$288,999.42	\$0.01	9/30/2024	4-Good, Activity in the last 6 Months
21993	Larimer County	TAP C060-088	North LCR 17 Expansion: Willox to US287	\$2,162,795.00	\$447,623.11	\$1,715,171.89	\$0.00	3/31/2026	4-Good, Activity in the last 6 Months
23632	Larimer County	TAP C060-090	Non Motorized Sidewalk 57th St/US287	\$989,670.00	\$143,750.00	\$0.00	\$845,920.00	8/30/2024	4-Good, Activity in the last 6 Months
23630	City of Fort Collins	TAP M455-133	LaPorte Ave Fishback to Sunset Sidewalks	\$1,437,500.00	\$1,009,860.26	\$427,639.74	\$0.00	7/31/2025	4-Good, Activity in the last 6 Months
25890	City of Fort Collins	TAP M455-155	Laporte Avenue Fishback to Sunset CP1	\$1,148,750.00	\$0.00	\$1,148,750.00	\$0.00	12/31/2024	4-Good, Activity in the last 6 Months
25891	City of Fort Collins	TAP M455-156	Laporte Avenue Fishback to Sunset CP2	\$2,925,110.00	\$0.00	\$0.00	\$2,925,110.00	No Federal Funds	4-Good, Activity in the last 6 Months
21992	Town of Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$312,500.00	\$195,994.72	\$116,505.28	\$0.00	10/31/2024	4-Good, Activity in the last 6 Months
21886	City of Loveland	TAP M830-090	Namaqua Ave Trail Underpass - Loveland	\$750,000.00	\$0.00	\$750,000.00	\$0.00	12/31/2024	4-Good, Activity in the last 6 Months
23631	City of Loveland	TAP M830-102	Centerra Trail	\$850,000.00	\$681,029.77	\$168,970.23	\$0.00	12/31/2025	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**

This report was ran on July 8, 2024

Questions about this report, please contact your Local Agency Representative.





## FEMA Base Level Engineering (BLE) Studies

Brian Varrella, PE, CFM  
Resident Engineer, CDOT Region 4

1



## FEMA Base Level Engineering (BLE) Studies

### What is “Base Level Engineering” (BLE)?:

- “*High-level understanding of flood hazards*” (FEMA)
  - Good for initial draft of flood risk
  - Typically 2D models (formerly 1D)
  - Terrain + hydraulic model + rainfall = BLE
- For **non-model-backed Zone A (approx.)** areas
  - Also basins > **1.0 square mile** in area or larger
  - FEMA’s metric = miles of creeks/streams mapped
- Generally **non-regulatory unless adopted locally** and designated by the state (CWCB)
  - Not on maps published from the NFIP (National Flood Insurance Program)

Image of Zone A area ready for BLE (FEMA & CWCB)

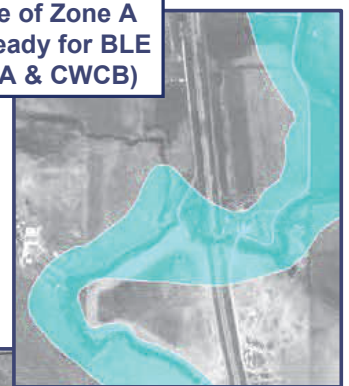
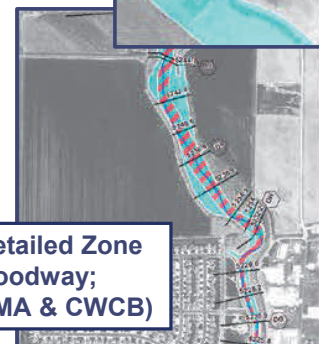


Image of detailed Zone AE & floodway; no BLE (FEMA & CWCB)



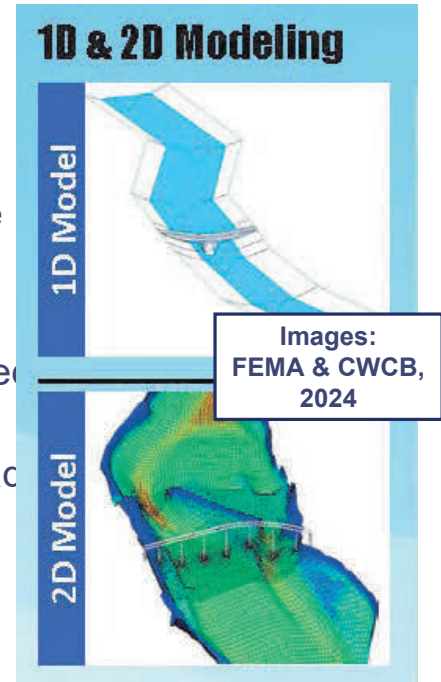
2



# FEMA Base Level Engineering (BLE) Studies

## What is “Base Level Engineering” (BLE)?:

- BLE = best available data if no prior mapping existed
  - Does not supersede regulatory floodplains
  - Only regulatory if adopted into local Code and State designation (CWCB)
- Not considered detailed enough for “*design*” (CWCB)
  - Does not include bridges, culverts, ditches or detailed roadway topography
  - Uses “*hydraulic connectors*” for infrastructure instead of actual infrastructure
  - BLEs are not detailed hydraulic studies (*pay twice?*)



3



# FEMA Base Level Engineering (BLE) Studies

## Floodplains in Morgan County:

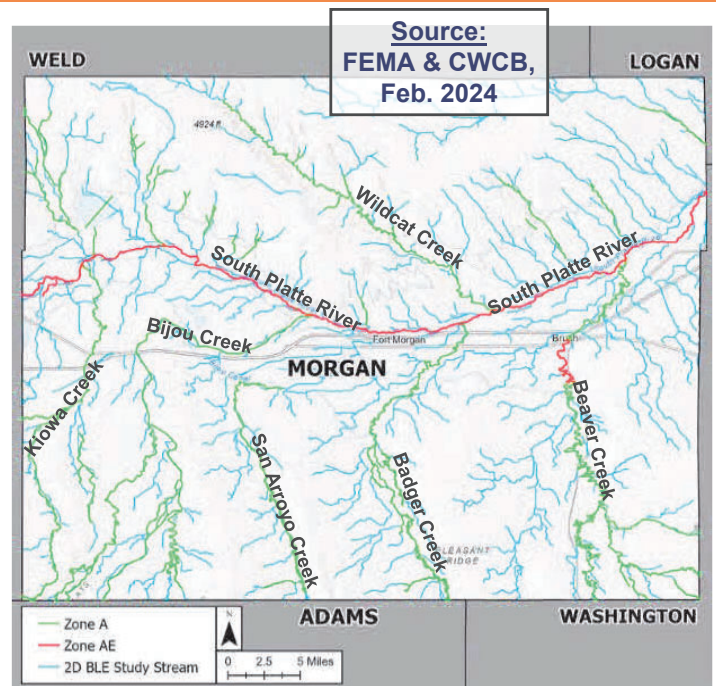
Zone A = 459 miles (1978-2018)

