



## North Front Range Transportation & Air Quality Planning Council

### Hybrid Meeting Agenda

October 3, 2024

**In Person:** Eaton Town Board Room, 224 First Street, Eaton, CO 80645

**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 – September 5, 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)	Jessica Ferko, Manager, CDPHE-APCD	Handout	6:05
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Larimer County Commissioner	Handout	6:25

### 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	-	6:30



8	Executive Director Report • PD14 Update	Paul Sizemore, Executive Director	16	6:35
9	TAC	Written	21	-
10	Mobility	Written	Handout	-

**Presentation**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
11	NFRMPO-CDOT Traffic Congestion Performance Measures Updates	Jacob Kershner, CDOT	22	6:45

**Action Items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	September 2024 TIP Amendment <b>Resolution 2024-15</b>	Jonathan Stockburger, Transportation Planner I	30	7:15
13	MMOF Call for Projects <b>Resolution 2024-16</b>	Mark Northrop, Transportation Planner II	38	7:20

**Discussion Item**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	NFRMPO 10-Year Priority List Update	Becky Karasko, Transportation Planning Director	Handout	7:30

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	Transportation Commission	Jim Kelly, Transportation Commissioner	-	7:40
16	STAC Report	Written Report	41	-
17	Colorado Transportation Investment Office (CTIO)	Written Report	Handout	-
18	I-25 Coalition	Scott James, Past Chair, Weld County Commissioner	-	-
19	US34 Coalition	Scott James	-	-
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	Liz Heid, Mayor Pro Tem, Town of Eaton	-	7:50

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: November 7, 2024 – Hosted by City of Loveland



## 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*

**Julie Cline, Mayor**

Alternate- Ron Steinbach, Mayor Pro Tem

### *CDPHE- Air Pollution Control Division*

**Jessica Ferko, Manager, Planning & Policy Program**

### *Colorado Transportation Commission*

**Jim Kelly, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

<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

### September 5, 2024 Hybrid Meeting in Fort Collins, CO

#### Voting Members Present:

Jon Mallo – Chair  
Johnny Olson – Vice Chair  
Scott James – Past Chair  
Tricia Canonico  
Mark Clark  
Julie Cline  
Paula Cochran  
Dan Dean  
Matthew Fries  
Liz Heid  
Bill Jenkins  
Will Karspeck  
Jim Kelly  
Andrew Paranto  
Kristin Stephens

-Loveland  
-Greeley  
-Weld County  
-Fort Collins  
-Evans  
-Windsor  
-LaSalle  
-Milliken  
-Severance  
-Eaton  
-Timnath  
-Berthoud  
-Transportation  
Commission  
-Johnstown  
-Larimer County

#### Voting Members Absent:

Fil Archuleta  
Jessica Ferko

-Garden City  
-APCD

**MPO Staff:** **Paul Sizemore**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Mark Northrop**, Transportation Planner II; **Jonathan Stockburger**, Transportation Planner I; **Mykayla Marek**, Transportation Planner I.

**In Attendance:** Dan Betts; Brad Buckman; Rich Christy; Michelle Edgerley; Jim Eussen; Nicole Hahn; Omar Herrera; Dana Hornkohl; Will Jones; Joshua Ma; Victoria McKennan; Mark Peterson; Evan Pinkham; Elizabeth Relford; Mike Silverstein; Justin Stone; Josie Thomas; Eric Tracy; and Dena Wojtach.

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

#### Move to Approve Agenda and Minutes

Stephens **moved** to *APPROVE THE AUGUST 1, 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 (APCD)

A written report was provided.

### NFRMPO Air Quality Program Updates

Wojtach discussed the ozone levels throughout the month of August within the nonattainment area all above 70ppb and the state's request for a voluntary reclassification from Moderate to Serious for 2015 standard. This reclassification was done to help with staff resources in developing the State Implementation Plan (SIP) for the 2015 standard and the 2008 standard. Additionally, two new ozone monitors were installed within the region over the summer (Timnath and Fossil Creek Reservoir); however, it will be three years until the data from them can be used. An additional monitor will be placed in Loveland within the next 12 months.

She mentioned the AQCC adopted revisions to the SIP removing the CO areas from the SIP, while retaining the control strategies, due to attainment of the CO standard at their August meeting. The AQCC also set a hearing for November for the updates to their Procedural Rules and received a briefing on the Rocky Mountain National Park nitrogen deposition study during the same meeting.

Wojtach then discussed the recent RAQC meeting where they announced a September 24 meeting to discuss regulating indirect sources. The RAQC Board was also briefed on current Inspection and Maintenance program requirements and looking to revise those requirements. The APCD will be holding stakeholder meetings in September. The RAQC's Control Strategies Committee continues to discuss the Motor Vehicle Emissions Budgets (MVEBs) for the new SIP. Separately, the RAQC presented to the TLRC in August on MVEBs and suggested a 20 percent reduction to MVEBs and proposed legislation to tighten MVEBs and requested legislation to allow the AQCC to regulate indirect sources and additional legislation related to vehicle I/M.

She then provided an update on the EPA conditionally approving SIPs and portions of SIPs, which means if Colorado meets specific requirements partially approving SIPs it will prevent sanctions from being put into place on federal transportation funding.

Lastly, she discussed the Intermountain West MPO letter to the EPA has been gathering signatures and will be sent to the EPA once all the signatures have been added, Sizemore added all signatures had been received and the letter will be sent soon.

## Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

### REPORTS:

#### *Report of the Chair*

Chair Mallo discussed Councilmember Canonico's request for a letter of support from the Planning Council to support her bid to serve on the National League of Cities Board of Directors. Canonico described her experience and requested the Council's support. The Council members provided unanimous consent of a letter of support.

### *Executive Director Report*

Sizemore discussed the NFRMPO's recruitment process for the current open positions and introduced Mykayla Marek as the new Transportation Planner I. He also discussed the open Mobility Planner position and provided an update on the Accountant position and the interviews scheduled next week.

He then discussed the Ride NoCo Call Center had a record month for calls in August and launched the TDS to allow for the service providers within the region to communicate and share rides and information across agencies.

Lastly, Sizemore updated the Council on CDOT's Policy Directive (PD) PD14 discussion and the action item and robust discussion at the STAC meeting this morning. The STAC voted to reject the PD14 updates as presented. He suggested Council could discuss the PD14 implications to the NFRMPO during the 10-Year Priority List Update discussion item. Olson elaborated on the purpose of PD14 and how it impacts projects and plans, including the 10-Year Plan and how it impacts the NFRMPO.

### *Finance*

A written report was provided.

### *TAC*

A written report was provided.

### *Mobility*

A written report was provided.

### *Community Advisory Committee (CAC)*

A written report was provided.

## CONSENT AGENDA:

Stephens **moved** to approve the *CONSENT AGENDA*. The motion was **seconded** by Karspeck and **passed** unanimously.

## ACTION ITEM:

*FY2022 Program of Projects (POP) Update* – Joshua Ma, Transfort, discussed the FY2022 POP Update requested by the Federal Transit Administration (FTA) to Sections 5307, 5310, and 5339 formula grants for the Fort Collins Transportation Management Area (TMA). These updates were requested due to funding amount increases following IIJA/BIL being signed into law and the cumulative project funds change exceeding 20 percent. The identified projects remain fundamentally unchanged. This POP update also includes changes related to specific 5310 requirements for POPs, which include specifying counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects. These adjustments ensure Transfort meets federal compliance standards and improves the effectiveness and transparency of the POP.

