



# North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

November 7, 2024

**In Person:** Loveland Public Works Administration, 2525 W. 1<sup>st</sup> Street, Loveland, CO 80537

**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 – October 3, 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	Handout	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	15	6:05
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Larimer County Commissioner	21	6:15

## 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	-	6:20



8	Executive Director Report	Paul Sizemore, Executive Director	25	6:25
9	Colorado Transportation Investment Office (CTIO)	Cecil Gutierrez Piper Darlington	29	6:35
10	TAC	Written	41	-
11	Mobility	Written	42	-
12	3 <sup>rd</sup> Quarter 2024 TIP Modifications	Written	47	-
13	VanGo™ 3 <sup>rd</sup> Quarter 2024 Dashboard	Written	48	-

**Presentation**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	I-25 & Mulberry Interchange	Gina Fox, CDOT	Handout	6:45

**Action Item**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	NFRMPO-CDOT Traffic Congestion Performance Measures Updates <b>Resolution 2024-17</b>	Becky Karasko, Transportation Planning Director	50	7:15

**Discussion Item**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	NFRMPO 10-Year Priority List Update	Becky Karasko	Handout	7:25

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Transportation Commission	Jim Kelly, Transportation Commissioner	-	7:35
18	STAC Report	Written Report	52	-
19	I-25 Coalition	Scott James, Past Chair, Weld County Commissioner	-	-
20	US34 Coalition	Scott James	-	-



21	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-
22	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
23	Host Council Member Report	Jon Mallo	-	7:50

**Meeting Wrap Up:**

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



## 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

**October 3, 2024  
Hybrid Meeting in Eaton, CO**

### Voting Members Present:

Jon Mallo – Chair  
Johnny Olson – Vice Chair  
Scott James – Past Chair  
Tricia Canonico  
Mark Clark  
Julie Cline  
Paula Cochran  
Jessica Ferko  
Matthew Fries  
Liz Heid  
Bill Jenkins  
Jim Kelly  
Andrew Paranto

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

### Voting Members Absent:

Fil Archuleta  
Dan Dean  
Will Karspeck  
Kristen Stephens

-Garden City  
-Milliken  
-Berthoud  
-Larimer County

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

**In Attendance:** Brad Buckman; Richard Christy; Jim Eussen; Omar Herrera; Will Jones; Jacob Kershner; Katrina Klobberdanz; Wesley LaVanchy; Deanna McIntosh; Victoria McKennan; Dan Meters; Mark Oberschmidt; Evan Pinkham; Elizabeth Relford; Make Silverstein; Justin Stone; Josie Thomas; Eric Tracy; Keith Wakefield; Dena Wojtach

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

### Move to Approve Agenda and Minutes

Olson **moved** to *APPROVE THE SEPTEMBER 5, 2024 MEETING MINUTES*. The motion was **seconded** by Heid 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)

Ferko noted APCD has many opportunities for engagement. There will be an ozone reduction planning meeting to discuss state actions to lower ozone pollution on October 22<sup>nd</sup>. Ferko stated the October commission meeting will be a joint meeting with the Board of Health. The commission will be making revisions to regulation numbers 11 and 12 and will be having a briefing on air toxic contaminants. This meeting will also discuss the 2024 Ozone Season.

### NFRMPO Air Quality Program Updates

Wojtach gave an overview of the Ozone Monitoring in Northern Colorado. Wojtach noted this has not been a good ozone year, and there will need to be much lower ozone volumes over the next two years to bring down the three-year ozone averages. Wojtach stated the RAQC will be holding an Ozone Attainment Forum on October 22<sup>nd</sup> to October 24<sup>th</sup>. Wojtach noted the Transportation Legislative Review Committee (TLRC) has been meeting to prepare for the 2025 Legislative Session. Wojtach gave an overview of the proposed bills discussed by the committee.

### Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

#### REPORTS:

##### *Report of the Chair*

Chair Mallo ceded his time to Paul Sizemore. Sizemore noted Council discussed Policy Directive (PD) 14 at the September Council meeting. Sizemore noted PD 14 is a policy that guides the Statewide Transportation Plan and 10-year plan. In September, STAC voted to recommend that TC should not adopt a new draft of PD14 as presented. The NFRMPO Council Executive Committee wrote a joint letter with Upper Front Range Executive Committee requesting the policy be amended to consider fast growing areas and to emphasize the importance of capacity projects. TC voted to adopt PD 14 as drafted with Commissioner Kelly dissenting. In the preexisting PD14, there was a mobility goal that captured multiple things like GHG reductions and acknowledgement of capacity on roadways. The new action struck out that language to replace the mobility goal with a new goal called “Sustainably Increase Transportation Choice” which includes multiple things included in old mobility goal. It does not include language around operational LOS and acknowledgement of roadway capacity. The Executive Committee wanted to bring this topic up and have a discussion to seek guidance from the rest of the Council to see if there is any additional action on this.