Zone AE = 58 miles (2012 & 2021)

New BLE Reaches = 874 miles (late-2025)

## Other Morgan Co. Facts:

- 11% of Morgan Co. is already mapped in a FEMA floodplain
- Adopting BLE areas might double the total floodplain area past 20%
  - Impacts 18 major CDOT structures
  - Impacts 14 minor CDOT structures

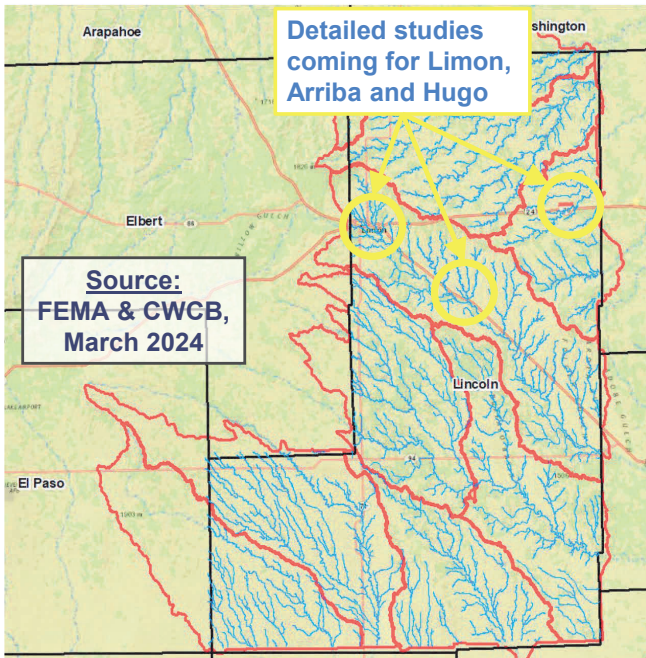


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# FEMA Base Level Engineering (BLE) Studies



5

## Floodplains in Lincoln County:

Zone AE = 9.7 miles (1985 & 2022)

New BLE Area > 2,600 miles (late-2025)

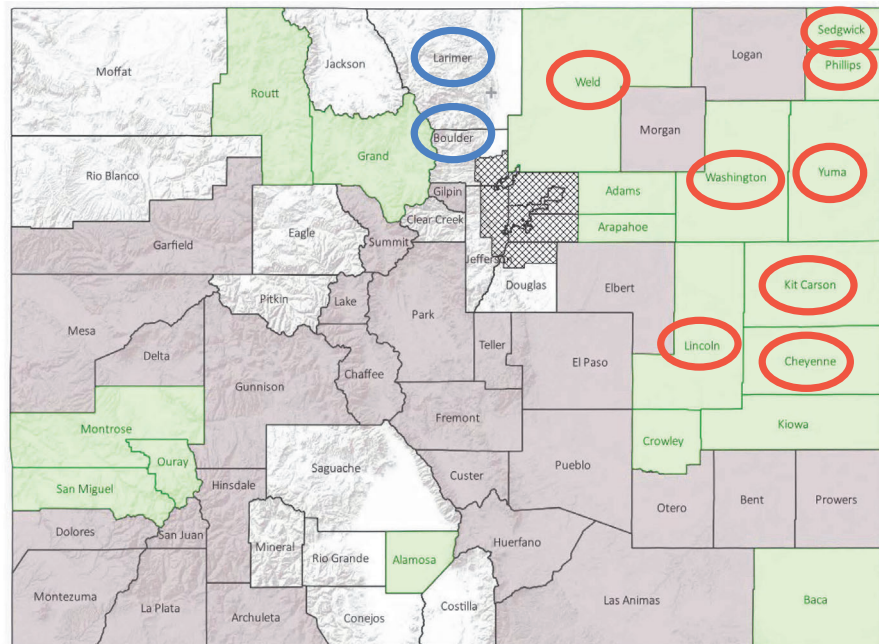
## Other Lincoln Co. Facts:

- Limon detailed study areas will not be affected by BLEs
- Hugo currently suspended from the NFIP
- Arriba & Hugo & Genoa have no current flood risk areas mapped by FEMA
- Impacts 52 major CDOT structures
- Impacts 32 minor CDOT structures



# FEMA Base Level Engineering (BLE) Studies

## Statewide Plan for Current & Future BLEs (FEMA & CWCB):



6

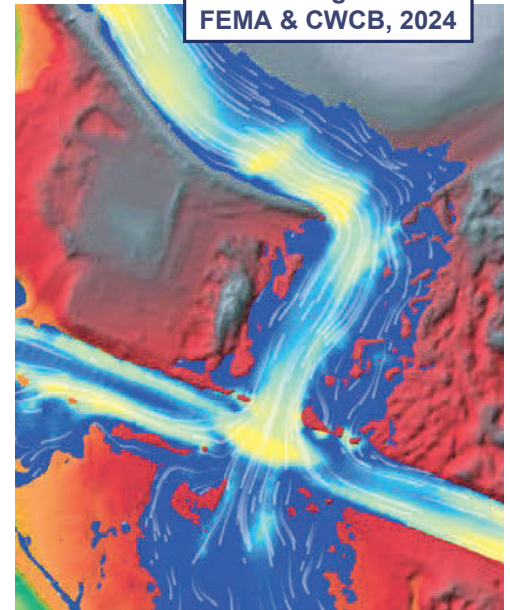


# FEMA Base Level Engineering (BLE) Studies

## Other BLE Facts & Opportunities:

- BLE is not regulatory, unless adopted & designated
  - Local agencies have **30 days** to review data
  - CDOT does not receive review referrals
- **CWCB concedes BLEs may have significant impacts on CDOT projects if adopted**
- CWCB will not include road, culvert or bridge data into BLEs from other agencies
  - CWCB **not scoped to include infrastructure**
  - Future projects may be “*considered*”
    - CDOT providing impacted structure list & as-built
    - Using interns to share data in real-time