Karspeck **moved to** approve *RESOLUTION 2024-014 APPROVING REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY22*. The motion was **seconded** by Olson and **passed** unanimously.

#### DISCUSSION ITEMS:

*NFRMPO 10-Year Priority List Update* – Karasko discussed the NFRMPO’s 10-Year Priority List, including an overview of the history of the list, selection of the priority corridors, and the original January 2020 Workshop. She discussed updating the list for the region and discussed NFRMPO Staff and TAC members recommendation to hold a second workshop with TAC and Planning Council members to reprioritize projects on the lists. Planning Council members concurred with holding a workshop later this year to update the list.

Stephens asked if the intention was to keep the current projects on the list and reevaluate them or to start from scratch. Karasko responded she had requested TAC members review the current list to determine if the projects on the list should be removed due to funding or completion. Stephens followed up with asking where new projects might come from. Karasko responded that if they are in the 2050 RTP and have gone through the Conformity Determination process, they can be included. Karspeck volunteered to hold the workshop in Berthoud.

Olson discussed the 2020 Workshop and NFRMPO process and stated the region’s priorities should take precedence over CDOT’s in the creation of the list and prioritization of the projects. James concurred with Olson’s comments and stated the priority corridors remain the same. Mallo stated the Council concurred with holding another in-person workshop. Karasko requested which days of the week would work best for Council members and would morning or afternoon work better. She stated she would send out a Doodle poll with dates and that she would work with TAC members to ensure the projects on the list are most up to date. She also stated she would present to the Council prior to the Workshop on how the voting will work and the list of projects. Jenkins requested to have a presentation on the projects so the Council can have as much information as possible. Council members concurred the projects currently on the list should remain on the list, along with any new projects from the *2050 RTP*.

*MMOF Discussion #3*- Northrop provided an update on the upcoming MMOF Call for Projects. He revisited minimum project sizes, the proposed schedule, and provided additional detail on the CDOT draft application review process and discussed the CDOT reviewers based on project type. He then discussed maximum funding amounts and breakdown and funding split between Category A and Category B projects, with Category A projects at 75 percent of available funding as a target and Category B with 25 percent funding as a target. Northrop provided an update on the NFRMPO’s application and submission requirements and the NFRMPO’s Call for Projects Guidance document, which was sent out to TAC members for their review.

Stephens discussed the decrease in MMOF funding at a state level and asked if CDOT has given assurance that it will not happen again. Karasko explained that once funding has been budgeted and obligated and

contracted, the funding cannot be removed from the project. However, funding that has not been obligated is subject to being removed and reallocated, although she did not foresee that happening. Stephens then asked if there was a minimum amount. Northrop replied there is a \$300,000 minimum for infrastructure projects and a \$25,000 minimum for all other types. Stephens asked for an example of a non-quantifiable GHG project. Sizemore replied that studies and continuing operations from transit fall into that category.

#### COUNCIL REPORTS:

*Transportation Commission* – Commissioner Kelly mentioned the recent crash in Region 3 that resulted in the death of two CDOT employees and a passenger in the vehicle. He also discussed the upcoming vacancy on the Transportation Commission due to his upcoming departure from the Commission.

*CDOT R4 Update* – Thomas provided additional information on the crash in Region 3. She also discussed the status of the Segment 5 project and crashes within the construction zone. Fries asked if there was an update on the SH14 Safety Study. Thomas stated the final report should be done by the end of the year.

*STAC Report* – A written report was provided.

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

*I-25 Coalition* – James stated the meeting had good discussion on the I-25 project.

*US34 Coalition* – James stated the projects on the US34 corridor and the joint advocacy continues to move the Coalition forward.

*Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)* – Stephens stated NAAPME met on August 29 and the NOFO will be released on September 30. There is a \$500 minimum project size and no project maximum amount. The suggested match is 20 percent but a provision for a hardship local match reduction like the MMOF model. The amount of time the call will be open is to be determined, but likely through the end of the year.

*Regional Air Quality Council (RAQC)* – Stephens stated Wojtach's report covered the main points in the RAQC meeting and she had nothing further to add.

*Front Range Passenger Rail District* – Karspeck mentioned Longmont's request for a letter of support for a rail crossing elimination project. He also stated the District's General Manager discussed their hiring plan for 2026 as well the ballot initiative moving from 2024 to 2026.

*Host Council Member Report* – Canonico discussed the City of Fort Collins Council's priorities including advancing the 15-minute city initiative. She then provided updates on a variety of transportation projects within the City including that Fort Collins is working on a 10-Year Transportation

Capital Improvement Tool which incorporates projects from the City's various plans and will allow them to sort and prioritize projects based on funding opportunities. The West Elizabeth BRT project, which received a 2022 MMOF award from the NFRMPO, is moving forward and is in final design with 60 percent design was completed in July and 80 percent is due by January. The City was also awarded a \$10.7M RAISE grant award in 2023 for the construction of a transit station and roundabout at West Elizabeth and Overland Trail and will connect CSU's main campus with the Foothills Campus. Laporte Avenue multimodal improvements to help complete the City's low stress bike network. And lastly, she discussed the Siphon and UPRR overpass (connection to the Power Trail) which also received funding from the NFRMPO and the Power Trail at Harmony underpass which also received funding from the NFRMPO, where a cyclist was hit and killed in 2023.

#### MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:33 p.m.

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: Paul Sizemore, Executive Director**  
**Date: October 3, 2024**  
**Re: Executive Director's Report: Policy Directive 14 Update**

### Background

Policy Directive 14 (PD-14) is a Colorado Department of Transportation's (CDOT) policy document that establishes performance objectives to measure success in key goal areas. The policy informs the implementation of the Statewide Plan, 10 Year Plan, the STIP, and annual CDOT budget.

At the September NFRMPO Planning Council meeting, the Council discussed the Statewide Transportation Advisory Committee's (STAC) recommendation to the Transportation Commission (TC) to not adopt proposed updates to PD-14 as drafted. A central reason for STAC's recommendation was the revisions to PD-14 removed references to Operations Level of Service and do not reference roadway capacity needs.

The NFRMPO Executive Committee submitted a joint letter with the Upper Front Range Transportation Planning Region (UFR TPR) recommending the TC consider the importance of targeted capacity projects in rapidly growing regions. The letter is attached to this memorandum.

At their regular meeting on September 19, the TC voted to adopt the PD-14 revisions as they were presented, with Commissioner Kelly dissenting.

Provided below is the language from PD-14 showing the "Mobility" goal that was removed from PD-14, and the new goal that replaced it, "Sustainably Increase Transportation Choice". (For ease of reading, only the applicable portion of the removed language is included.)

### Applicable Portion of "Mobility" Goal Deleted:

#### MOBILITY:

The mobility goal area is intended to be achieved in the planning horizon from 2021 to 2030. A portion of the objectives within the goal area are aligned with the Greenhouse Gas Pollution Reduction Roadmap, detailing early action steps the state can take toward meeting near-term greenhouse pollution reduction targets, and HB19-1261 – *Climate Action Plan to Reduce Pollution*, statutorily required goals to reduce 2050 greenhouse gas pollution by ninety percent (90%) from 2005 levels. Some objectives within the goal area help increase reliability of the state highway system and increase the use of multimodal travel statewide.





## I. Reliability and Congestion

### MEASURE AND TARGET:

- Operations Levels of Service (OLOS)
- Incident Clearance Time
- Vehicle Miles Traveled (VMT) and Vehicle Miles Traveled per Capita

### OBJECTIVES:

- Achieve or maintain an Operations Levels of Service (OLOS) grade of C or better for eighty percent (80%) or greater of the state highway system.
- Achieve or maintain an annual average incident clearance time of twenty (20) minutes or less for highways covered by CDOT Safety Patrol and Heavy Tow vehicles.
- Manage congestion on our roads by reducing Vehicle Miles Traveled (VMT) and VMT per capita by ten percent (10%) on or before 2030, relative to current levels.

### **“Sustainably Increase Transportation Choice” Goal Inserted:**

#### c) Sustainably Increase Transportation Choice

This goal is intended to be achieved in the 10-Year Transportation Plan horizon. The Clean Transportation performance measure is aligned with the Greenhouse Gas Pollution Reduction Roadmap 2.0, detailing early action steps the state will implement toward meeting near-term greenhouse pollution reduction targets, and HB23-016 – Greenhouse Gas Emission Reduction Measures, statutorily required goals to achieve net-zero status statewide. The Statewide Transit performance measure will inform the development of the statewide transit section of the 2050 Statewide Transportation Plan, promoting strategic growth, increasing the reliability of the state transportation system, and increasing the number of options for travel statewide.

#### I. Clean Transportation

##### Performance Measure and Targets:

- Reduce surface transportation sector greenhouse gas emissions (CO<sub>2</sub>e) by 60% on or before 2037, compared to the 2005 baseline.

#### II. Statewide Transit

##### Performance Measures and Targets:

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles by 66.7 million by 2037, from the 2022 baseline.

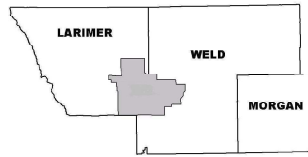


- Achieve a 1% annual reduction in Vehicle Miles Traveled (VMT) per capita from the 2023 baseline.

**Action**

Planning Council discussion and input is requested regarding next steps. Commissioner Kelly has raised the possibility of the NFRMPO drafting a proposed amendment to PD-14 for discussion at an upcoming STAC meeting, although this has not been scheduled at the time of this memo's writing. Any new information will be provided in Council Handouts and/or under the Executive Director's Report at the October 3 Planning Council meeting.

**Attachment: NFRMPO/UFR Public Comment Letter**



**UPPER FRONT RANGE  
TRANSPORTATION PLANNING REGION  
REGIONAL PLANNING COMMISSION**

September 17, 2024

Colorado Transportation Commission  
2829 W. Howard Pl.  
Denver, CO 80204

**Subject: Recommendations Regarding the Draft Update to Policy Directive 14 (PD-14)**

Dear Members of the Colorado Transportation Commission,

On behalf of the North Front Range Metropolitan Planning Organization (NFR MPO) and the Upper Front Range Transportation Planning Region (UFR TPR), we write to provide our recommendations regarding the proposed updates to Policy Directive 14 (PD-14). We appreciate the work of the Colorado Department of Transportation's (CDOT) staff in updating PD-14, and we want to work together to ensure that the updated Policy fully reflects the needs of our rapidly growing regions.

The NFR MPO and UFR TPR are home to some of the fastest-growing communities in the state. For example, Windsor saw a 23.3% population increase between 2020 and 2023, making it one of the fastest growing larger municipalities in the United States. Other jurisdictions in the region have experienced similar surges in population: Timnath (54% growth in 3 years), Severance (41% growth), and Berthoud (28% growth). This growth is projected to continue, with the City of Greeley expected to reach a population of over 177,000 by 2050. A robust and well-planned transportation network is essential to accommodate this growth and ensure a high quality of life for our residents.

Our regions are committed to projects that support population growth while meeting mobility, safety, and environmental goals. Many of these projects include multimodal components, transit options, and significant safety improvements. They often address critical gaps in the transportation system where current bottlenecks lead to excess emissions, economic losses due to lost productivity, and negative impacts on quality of life. Importantly, our plans adhere to the State's greenhouse gas reduction requirements as well as the federal conformity determination requirements for the ozone nonattainment area, demonstrating that targeted capacity projects and environmental objectives can complement one another.

In September 2024, the Statewide Transportation Advisory Committee (STAC) voted not to recommend approval of PD-14 as currently drafted. Concerns raised included the distribution of vehicle crashes, the need for increased funding for asset management and system maintenance, challenges in meeting interstate pavement condition and transit service goals, and the absence of roadway capacity expansion as a listed goal. Additionally, there is concern that projects of regional significance may face obstacles to funding if they do not align with the goal areas outlined in PD-14.

The NFR MPO and UFR TPR share these concerns, particularly regarding the absence of language in the Policy's primary goals recognizing the need for the completion and enhancement of regional roadway connections. In a high-level policy such as PD-14, it is a matter of equity that all the State's regions see their priorities represented prominently in the policy goals, and not just as a secondary consideration or appendix. We recommend the draft PD-14 be amended to acknowledge the unique mobility and safety

needs of growing communities and the role that well-planned capacity projects play in achieving statewide environmental, social, and economic goals.

Should PD-14 be adopted as currently proposed, we urge the Commission to recognize the critical importance of capacity projects for our regions and their contribution to broader State objectives. We believe aligning transportation policies with the diverse needs of Colorado's rapidly growing areas is vital for the success of the State's 10-Year Plan and the prosperity of all its communities.

We appreciate your attention to these concerns and look forward to further discussions on how best to address them in PD-14.

Respectfully,

**NFR MPO Executive Committee:**

*Jon Mallo*

Jon Mallo (Sep 17, 2024 13:10 MDT)

**Jon Mallo, Chair**

**Johnny Olson, Vice Chair**

*Scott K. James*

Scott K. James (Sep 17, 2024 11:29 MDT)

**Scott James, Past Chair**

**UFR TPR:**

*Jon Becker*

Jon Becker (Sep 17, 2024 10:49 PDT)

**Jon Becker, Chair**

*Kevin Ross*

Kevin Ross (Sep 17, 2024 14:12 EDT)

**Kevin Ross, Vice Chair**

*Kevin Ross*

Kevin Ross (Sep 17, 2024 14:12 EDT)

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
September 18, 2024**

**ACTION ITEM**

**September TIP Amendment** – Stockburger discussed the September 2024 TIP Amendment, which includes two new project additions, Loveland’s *Transit Center Building Reconstruction* with \$3,967,007 Federal 5339B funding, \$251,752 State LOMA funding, and \$770,000 in Local In-Kind funding in Fiscal Year (FY) 2025, and Transfort’s *Transfort Accessibility Enhancements* with \$2,411,550 Federal 5339B funding and \$415,450 local funding in FY25.

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

**MMOF Call for Projects** – Northrop gave an overview of the MMOF Call for Projects Guidelines. Northrop noted the available funding for FY2025 and FY2027 has changed with \$155,759 now available for FY25 and \$1,388,297 available for FY27. Northrop outlined key dates and stated the Call will open on October 4<sup>th</sup> and close on November 15<sup>th</sup>. Northrop described the application requirements, including minimum and maximum project requests and local match requirements.