Image:  
FEMA & CWCB, 2024



7



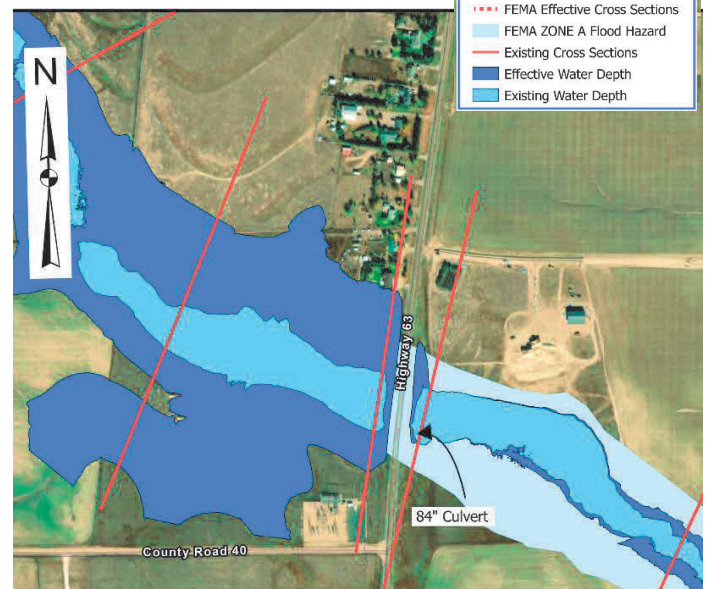
# FEMA Base Level Engineering (BLE) Studies

## BLE Case Study (CO63 @ Akron, CO):

- **CO63 repaving project south of Akron** (Washington Co., Project 25942)
  - Unnamed 1-mile long watershed
  - Mapped by FEMA in the 1980’s
  - Remapped with **1D BLE in 2018**
- Used 1D hydraulic model
- **Not scoped for highway elements**
  - Missed a 28-ft high embankment
  - Missed a 7-ft diameter culvert
  - Under-estimated flood risk

### Vicinity Map Legend:

- Milepoints
- FEMA Effective Cross Sections
- FEMA ZONE A Flood Hazard
- Existing Cross Sections
- Effective Water Depth
- Existing Water Depth



8



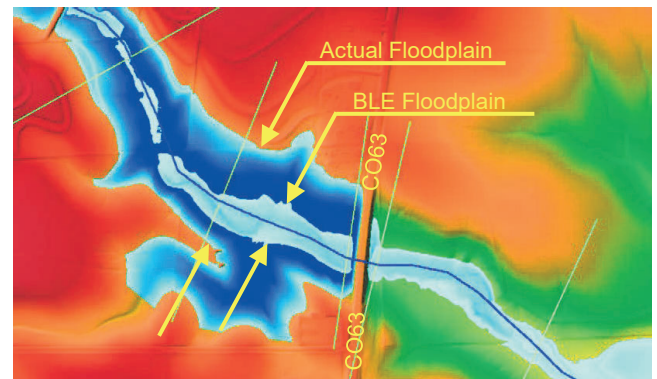
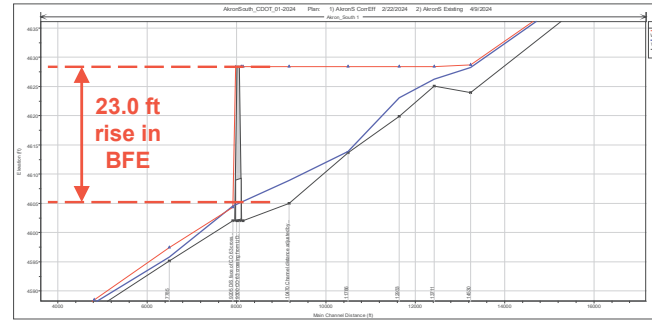


# FEMA Base Level Engineering (BLE) Studies

## BLE Case Study (CO63 @ Akron, CO):

- Hydraulic analysis corrected by CDOT
  - BFE = **23 ft rise** over 2018 mapping
  - **FP width** increased by **3-fold**
- CDOT design targets & costs change
  - Moves from 25-year to 100-year
  - Requires **3 x 7-ft culverts (\$12M)**
  - New bridge or box culvert (\$Lots)
- Could still trigger a C/LOMR
- CDOT could provide as-builts & technical support if involved
  - **Working to collaborate with CWCB**

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# FEMA Base Level Engineering (BLE) Studies

## “Benefits” of BLE Studies (*FEMA*):

- Shows flood risks that exist, but were not previously mapped
- Shows risk across entire watersheds (*miles of rivers*)
- Models can be used by others (*HEC-RAS 2D*)
- Created from “detailed” topography
- Supports local land use planning & development
- More efficient means to map general flood risk info for entire watersheds than previous

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## Other Considerations (*experiential*):

- Risk identification and risk accuracy can be two different things
- One change to a BLE study anywhere tends to change results everywhere
- HEC-RAS 2D is still not endorsed for infrastructure projects (*CDOT still learning*)
- Does NOT include roadway prism, bridges or culverts (*\*hyd. connectors\**)
- Approx. floodplains are legally enforceable if adopted into Code (*\*beware\**)
- Still requires others finish FEMA’s work
  - You pay to add missing infrastructure data later (*\*pay twice\**)



# FEMA Base Level Engineering (BLE) Studies

## What do you do with a BLE:



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# FEMA Base Level Engineering (BLE) Studies

## Questions & Discussion

**Brian K. Varrella, PE, CFM**  
 Resident Engineer  
 CDOT Region 4 Hydraulics  
 970-373-6121 (M)  
 Brian.Varrella@state.co.us