Hornkohl moved to recommend the Planning Council approve the Guidelines and open the 2024 MMOF Call for Projects on October 4, 2024. Pinkham seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**NFRMPO-CDOT Traffic Congestion Performance Measures Update** – Jared Kershner, CDOT, gave an overview of the National Performance Measures. Kershner stated there are three performance measure categories: PM1, Highway Safety, PM2, Infrastructure Condition, and PM3, System Performance. State DOTs and MPOs set two- and four-year targets for PM2 and PM3, and state DOTs can adjust these targets at the midway point of a performance period. Kershner stated the NFRMPO is required to establish joint targets with CDOT for the Annual Hours of Peak Hour Excessive Delay and Percent of non-SOV travel performance measures. CDOT is recommending adjusting the four-year targets for both performance measures contingent on approval from the NFRMPO Planning Council.

**NFRMPO 10-Year Priority List Update** – Karasko noted Planning Council agreed to hosting a workshop in January 2025 to prioritize projects on the six priority corridors. All projects that are on these corridors and are in the RTP, the Travel Demand Model, and the TIP will be included in this workshop. The workshop location is dependent on the date selected. Karasko requested TAC review the list of projects prior to the workshop once the project list has been sent out.

**2025 Active Transportation Plan (ATP) Update** – Rouser gave an update on the 2025 ATP. Rouser gave an overview of the current ATP survey results and showcased the Regional Bicycle Level of Traffic Stress maps. Rouser noted NFRMPO staff will begin meeting with local communities to begin the Regional Active Transportation Corridor (RATC) visioning process.



**COLORADO**

Department of Transportation

# National Performance Measures Traffic Congestion

## October 3, 2024 NFRMPO Planning Council



# National Performance Measures Overview

## Infrastructure Investment and Jobs Act (IIJA):

- FHWA requires States establish and report on targets for key performance measures related to the U.S. transportation system.

## Target Setting:

- State DOTs and MPOs establish data-driven 2- and 4-year targets for safety, infrastructure, and system performance. Aspirational targets are discouraged to maintain realistic goals.

## Current Performance Period (2022-2025):

- CDOT established targets for 2023 and 2025, with a mid-period review in 2024 to assess progress and make adjustments if needed.

## Mid Performance Period Report

- In September 2024, CDOT reviewed targets with subject matter experts, recommended adjustments, and submitted the report with updated targets to FHWA October 1, 2024.

## MPOs Required to Establish Joint Traffic Congestion Targets:

- DRCOG and NFRMPO, must work with CDOT to establish joint targets for congestion since their planning areas include parts of urbanized areas with over 200,000 people and are in air quality nonattainment or maintenance zones.

## Traffic Congestion Performance Measures:

- **PHED:** Annual hours of excessive delay per capita on the NHS.
- **Non-SOV Travel:** Percent of trips taken by modes other than driving alone.



# Actions and Next Steps

## Actions Taken

- **September 2024** - CDOT coordinated with NFRMPO to finalize target recommendations and obtained documentation from NFRMPO supporting the target adjustment concepts.
  - The memo documented the coordination between CDOT and NFRMPO regarding proposed adjustments to the 4-year traffic congestion performance measure targets.
  - While NFRMPO is in alignment with the target adjustments, formal approval by the NFRMPO Planning Council cannot occur until their scheduled meeting on October 3, 2024.
  - Given the requirement to submit the Mid Performance Period Progress Report by October 1, 2024, CDOT and NFRMPO have agreed in principle to the target adjustments, with formal approval pending.
- **October 1, 2024** - CDOT submitted the Mid-Period Progress Report to FHWA, including 4-year target adjustments.



## NFRMPO Action Request

- CDOT asks that the NFRMPO Planning Council support the recommended target adjustments and approve through action during their October 3, 2024 meeting.





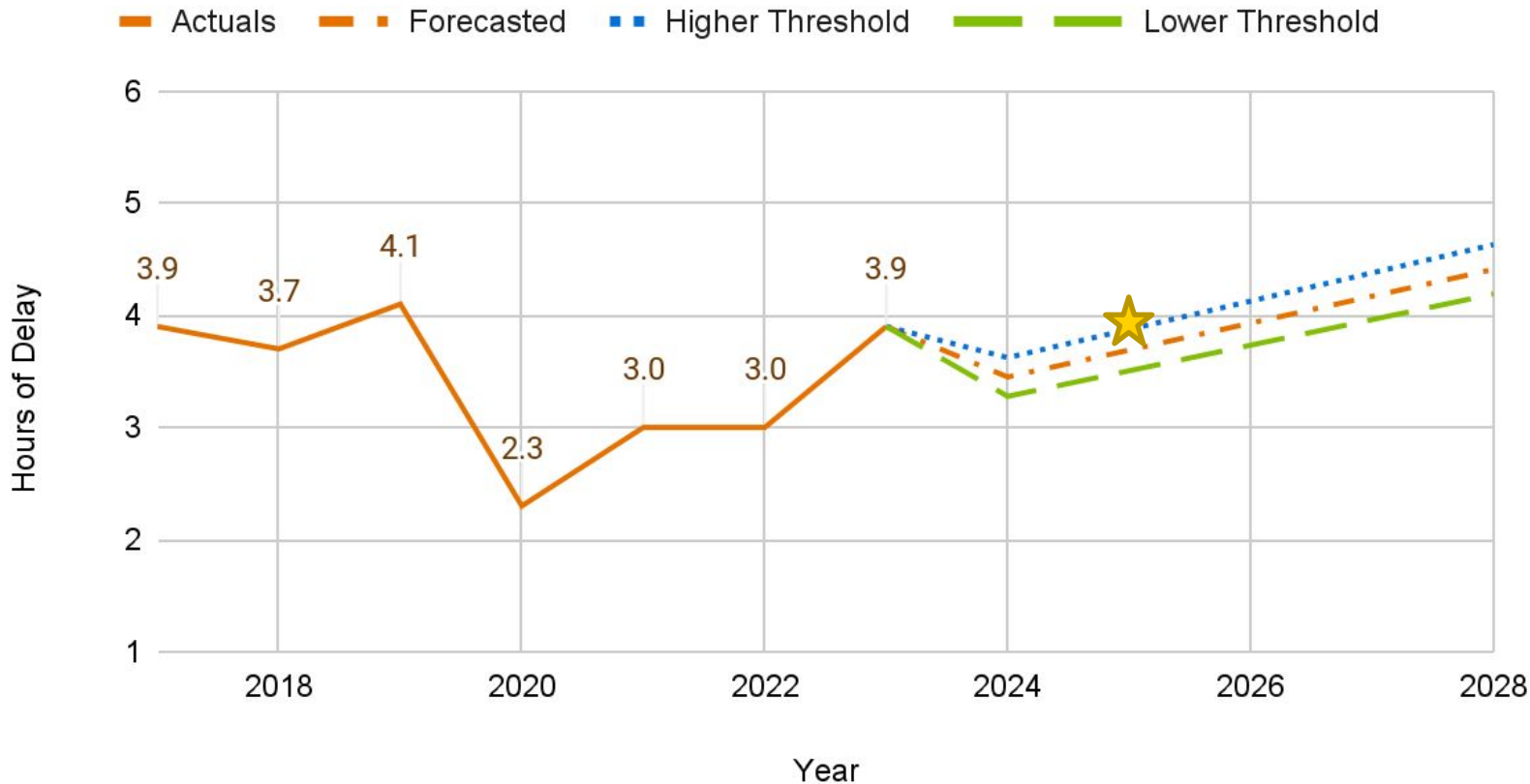
# Current Targets and Performance

Performance Measures	2023 Target	2023 Performance	2025 Target
Annual Hours of Peak Hour Excessive Delay Per Capita (Fort Collins Urbanized Area)	Below 3.8	3.9 	Below 3.7
Percent of Non-Single Occupancy Vehicle Travel (Fort Collins Urbanized Area)	Above 25.3%	30.9% 	Above 25.6%