**Kalli Wegren, PE, CFM**  
 Project Manager  
 CDOT Region 4 Hydraulics  
 970-652-5855 (M)  
 Kalli.Wegren@state.co.us



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## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: AnnaRose Cunningham**  
**Date: August 1, 2024**  
**Re: Action - July 2024 TIP Amendment**

### Objective

Planning Council approval of the July 2024 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

### Summary

The July 2024 TIP Amendment includes three revisions by Colorado State University (CSU) and the City of Greeley:

- Adding the CSU new project *Hydrogen Refueling Infrastructure -CSU* with \$2,876,902 Federal Charging and Fueling Infrastructure (CFI) funding in FY25-FY27.
- Revising the City of Greeley *US34 and 35<sup>th</sup> Ave Interchange* project by adding \$10.8M Federal RAISE grant in Future Funding (FY28) and reducing the Local funding in FY27 by \$10.8M.
- Revising the City of Greeley *US34 and 47<sup>th</sup> Ave Interchange* project by adding \$9.7M Federal RAISE grant in Future Funding (FY28) and reducing the Local funding in FY27 by \$9.7M.

The 30-day Public Comment period for the July 2024 TIP Amendment began on July 10, 2024 and concludes on August 8, 2024.

### *Funding Types and Uses*

**Charging & Fueling Infrastructure Grant (CFI)** The CFI Grant was created by the Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to those being along designated Alternative Fuel Corridors.

**RAISE** – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a federal discretionary grant program supports projects in urban and rural areas to complete critical freight and passenger transportation infrastructure projects.

An Equity Analysis was conducted by the sponsor agency and is provided for this new location specific project.

### Analysis

- **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

### Recommendation

TAC recommended Planning Council approval of adding the July 2024 TIP Amendment to the *FY2024-2027 TIP*.



## Attachments

- July 2024 Policy Amendment Form
- Equity Analysis
- ***Resolution 2024-12***

**NEW ENTRY**

**Title:** Hydrogen Refueling Infrastructure - CSU  
**Sponsor:** Colorado State University  
**STIP ID:** Unassigned  
**TIP ID:** 2025-009  
**Type:** Charging & Fueling Infrastructure  
**Air Quality:** Exempt from Conformity Analysis  
**Description:** Construction of a hydrogen refueling station at 430 N College Ave, Fort Collins

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	CFI	\$2,876,902	\$0	\$0	\$0	\$1,076,841	\$1,783,263	\$16,798	\$0	\$0
	<b>Total</b>	<b>\$2,876,902</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,076,841</b>	<b>\$1,783,263</b>	<b>\$16,798</b>	<b>\$0</b>	<b>\$0</b>

**Revision #**      **Revision Description**  
 2024-A7          New Project Addition

**PREVIOUS ENTRY**

**Title:** US34 and 35th Ave Interchange  
**Sponsor:** Greeley  
**STIP ID:** SR45218.209  
**TIP ID:** 2025-006  
**Type:** Interchange  
**Air Quality:** Included in Conformity Analysis  
**Description:** Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB1	\$29,892	\$0	\$29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$47,880,000	\$0	\$0	\$0	\$4,800,000	\$21,540,000	\$21,540,000	\$0	\$0
	<b>Total</b>	<b>\$47,909,892</b>	<b>\$0</b>	<b>\$29,892</b>	<b>\$0</b>	<b>\$4,800,000</b>	<b>\$21,540,000</b>	<b>\$21,540,000</b>	<b>\$0</b>	<b>\$0</b>

**REVISED ENTRY**

**Title:** US34 and 35th Ave Interchange  
**Sponsor:** Greeley  
**STIP ID:** SR45218.209  
**TIP ID:** 2025-006  
**Type:** Interchange  
**Air Quality:** Included in Conformity Analysis  
**Description:** Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800,000
State	SB1	\$29,892	\$0	\$29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$37,080,000	\$0	\$0	\$0	\$4,800,000	\$21,540,000	\$10,740,000	\$0	\$0
	<b>Total</b>	<b>\$37,109,892</b>	<b>\$0</b>	<b>\$29,892</b>	<b>\$0</b>	<b>\$4,800,000</b>	<b>\$21,540,000</b>	<b>\$10,740,000</b>	<b>\$0</b>	<b>\$10,800,000</b>

**Revision #**      **Revision Description**  
 2024-M7      Adding \$10.8M Federal RAISE in Future Funding (FY28), decreasing Local FY27 by \$10.8M.



**PREVIOUS ENTRY**

**Title:** US34 and 47th Ave Interchange  
**Sponsor:** Greeley  
**STIP ID:** SR45218.210  
**TIP ID:** 2025-007  
**Type:** Interchange  
**Air Quality:** Included in Conformity Analysis  
**Description:** Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Local	L	\$42,780,000	\$0	\$0	\$0	\$4,300,000	\$19,240,000	\$19,240,000	\$0	\$0
	<b>Total</b>	<b>\$42,780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,300,000</b>	<b>\$19,240,000</b>	<b>\$19,240,000</b>	<b>\$0</b>	<b>\$0</b>