# Target Recommendation: Fort Collins

## Peak Hours of Excessive Delay (Fort Collins)



### Data and Targets:

- 2023 Results: **3.9**
- 2023 Target: Below 3.8
- 2025 Target: Below 3.7

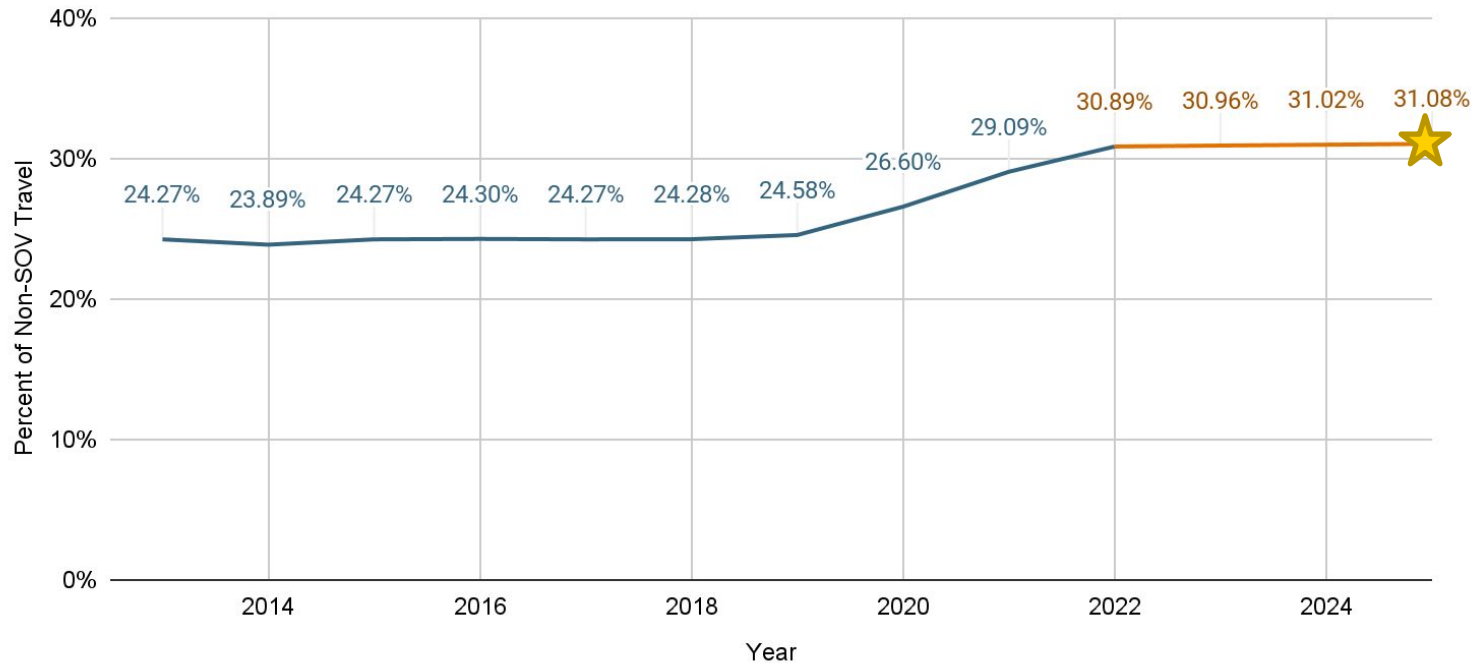
★ **Recommended Target Adjustment:**  
Below 3.9



# Fort Collins Percent of Non-SOV Travel

### Percent of Non-SOV Travel

— Non-SOV Travel — Estimated Non-SOV Travel



### Data and Targets:

- 2022 Results: 30.9%
- 2023 Target: 25.3%
- 2025 Target: 25.6%

### ★ Recommended Target Adjustment:

- 2025 Target: 31.1%



# NFRMPO Action Request

## NFRMPO Action Request

- CDOT asks that the NFRMPO Planning Council support the recommended target adjustments and approve through action during their October 3, 2024 meeting.



## For questions or comments on this presentation please contact:

- **William Johnson**  
Performance and Asset Management Branch Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[will.johnson@state.co.us](mailto:will.johnson@state.co.us)
- **Jacob Kershner**  
Performance Program Manager  
Colorado Department of Transportation  
Division of Transportation Development  
[jacob.kershner@state.co.us](mailto:jacob.kershner@state.co.us)
- **Brittany Hanson**  
Performance Analyst  
Colorado Department of Transportation  
Division of Transportation Development  
[brittany.hanson@state.co.us](mailto:brittany.hanson@state.co.us)

## Resources:

- [FHWA Transportation Performance Management](#)
- [National Performance Measures Targets](#)
- [NPM Dashboard](#)
- [CDOT Performance Dashboards](#)





## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Jonathan Stockburger**

**Date: October 3, 2024**

**Re: Action – September 2024 TIP Amendment**

### Objective

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

### Summary

The September 2024 TIP Amendment includes two additions by Loveland and Transfort:

- Adding the Loveland new project *Transit Center Building Reconstruction* with \$3,967,007 Federal 5339B funding, \$251,752 State LOMA funding, and \$770,000 in Local In-Kind funding in FY25.
- Adding the Transfort new project *Transfort Accessibility Enhancements* with \$2,411,550 Federal 5339B funding and \$415,450 local funding in FY25.

The 30-day Public Comment period for the September 2024 TIP Amendment began on September 11, 2024, and concludes on October 10, 2024.

### *Funding Types and Uses*

**FTA §5339**, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

An Equity Analysis was conducted by both sponsor agencies and is provided for the location specific projects.

### Analysis

- **Advantages:** Approval of the September TIP Amendment 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 the Month TIP Amendment to the FY2024-2027 TIP at their meeting on September 18, 2024.

### Attachments

- September 2024 Policy Amendment Form
- Equity Analysis

**NEW ENTRY**

**Title:** Transit Center Building Construction  
**Sponsor:** Loveland  
**STIP ID:** Unassigned  
**TIP ID:** 2024-017  
**Type:** Facility Construction  
**Air Quality:** Exempt from conformity analysis  
**Description:** Final design and construction of a transit center building for the Loveland Transit Center at 350 W 37th St.