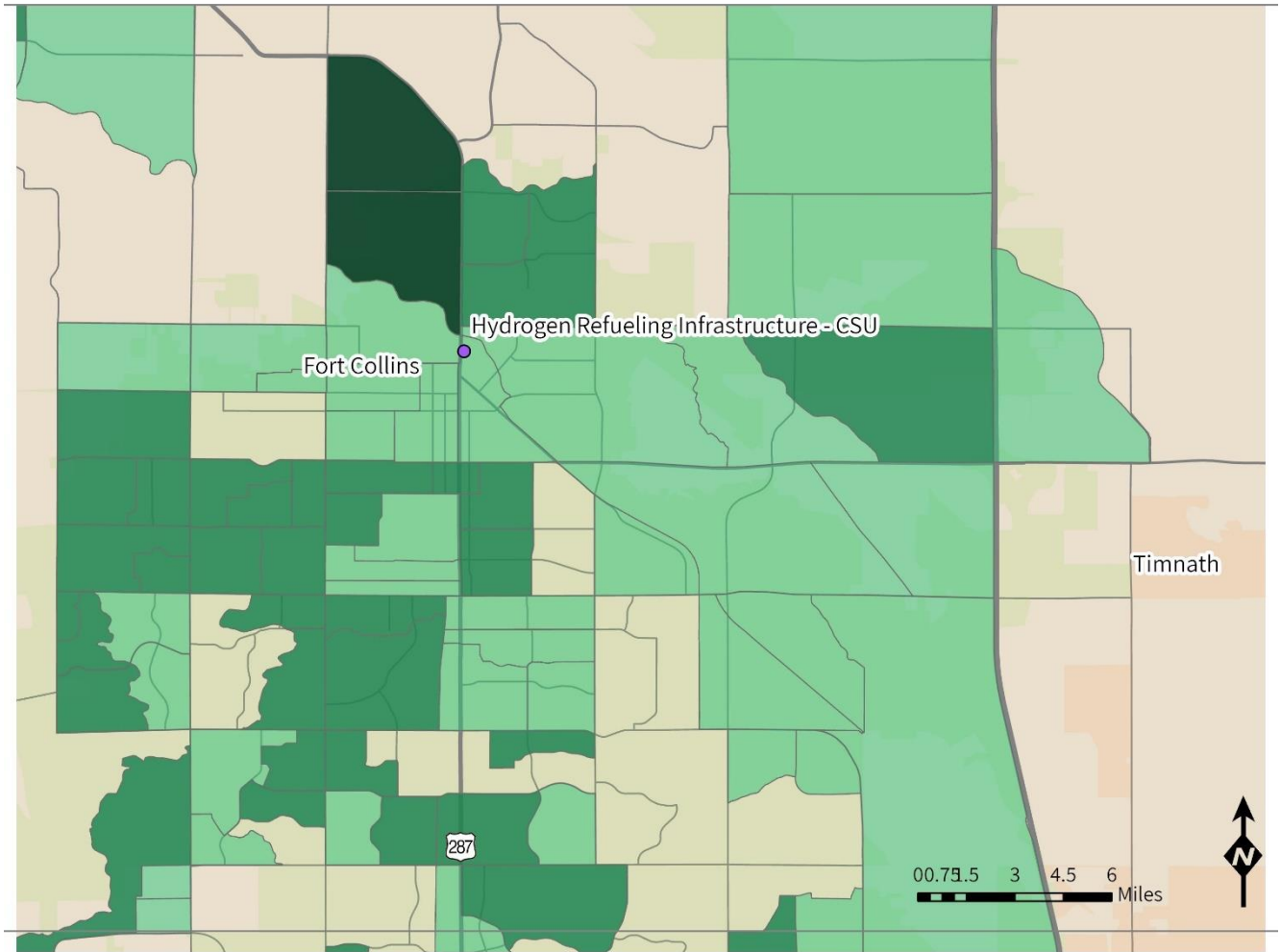
**REVISED ENTRY**

**Title:** US34 and 47th Ave Interchange  
**Sponsor:** Greeley  
**STIP ID:** SR45218.210  
**TIP ID:** 2025-007  
**Type:** Interchange  
**Air Quality:** Included in Conformity Analysis  
**Description:** Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,700,000
Local	L	\$33,080,000	\$0	\$0	\$0	\$4,300,000	\$19,240,000	\$9,540,000	\$0	\$0
	<b>Total</b>	<b>\$33,080,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,300,000</b>	<b>\$19,240,000</b>	<b>\$9,540,000</b>	<b>\$0</b>	<b>\$9,700,000</b>

**Revision #**      **Revision Description**  
 2024-M7          Adding \$9.7M Federal RAISE in Future Funding (FY28), decreasing Local FY27 by \$9.7M.

July 2024 TIP Amendment Equity Analysis Map



**Legend**

- One Equity Area
- Two Equity Areas
- Three Equity Areas
- NFRMPO Planning Area
- Charging & Fueling Infrastructure

July 2024  
Sources: CDOT, NFRMPO



Criteria	
<b>Project Title</b>	<b>Hydrogen Refueling Infrastructure - CSU</b>
Project included in the FY 2023-2026 TIP	No
TIP ID #	2025-009
Project located 1/4 mile of an Equity Index Area	<b>Yes – 430 N College Ave, Fort Collins, 80524</b>
Project Sponsor	Colorado State University
Project Type	Charging and Fueling Infrastructure
Funding Source	US DOT and Private Funding – New Day Hydrogen
Call Awarded	N/A
<b>Burdens</b>	<b>Short Term (Construction) (Yes/No)</b> <b>Long Term (Post Construction) (Yes/No)</b>
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	Yes      Yes
Adverse impacts on community cohesion or economic vitality	No      No
Noise and vibration	No      No
Increased traffic congestion, isolation, exclusion, or separation	No      No
<b>Additional Anticipated Burdens</b> <i>Detail any additional anticipated project burdens</i>	The refueling station is comprised of high-pressure hydrogen storage which inevitably involves a safety risk. Nevertheless, all hydrogen safety standards and protocols will be upheld during construction/operations. The land that will house the facility is located adjacent to a natural area, but has already been granted preliminary site approval by the city of Fort Collins
<b>Benefits</b>	(Yes/No)
Decrease in travel time	No
Improved air quality	<b>Yes</b>
Expanded access to employment opportunities	<b>Yes</b>
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
<b>Additional Anticipated Benefits</b> <i>Detail any additional anticipated project burdens</i>	The hydrogen refueling station will permit use of zero emission hydrogen fuel cell vehicles in the north Colorado front range region.
<b>Outreach – Describe any outreach completed in selection of project or future anticipated outreach</b>	
The team has an extensive workforce development/outreach component in the federal award that will include education to the community and potential users of the refueling station as well as vocational training to develop future service workforce (construction/operation) for hydrogen generation and refueling equipment. NDH and CSU held a public outreach meeting at the CSU Powerhouse (the planned location of the refueling station) on February 22 to engage and inform potential customers and local stakeholders. Other similar outreach events led by NDH have been provided in Boulder and Pueblo.	

**RESOLUTION NO. 2024-012  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE JULY 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 May 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 and revising the following projects:

- Adding the CSU new project *Hydrogen Refueling Infrastructure -CSU* with \$2,876,902 Federal Charging and Fueling Infrastructure (CFI) funding in FY25-FY27.
- Revising the City of Greeley *US34 and 35<sup>th</sup> Ave Interchange* project by adding \$10.8M Federal RAISE grant in Future Funding (FY28) and reducing the Local funding in FY27 by \$10.8M.
- Revising the City of Greeley *US34 and 47<sup>th</sup> Ave Interchange* project by adding \$9.7M Federal RAISE grant in Future Funding (FY28) and reducing the Local funding in FY27 by \$9.7M.

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

\_\_\_\_\_  
Jon Mallo, Chair

ATTEST:

\_\_\_\_\_  
Paul Sizemore, Executive Director

## MEMORANDUM

**To: NFRMPO Council**  
**From: Paul Sizemore, Executive Director**  
**Date: August 1, 2024**  
**Re: VanGo™ Fare Increase**

### Background

VanGo fare collection is an important component of the revenue streams that support service. The last time fares were adjusted was in 2019, when Council approved a 2% fare increase to account for rising operating costs due to inflation. Prior to this, fare increases were periodically but inconsistently implemented. The intent of the 2019 adjustment was to begin a program of smaller consistent annual increases rather than periodic larger increases in order to keep pace with inflation and minimize the one-time impact to customers.

However, in 2020 the COVID pandemic had a significant impact on VanGo service. In an effort to support use of the system, fare increases were not implemented in 2020-2024. VanGo made many operational changes to remain solvent through the pandemic and is once again seeing increases in ridership and total routes though it is approximately half of pre-pandemic levels. During the four years since the pandemic began, the Consumer Price Index has increased by a cumulative 20.8%, while VanGo fares have not increased.

Staff proposes a fare increase of 5%, to be effective in January of 2025. Based on the adopted 2025 Budget, fares are anticipated to generate approximately \$150,000 in revenue if a fare increase is not approved. The proposed increase is projected to result in approximately an additional \$7,500 to counter rising operating costs. This change would result in the median full-time fare of \$234/month increasing to \$246/month.

VanGo has notified customers of this proposal and has invited them to submit comments and/or provide public comment at the Council meeting.

Going forward, staff recommends returning to the intended program of annual fare increases closely tied to cost inflation to minimize the need for larger increases in future years.

### Action

This is a discussion item to review the proposed fare increase with Council and provide an opportunity for the public and VanGo customers to provide comment on the proposal. No Council action is



required at this time. It is anticipated that this proposal will return as a resolution for Council consideration and action at the September Council meeting.



## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: AnnaRose Cunningham**  
**Date: August 1, 2024**  
**Re: Discussion – 2024 MMOF Call for Projects**

### Objective

To discuss the proposed schedule, anticipated funding amounts, and scoring criteria for the 2024 MMOF Call for Projects.

### Summary

The NFRMPO has approximately \$4.5M State MMOF funds to award between fiscal years 2024 and 2028. Available funding estimates per year are provided in **Attachment 1**. A proposed schedule for the Call is included in **Attachment 2**.

Staff will review with Council the following:

- MMOF Program goals
- Funding estimates
- Required local match rates
- Anticipated timeline
- Minimum and maximum requests
- Proposed scoring criteria

CDOT has made revisions and recommendations to the MMOF program which NFRMPO staff will incorporate into the Call, including updating the match rate formula and process for CDOT review of project applications. Staff have discussed with TAC the policies created within the 2022 MMOF Call for Projects which will be carried over into the 2024 Call including the project categories and scoring criteria.

### Recommendation

Staff requests Planning Council discuss the scoring criteria and proposed timeline for the MMOF Call for Projects and be prepared to provide Staff with direction on which timeline is preferred.

### Attachments

**Attachment 1:** FY2024-2028 MMOF Funding estimates  
**Attachment 2:** 2024 MMOF Call for Projects Timeline  
**Attachment 3:** Presentation (Handouts)



**Attachment #1: FY2024-2028 MMOF Funding Estimates**

<b>Fiscal Year</b>	<b>Initial Funding Estimate</b>	<b>Amount Awarded</b>	<b>Amount Available</b>
2024	\$490,061	\$106,273*	\$383,788
2025	\$1,285,759	\$1,000,000	\$285,759
2026	\$1,321,473	\$170,000	\$1,151,473
2027	\$1,388,297	\$130,000	\$1,258,297
2028	\$1,461,971	N/A	\$1,461,971
<b>Total</b>	<b>\$5,947,561</b>	<b>\$1,300,000</b>	<b>\$4,541,288</b>

*\*Includes \$406K awarded to City of Greeley and \$300K returned to the NFRMPO MMOF pool for the RideNoCo project.*

**Attachment # 2: 2024 MMOF Call for Projects Proposed Timelines**

<b>Activity</b>	<b>Date</b>
Planning Council Discussion on MMOF Availability	August 1
<b>CDOT Webinar Training for Applicants</b>	<b>July - August</b>
TAC Discussion on MMOF Call Process	August 21
Planning Council Discussion on MMOF Call Process	September 5
TAC Recommendation on MMOF Call Process	September 18
Planning Council Action on MMOF Call Process	October 3
<b>Call for Projects Opens</b>	<b>October 4</b>
MMOF Applicant Workshop	October 7
<b>Draft Applications due to NFRMPO for CDOT Review</b>	<b>October 25</b>
CDOT feedback on Draft Applications	~November 8
NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
<b>Applications Due to NFRMPO (6 weeks open)</b>	<b>November 15</b>
<b>Scoring Meeting</b>	<b>Week of December 9</b>
TAC Discussion of Recommended Projects – Staff Presentation	December 18
Council Discussion of Recommended Projects – Applicant Presentations	January 9
TAC Recommendation on MMOF Awards	January 15
Council Action on MMOF Awards	February 6





# 2024 MMOF Call for Projects

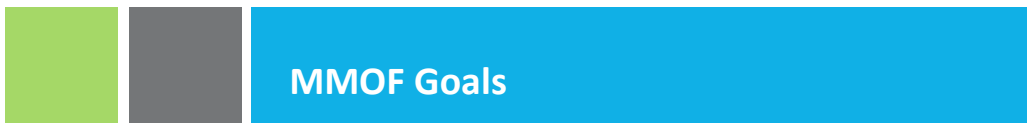
Planning Council



North Front Range  
Metropolitan  
Planning  
Organization

August 1, 2024

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## MMOF Goals



North Front Range  
Metropolitan  
Planning  
Organization

- Benefits seniors by making aging in place more feasible;
- Benefits residents of communities, in rural and disproportionately impacted communities, by providing them with more accessible and flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children; and
- Increases access to and/or usage of transit or multi-use facilities.
- Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and, and adverse human health effects