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	5339B	\$3,967,007	\$0	\$0	\$0	\$3,967,007	\$0	\$0	\$0	\$0
State	LOMA	\$251,752	\$0	\$0	\$0	\$251,752	\$0	\$0	\$0	\$0
Local	In-Kind	\$770,000	\$0	\$0	\$0	\$770,000	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$4,988,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,988,759</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Revision #** Revision Description  
 2024-A9 New Project

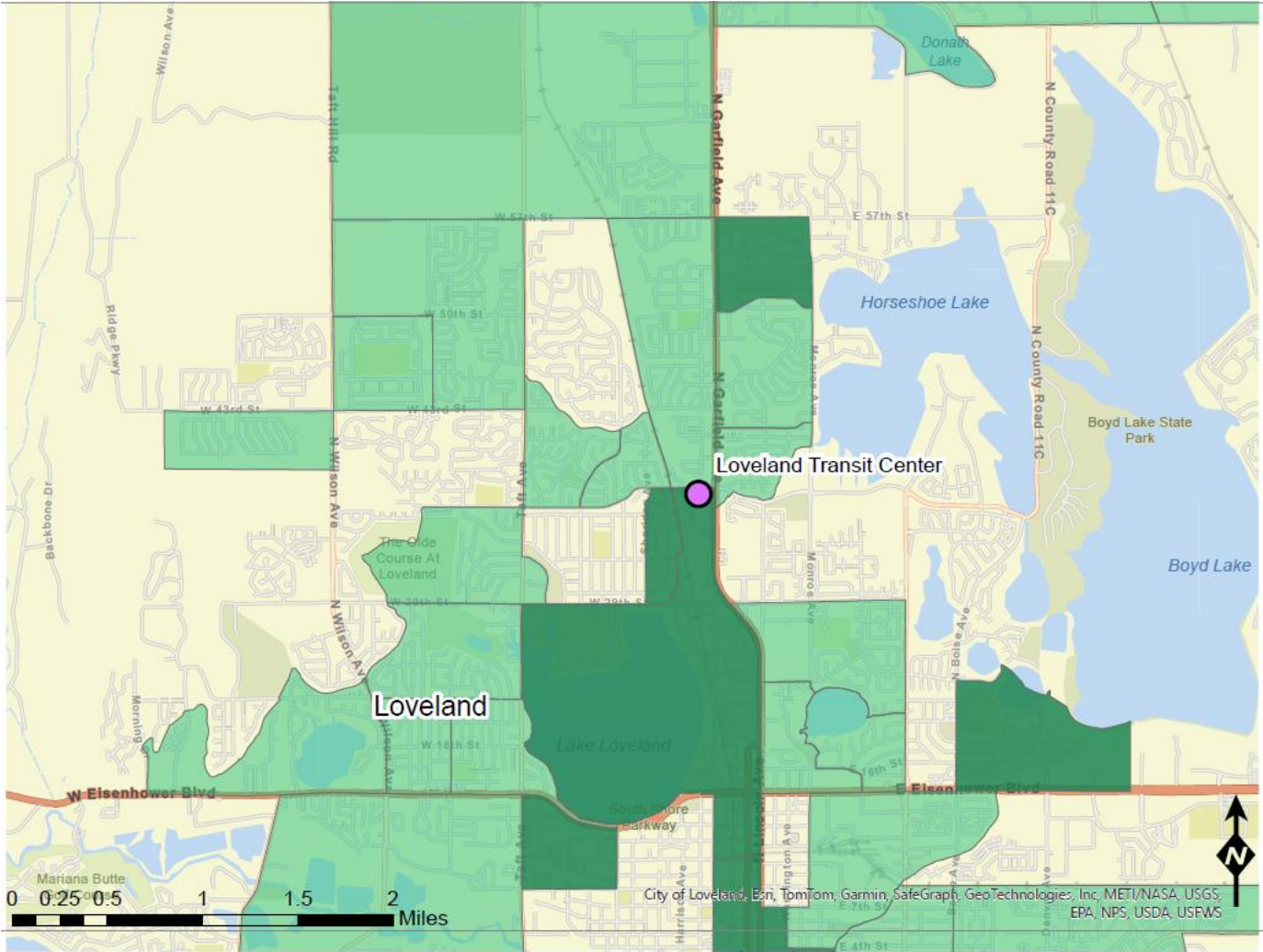
**NEW ENTRY**

**Title:** Transfort Accessibility Enhancements  
**Sponsor:** Fort Collins  
**STIP ID:** Unassigned  
**TIP ID:** 2024-018  
**Type:** Capital Improvements  
**Air Quality:** Exempt from conformity analysis  
**Description:** Enhance ADA accessibility at bus stops and the Downtown Transit Center, purchase and install amenities, and construct ADA compliant bus stops on North College Ave.

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	FTA 5339(b)	\$2,411,550	\$0	\$0	\$0	\$2,411,550	\$0	\$0	\$0	\$0
Local	L	\$415,450	\$0	\$0	\$0	\$415,450	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$2,827,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,827,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Revision #** Revision Description  
 2024-A9 New project. Awarded FY24 5339(b) funds.