2

2

## Funding Estimates – FY2024-2028



Fiscal Year	Initial Funding Estimate	Amount Awarded	Amount Available
2024	\$490,061	\$106,273*	\$383,788
2025	\$1,285,759	\$1,000,000	\$285,759
2026	\$1,321,473	\$170,000	\$1,151,473
2027	\$1,388,297	\$130,000	\$1,258,297
2028	\$1,461,971	N/A	\$1,461,971
<b>Total</b>	<b>\$5,947,561</b>	<b>\$1,300,000</b>	<b>\$4,541,288</b>

3

3

### Proposed Timeline

Activity	Date
Planning Council Discussion on MMOF Availability	August 1
<b>CDOT Webinar Training for Applicants</b>	<b>July-August</b>
TAC Discussion on MMOF Call Process	August 21
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Match Rate

Match Rate	Community
50 percent	Berthoud
	Eaton
	Fort Collins
	Johnstown
	LaSalle
	Milliken
	Severance
	Timnath
	Weld County
	Windsor
25 percent	Evans
	Greeley
	Loveland
0 percent	Larimer County
	Garden City

**Match Reduction Formula**

- Updating to use criteria data from 2021 to align with the program distribution formulas
  - Percent above poverty
  - Percent under 65 years
  - Medium Household Income
  - Medium Home Value
- TC may approve additional match alleviation on a project-by-project basis

5

**MMOF Project Types & Categories**



Category A: Quantifiable GHG Reducing Projects	Category B: Non-Quantifiable or Non-GHG Reducing Projects
Operating costs for new fixed- route transit	Operating costs for existing fixed-route transit
Capital costs for fixed-route transit	Operating and capital costs for on-demand transit
Transportation Demand Management (TDM) programs	Multimodal transportation studies
Multimodal mobility projects enabled by new technology	Modeling tools
Greenhouse Gas Mitigation Projects	
Bicycle and pedestrian projects	

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## 2024 Proposed MMOF Scoring Criteria



2024 MMOF Scoring Criterion	Category A	Category B
Multimodal Improvements, & Network Connectivity	25	30
Community Benefits	20	30
Provide Transportation Equity	10	15
GHG Emissions reductions	20	-
Integration with Local and Regional Plans	20	20
Partnerships	5	5
TOTAL	100	100

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### MMOF Scoring Criteria

MMOF Scoring Criterion		Category A	Category B
<b>Multimodal Improvements &amp; Network Connectivity:</b> Increases access to an activity centers or schools, parks, libraries, transit stations, park and rides, etc. Closes gap between two existing facilities, extends existing facility, provides connection to existing facility		25	30
Multimodal Improvements	Project awarded points based on the following criteria: Project facilitates multimodal access to any of the following: <ul style="list-style-type: none"> <li>• activity center</li> <li>• school</li> <li>• park</li> <li>• library</li> <li>• transit station</li> <li>• park and ride</li> </ul>	Up to 10	Up to 15
	Project narative clearly describes multimodal improvements related to MMOF goals	Up to 5	Up to 5
Network Connectivity	Project awarded points based on the following criteria: Project closes a gap between two existing facilities or extends existing facility or project identified as a strategic local connection in the 2021 ATP	Up to 10	Up to 10

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MMOF Scoring Criteria

MMOF Scoring Criterion		Category A	Category B
<b>Community Benefits:</b> Enhance Safety, Quality of Life, and/or Improve Public Health		20	30
Countermeasures or Proactive Interventions	Project awarded points based on the following criteria:	10	15
	Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or Project is implementing a proactive intervention to prevent anticipated issues; or Provides safe crossing for bikes and peds at railroad, roadway, or waterway	Up to 10	Up to 15
Crash Rate <i>Or</i> Community Benefits	Project awarded points based on the following thresholds:	10	15
	Highest crash rate; or	10	15
	Lowest crash rate	5	5
	<b>Projects with no serious injury or fatal crash data in the last 5 years:</b> Narrative clearly identifies quality of life and/or public health benefits within the scope of the project	Up to 10 pts	Up to 15 pts

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MMOF Scoring Criteria

MMOF Scoring Criterion		Category A	Category B
<b>Provide Transportation Equity:</b> Project location equity index score, documentation of benefits and burdens, and community outreach		10	15
Cumulative Equity index score within 1/4-mile buffer of project location:			
	3 or higher - project receives 100% available equity points	3.3	5
	2 - project receives 75% available Equity points	2.5	3.75
	1 - project receives 50% available Equity points	1.5	2.5
	0 - project receives no equity points	0	0
Detailed description of:			
	Benefits and burdens	Up to 3.3	Up to 5
	Community Outreach	Up to 3.3	Up to 5

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MMOF Scoring Criteria

MMOF Scoring Criterion		Category A	Category B
<b>GHG Emissions reductions:</b> Cost effectiveness of GHG emissions reductions		20	-

GHG Emissions Reductions	Project awarded points based on the following criteria:	Points
	\$ Lowest cost/ton; or	20
	\$/ton; or	
	\$/ton; or	
	\$/ton; or	
	\$ Highest Cost/ton	0

Quantifiable GHG Reducing Projects	GHG Calculation Method
Operating costs for new fixed- route transit	New/Increased fixed-route bus service
Capital costs for fixed-route transit	New/Increased fixed-route bus service
Transportation Demand Management (TDM) programs	TDM Strategies
Multimodal mobility projects enabled by new technology	Bike/Ped – Shared Vehicle
Greenhouse Gas Mitigation Projects	Project Dependent
Bicycle and pedestrian projects	Bike/Ped – per new facility mile

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MMOF Scoring Criteria

MMOF Scoring Criterion		Category A	Category B
<b>Integration with Local and Regional Plans:</b> Including 2050 RTP, Performance measures, and other local plans		20	20

Integration with Regional Plans			
	<b><i>If on a RATC or identified as a strategic local connection:</i></b> Project scope in alignment with corridor visions identified in 2050 RTP, 2021 Active Transportation Plan  Or: <b><i>If not on a RATC:</i></b> Project is included in a local plan and project scope in alignment with NFRMPO Plans and increases attainment of GOPMT	Up to 20	Up to 20

MMOF Scoring Criterion		Category A	Category B
<b>Partnerships</b>		5	5

Partnerships	Project awarded full points if it meets the following criteria:		
	Each financial contributor must provide at least 10 percent of the required local match	5	5

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## Award Minimums/Maximums



- Minimum
  - Infrastructure Projects - \$300,000 minimum project size
  - Transit Projects (non-infrastructure), Planning Projects & Studies - \$25,000 minimum MMOF request
- Maximum
  - \$2,000,000 per project; and
  - \$2,000,000 per agency across all project applications

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## Eligible Applicants



- NFRMPO Member Agencies
- NFRMPO Partner Agencies
  - CDOT
  - RAQC
- All others must apply through a member agency

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## Next Steps



- MMOF Guidebook Development
  - Eligible applicants
  - Project requirements
  - Applications and Worksheets
- August 21 – TAC Discussion
- September 5 – Council Discussion

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## Questions?



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# Statewide Transportation Advisory Committee (STAC) Meeting Summary

Date/Time: Thursday, July 11, 2024; 8:30 a.m. - 12:00 p.m.

[STAC Meeting July 11, 2024 Recording](#)

## Legislative Report - Emily Haddaway and Jamie Grim, CDOT Office of Government Relations

- CDOT presentations will be given to the Transportation Legislative Review Committee, Joint Technology Committee and the Wildfire Matters Review Committee.
- A comprehensive summary report of transportation legislation has been completed and will be sent to Aaron Willis, CDOT Statewide and Regional Planning Manager, to be distributed to STAC members.

## 2050 Statewide Plan Update (Informational Update) - Marissa Gaughan, CDOT Multimodal Planning Branch Manager, and William Johnson, Performance and Asset Management Branch Manager, CDOT Division of Transportation Development (DTD)

- Planning development discussions with rural Transportation Planning Regions (TPRs) began on July 8.
- The agenda for the first TPR meetings includes discussing changes since the 2045 Regional Transportation Plans, reviewing the mission and vision statements, sharing accomplishments and progress on projects and corridors, reviewing data trends and identifying focus areas and any potential updates to plan.
- The 2050 Statewide Transportation Plan public engagement process will include a statewide transportation survey, 4 meetings with rural TPRs, potentially two virtual town halls with transportation commissioners, CDOT staff attendance at major public events to solicit public input and engagement of interest groups pertaining to alternative modes of transportation.
- Strategic Highway Safety Plan listening sessions will be held soon for each CDOT Region.
- Regional Transportation Plans to be adopted by August of 2025 with adoption of the 10-Year Plan by the end of 2025.
- PD-14 suggestions were updated to reflect the concerns of STAC and TC members. Many members felt that pavement investments were not emphasized enough.
- STAC members continued to emphasize that asset management (infrastructure maintenance) is the largest concern with the current transportation system, and it would be unwise to build more infrastructure that can not be maintained.
- Commissioners asked to have better information on the amount of dollars that go towards asset management.

## Active Transportation Plan (Informational Update) - Annelies van Vonno, CDOT's Bicycle and Pedestrian Program Coordinator, DTD

- The Active Transportation Plan initiating now will be the update to the 2012 Statewide Bicycle and Pedestrian Plan.
- The purpose of the active transportation plan is to set goals, policy recommendations, and establish actions to guide the next generation of active transportation improvements in Colorado.
- The plan is anticipated to finish by the end of April 2025.
- Some STAC members showed concern for there being increased bike/pedestrian use on arterials that are occupied by cars. They believe having more pedestrians and bicyclists on these roads presents conflicts with motor vehicles and is a large part of the problem.

### **Strategic Highway Safety Plan (SHSP) (Informational Update) Gabi Gamily, Traffic Safety and Engineering Branch and David Swenka**

- The plan is developed in partnership with the Colorado Department of Revenue (DOR), Colorado Department of Education, Colorado Department of Health and Environment (CDPHE) and Colorado State Patrol (CSP).
- There will be one listening session in each CDOT region, one-on-one follow up meetings as needed and virtual feedback options will be provided.
- A Vulnerable Road User (VRU) Safety Assessment is required as part of the State Strategic Highway Safety Plan.
- VRUs accounted for a growing share of roadway fatalities in recent years in both Colorado and the nation.
- CDOT will conduct regional VRU Prioritization Studies to identify safety program improvement projects.
- Before and after studies will be used to evaluate effectiveness of VRU safety improvements.
- CDOT will also be compiling an inventory of Vulnerable Road User Infrastructure.

### **Region 4 Project Update Heather Paddock, Region 4 Director**

- Traffic fatalities are at their highest since 1981.
- Suspected impairment makes up over one-third of fatalities in Colorado.
- Increases in law enforcement are said to have directly led to an 81% reduction in fatal crashes.
- Meet bimonthly with Colorado State Patrol to identify low cost, immediate benefit, engineering solutions identified by law enforcement.
- The leading cause of crashes were found to be due to wildlife. The rest are largely a result of crashes at intersections and along passing lanes.
- For fatal crashes caused by median crossovers, the best solution was determined to be the installation of concrete barriers on sections.
- CDOT Region 4 prepared a bicycle and pedestrian safety study to improve multimodal safety within the Region.

### **STAC Bylaws & TPR IGA Timeline, Marissa Gaughan, Multimodal Planning Branch Manager, DTD and Jamie Grim, Federal and Local Government Liaison**

- TC adopted Resolution #TC 2024-05-08 that contained changes to the Planning Rules based on recommendations from the HB23-1101 TPR Boundary Study, including:
  - Adding term limits for STAC Chair and Vice Chair
  - STAC Chair and Vice Chair rotate between rural and urban areas to avoid all rural or all urban leadership on the STAC.
- STAC action to approve the Bylaws should take place before October, ahead of the election of officers.
- The STAC members requested CDOT staff to prepare updated draft STAC bylaws based on the TC recommendations, and to present them to STAC sometime in August or September.