September 2024 TIP Amendment Equity Analysis Map



**Legend**

- One Equity Area
- Two Equity Areas
- Three Equity Areas

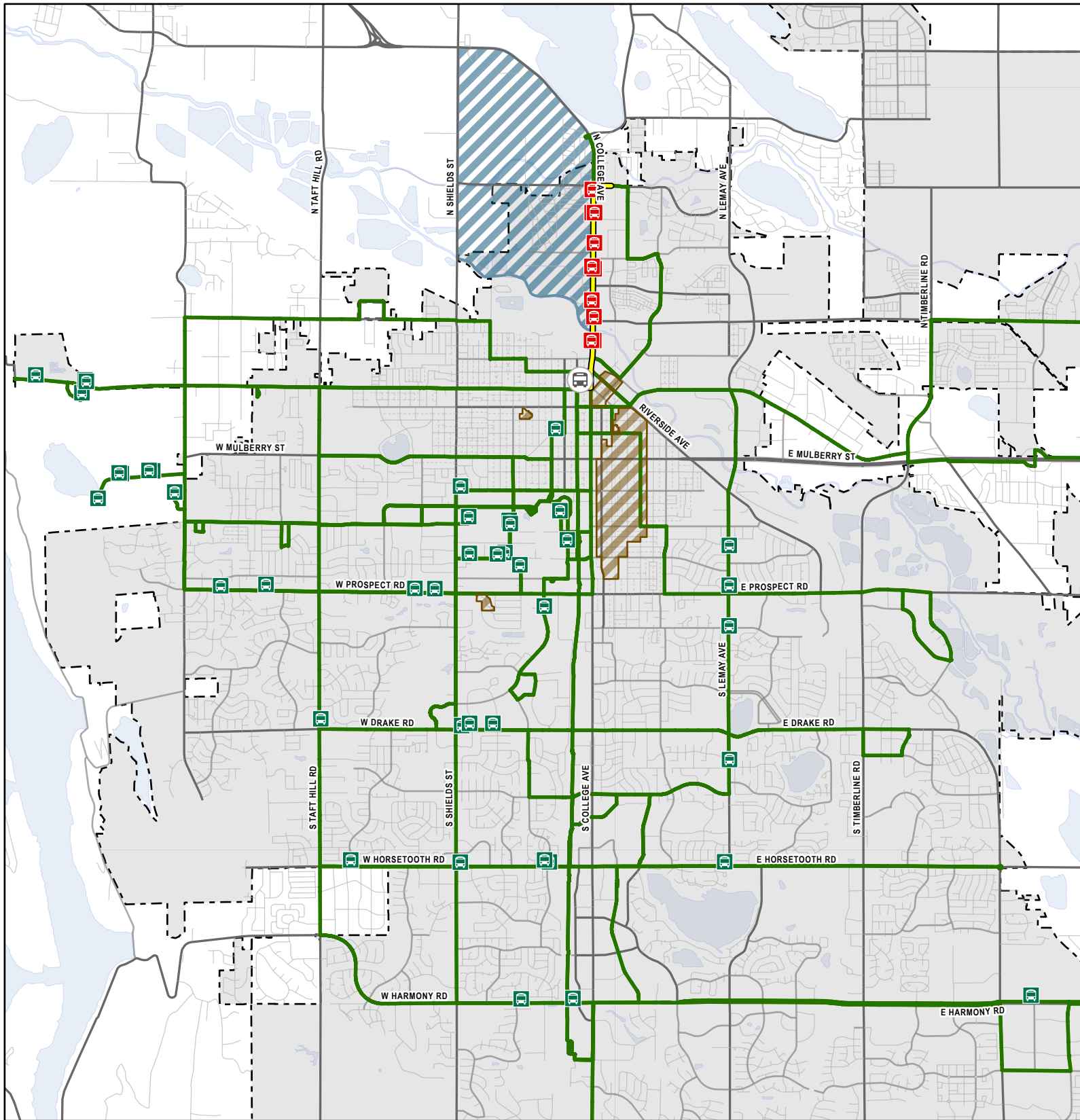
August 2024  
Sources: CDOT, NFRMPO





Criteria	
<b>Project Title</b>	<b>COLT Transit Center Building</b>
Project previously included in TIP	No
TIP ID #	
Project located 1/4 mile of an Equity Index Area	<b>Yes – 350 W 37<sup>th</sup> St. Loveland 80537</b>
Project Sponsor	City of Loveland
Project Type	Transit Building Construction
Funding Source	FTA 5339B- Local-LOMA
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	Yes      No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No      No
Adverse impacts on community cohesion or economic vitality	No      No
Noise and vibration	Yes      No
Increased traffic congestion, isolation, exclusion, or separation	No      No
<b>Additional Anticipated Burdens</b> <i>Detail any additional anticipated project burdens</i>	
<b>Benefits</b>	(Yes/No)
Decrease in travel time	Yes
Improved air quality	<b>No</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>	As with any construction site there will be associated noise pollution. All site prep work and underground utilities have already been installed, and all safety protocols will be followed.
<b>Outreach – Describe any outreach completed in selection of project or future anticipated outreach</b>	
Multiple public meetings were held in connection to this complete project. Meetings were held in 2018 when the original property was purchased, including a press release, three public meetings, four City Council meetings, and a Transportation Advisory Board meeting. When Phase 1 of the project was getting underway there was an additional Transit Advisory Board meeting, two more City Council meetings and a neighborhood meeting was held on 1/26/22. Finally near the completion of Phase 1 multiple public meetings were held for the location shift of transit operations. The future construction of the building was discussed at all of these meetings. Additional outreach will take place as during final design process.	









# Accessibility Enhancements Project

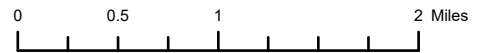


CITY OF FORT COLLINS  
GEOGRAPHIC INFORMATION SYSTEM MAP PRODUCTS

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Printed: April 17, 2024

-  Bus Stops
-  Bus Routes
-  N College MAX Bus Stops
-  N College MAX Route
-  Downtown Transit Center
-  CO Tract 08069001304
-  Digital District
-  City Limits



**TRANSFORT**



Criteria	
<b>Project Title</b>	
Project previously included in TIP	No
TIP ID #	N/A
Project located 1/4 mile of an Equity Index Area	<b>Yes/No</b>
Project Sponsor	Fort Collins
Project Type	Capital Improvements
Funding Source	FY24 5339(b)
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      No
Adverse impacts on community cohesion or economic vitality	No      No
Noise and vibration	Yes      No
Increased traffic congestion, isolation, exclusion, or separation	No      No
<b>Additional Anticipated Burdens</b> <i>Detail any additional anticipated project burdens</i>	N/A
<b>Benefits</b>	(Yes/No)
Decrease in travel time	No
Improved air quality	Yes
Expanded access to employment opportunities	Yes
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 benefits</i>	Safety, State of Good Repair
<b>Outreach</b> – Describe any outreach completed in selection of project or future anticipated outreach	

This project aligns with several key local prioritization plans adopted by the City, including the Equity Plan, Strategic Plan, Transit Master Plan, and Bus Stop Design Standards. Crafted collaboratively with community input and publicly accessible, these plans outline strategic objectives for improving accessibility, equity, and transit infrastructure. They prioritize resource allocation to address the needs of disproportionately disadvantaged groups and emphasize the provision of safe, affordable, and convenient travel options.

The North College MAX Plan (Attachment C) involved three phases of community engagement involving over 500 community members from the area to outline their vision and transportation needs.

CSU's TDMP engaged over 3,500 stakeholders with targeted outreach to historically underrepresented populations.

In 2015, Transfort was awarded \$1 million in Community Capital Improvement Program funds, approved by voters and designated for Accessibility Enhancements.

**RESOLUTION NO. 2024-015  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING THE SEPTEMBER 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 September 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 Loveland new project *Transit Center Building Reconstruction* with \$3,967,007 Federal 5339B funding, \$251,752 State LOMA funding, and \$770,000 in Local In-Kind funding in FY25.
- Adding the Transfort new project *Transfort Accessibility Enhancements* with \$2,411,550 Federal 5339B funding and \$415,450 local funding in FY25.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of October 2024.

---

Jon Mallo, Chair

ATTEST:

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Paul Sizemore, Executive Director



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Mark Northrop**

**Date: October 3, 2024**

**Re: Action – 2024 NFRMPO MMOF Call for Projects Guidelines**

### Objective

To approve the 2024 NFRMPO MMOF Call for Projects Guidelines and open the 2024 MMOF Call for Projects.

### Summary

The NFRMPO has approximately \$4.5M in State MMOF funds to award for Fiscal Years (FY) 2024 through 2028. Available funding estimates per year are provided in **Attachment 1**. The proposed schedule for the Call is included in **Attachment 2**.

At the September 2024 Planning Council meeting, Staff discussed the MMOF program goals, anticipated funding amounts, proposed schedule, maximum funding requests, applications requirements, and submission requirements. At the October 2024 Planning Council meeting, Staff will review the 2024 NFRMPO MMOF Call for Projects Guidelines document.

The 2024 NFRMPO MMOF Call for Projects Guidelines document can be found here: <https://nfrmpo.org/wp-content/uploads/DRAFT-2024-NFRMPO-MMOF-Call-for-Projects-Guidelines-September-2024.pdf>

### Action

TAC requests Planning Council approve the 2024 NFRMPO MMOF Call for Projects Guidelines and open the 2024 MMOF Call for Projects on October 4, 2024.

### Attachments

**Attachment 1:** FY2024-2028 MMOF Funding estimates

**Attachment 2:** 2024 MMOF Call for Projects Schedule



**Attachment 1:** FY2024-2028 MMOF Funding estimates

<b>Fiscal Year</b>	<b>Initial Funding Estimate</b>	<b>Amount Previously Awarded</b>	<b>Total Funding Amount Available</b>
<b>2024</b>	\$490,061	\$106,273	\$383,788
<b>2025</b>	\$1,285,759	\$1,130,000	\$155,759
<b>2026</b>	\$1,321,473	\$170,000	\$1,151,473
<b>2027</b>	\$1,388,297	N/A	\$1,388,297
<b>2028</b>	\$1,461,971	N/A	\$1,461,971
<b>Total</b>	<b>\$5,947,561</b>	<b>\$1,406,273</b>	<b>\$4,541,288</b>

**Attachment 2:** 2024 MMOF Call for Projects Schedule

<b>Activity</b>	<b>Date</b>
TAC Discussion #3 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>Project Descriptions Due</b>	<b>October 11</b>
<b>Draft Project Applications due to NFRMPO - CDOT Review</b>	<b>October 25</b>
NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
CDOT feedback on Draft Applications	~November 8
<b>Call for Projects Closes - 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

**RESOLUTION NO. 2024-16**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE 2024 MMOF CALL FOR PROJECTS PROCESS AND GUIDEBOOK**

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

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

**WHEREAS**, the 2024 Call for Projects will award FY2024 to FY2028 Multimodal Transportation and Mitigations Options Fund (MMOF) funding to eligible entities; and

**WHEREAS**, the 2024 Call for Projects Guidelines document identifies eligible entities, eligible project types, project requirements, and scoring criteria for the MMOF program that meet federal regulations and reflect input from planning partners; and

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the process for the 2024 Call for Projects as recommended.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of October 2024.

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

ATTEST:

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



# Statewide Transportation Advisory Committee (STAC)

## Meeting Summary

**Date/Time: Thursday, September 5, 2024; 8:30 a.m. - 12:00 p.m.**

### **2050 Statewide Plan Update - Policy Directive 14 (Action Item) - Darius Pakbaz, Director, Division of Transportation Development**

- Policy Directive 14 helps investment decisions in the planning process, asset management, and FASTER safety and HSIP.
- The policy is designed to be a living document. Required annual progress reports will provide opportunities for adjustments throughout implementation.
- There were adjustments to the “sustainably increase transportation choice” goal. TC principles, the Wildly Important Goals, and the Performance Measure Matrix were incorporated into the appendix.
- Safety goals are measured statewide on-system only, as required in federal reporting statute. Achieving safer roads statewide is a partnership between CDOT and local partners, as shown in the development process for the Statewide Highway Transportation Plan.
- Concerns arose regarding the 83% increase of transit revenue service miles and its excessive cost. CDOT emphasized that goals can be modified over time if they are not feasible due to funding.
- Additional concerns arose concerning there is no goal on highway expansion to accommodate expected population growth, and some STAC members would not support the Policy because of this issue. Many feel it is unreasonable to expect a solution through expanded transit only, that many parts of the state cannot be served adequately by transit nor can the state fund such aspirational transit goals.
- Many expressed the need to address the pavement and asset condition rather than transit.
- Concerns were raised on whether the PD will prevent some projects from happening if they do not hit the goals in particular communities. CDOT clarified that in no circumstance would transit be necessarily added onto highway maintenance as individual projects do not need to hit all three major goal areas at once.
- A general concern is that the 10 Year Plans will not be based on needs but rather this policy and it will determine that the funding goes to transit rather than pavement and safety projects.
- Regarding the pavement condition goal of 1%, concern was expressed that the interstate highway system may eat up the entire budget. CDOT emphasized that the needs must be balanced and such conversations and decisions are happening on the regional level.
- Heather Alvarez asks that these comments are emphasized in reporting on PD 14.
- Commissioner O’Dorisio voiced concerns that if the STAC rejects the proposed PD 14 it may reduce their influence with the TC.
- Commissioner Eula Adams suggested that the public comments are another venue for STAC to express its concerns. There is no plan for PD 14 to be workshopped to an extensive degree. The plan was for this to be the final look prior to approval.
- Vince Rogalski says that TC and STAC do not discuss PD 14 together but separately and it would be useful to discuss this together.
- Gary Beedy comments that STAC has been commenting on these issues and the commentary has not been incorporated into PD 14. Darius responded that compiled comments were addressed in a table provided in the appendix attached to PD 14.

**STAC Action:** The STAC approved a motion to reject the proposed PD 14, with Commissioner O’Dorisio voting against for reasons stated above.

## **Revised STAC Bylaws (Action Item) - Review of the updated draft STAC Bylaws - Darius Pakbaz, Director, Division of Transportation Development**

- Language was refined since the August STAC meeting in Article III. In Section 5, the chair of the Transit Rail Advisory Committee is a nonvoting member of STAC and is entitled to name an alternative if unable to attend.
- In Article IV, the chairperson and vice chair will be a member of STAC and will hold office for no more than two two-year terms. Elections will be held in October.
- In Section 11, the STAC leadership will represent both rural and urban areas and they should alternate, ensuring equal representation when possible.
- Current language requires Officers hold no more than two consecutive terms, for four years in total.
- Gary Beedy requested that the finalized version be sent to STAC members.

**STAC Action:** A Motion was unanimously approved to adopt, specifying an additional term limitation of no more than four consecutive terms combined for Chair and Vice Chair, if any one person serves for two terms in each position.

## **Region 5 Project Update - 10 Year Plan Accomplishments - Tony Cady, Region 5**

- At the end of the last Regional Transportation Plans for each TPR, the Region facilitated a prioritization effort to rank each project in the long-range plan. The three TPR chairs and staff conducted an overall regional prioritization, fiscally constraining the top tier priorities.
- Region 5 was allocated \$403 million of strategic funding, and they added \$290 million of funding to accomplish 46 projects, half of which are in the first half of the 10 year plan.
- US 160 Towaoc Passing Lanes project provided passing lanes and reconstructed road lanes from Cortez to Ute Mountain tribal lands.
- They conducted rural road resurfacing projects in a several parts of the region. These roads had not been touched in 30 years and this was a historic opportunity to pave these roadways. They did an overlay on a section of road with some of the lowest drivability life in the state.
- CDOT has completed a lot of their paving projects since those were the most needed improvements, including the widening and surface treatment on CO 17, where there had previously been a number of fatalities due to steep shoulders.
- Safety deficiencies were corrected, and the shoulder was enhanced on US 160 between New Mexico and Aztec Creek in the Ute Mountain Ute reservation. This also upgraded the pavement quality. Funding was received from New Mexico and coordinated within the Navajo nation and the Ute nation.
- In 2021, they began replacing culverts that carried McCabe Creek through downtown Pagosa Springs. Two pipes separated after the erection of a commercial building and started causing structural issues. Strategic funding allowed for the demolition of the building and culvert replacement.
- There are three projects currently in construction and scheduled for completion soon including safety, road realignment for a grade-separated interchange and wildlife crossings in Durango, and road surfacing.

**Next STAC meeting:** October 3, 2024, 8:30 to 12:30. Meeting will be in-person at CDOT HQ and include STAC officer elections. The next meeting after that will be November 7th and will be virtual.