Council discussed possible strategies to encourage TC to reconsider the language of PD14. Planning Council will continue to discuss this and reach out to different Transportation Planning Regions (TPRs) to garner additional support. Council asked the Executive Director to prepare a letter with specific language recommendations to the TC for their upcoming October meeting.

##### *Executive Director Report*

Sizemore noted the NFRMPO received CRP funds which enables the MPO to begin developing a guidebook for the MPO to be an incubator for future TMOs. Sizemore stated the CDOT Safe Routes to

School Call for Projects is open and will close on November 4<sup>th</sup>. NAAPME is opening their call for projects soon. Sizemore introduced Mykalya Marek. The accountant position has finalists and will be doing final interviews in a few weeks. The UPWP was approved by FHWA.

*TAC*

A written report was provided.

*Mobility*

A written report was provided.

*Community Advisory Committee (CAC)*

A written report was provided.

CONSENT AGENDA:

**PRESENTATION: NFRMPO-CDOT Traffic Congestion Performance Measures Update** – Jared Kershner, CDOT, provided 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 (PHED) and Percent of non-Single Occupant Vehicle (SOV) travel performance measures. CDOT is recommending adjusting the four-year targets for both performance measures contingent on approval from the NFRMPO Planning Council.

Council members discussed their concerns with lowering the PHED target and expressed interest in not changing the target. Karasko noted these targets are only for the Fort Collins Transportation Management Area (TMA), and the NFRMPO has regional performance measures that can be more aspirational. Council expressed support for adjusting the targets and will formally adopt the new targets at the November Planning Council meeting.

ACTION ITEM:

*September 2024 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.

Olson **moved to** approve *RESOLUTION 2024-015 APPROVING THE SEPTEMBER 2024 AMENDMENT TO THE FU2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Heid and **passed** 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 4th and close on November 15th. Northrop described the application requirements, including minimum and maximum project requests and local match requirements. TAC recommend Council approve guideline documents.

Olson **moved to** approve *RESOLUTION 2024-016 ADOPTING THE 2024 MMOF CALL FOR PROJECTS PROCESS AND GUDEBOOK*. The motion was **seconded** by Cline and **passed** unanimously.

#### DISCUSSION ITEMS:

*NFRMPO 10-Year Priority List Update* – Karasko noted the 10 year list is concentrated on 6 priority corridors. These corridors are I-25, US34, US85, US287, SH392, and SH14. Karasko sent out a list to TAC of 49 projects from the list and included in the 2050 RTP to check if the projects are correct before the list is provided to Planning Council. Karasko outlined two options for the workshop: score all 49 projects to look at multimodal elements of the project or do a dot exercise to score them into tiers, then only score the top scoring projects. Karasko noted Planning Council did the dot exercise at their last workshop. Council recommended redoing the dot exercise.

#### COUNCIL REPORTS:

*Transportation Commission* – Commissioner Kelly stated TC had a field trip to Floyd Hill and toured the project area, including the Eisenhower Tunnel. Kelly noted PD 14 was the main discussion at the September TC meeting. Kelly spoke with commissioners afterwards who expressed interest in changing the language of PD14 if there were specific language recommendations.

*STAC Report* – A written report was provided.

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

*I-25 Coalition* – James noted the I-25 Coalition is still getting good attendance, and I-25 is coming together nicely.

*US34 Coalition* – James stated the US34 Coalition heard an update on TMO and an update on the 2025 ATP, specifically the RATC 11: US 34 Non-Motorized Trail. The US34 TMO is in process of hiring Executive Director.

*Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)* – No updates.

*Front Range Passenger Rail District* – Canonico noted RTD’s Northwest Rail Peak Service Study was completed in September. The study found rail from Denver to Boulder and Longmont will be expensive, and working with FRPR can lower costs on this corridor and can finish the project quicker. The Service Development Plan will be complete by December. There will be a retreat next month to see what the campaign will look like to get FRPR on the ballot in 2026.

*Host Council Member Report* – Heid noted the roundabouts are open. Heid stated Town of Eaton voters approved a 1% tax initiative. The town repaved four streets inside town and parts of CR39. The Town of Eaton’s Downtown project will go to bid this month.

**MEETING WRAP-UP:**

Next Month’s Agenda Topic Suggestions – None.

The meeting was adjourned at 7:30 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 10/29/24

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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 November 7, 2024 Meeting.

**Summary:**

In October, TRE reviewed Summer 2024 monitored ozone concentrations in the Northern Front Range and reviewed air quality activities occurring at the federal and state levels. Other highlights include the RAQC meetings discussing options in reducing emissions from indirect sources of air pollution and an update on ozone State Implementation Planning (SIP) planning for the Moderate SIP under the 2015 Ozone National Ambient Air Quality Standard (70 ppb).

**Air Quality Activities:**

Ozone Tracking - North Front Range

Summer 2024 ozone levels were high throughout the ozone nonattainment area. During which, the Air Pollution Control Division issued 52 Ozone Action Alert Days. The 10/16/24 joint Board of Health/AQCC October meeting provided a comprehensive briefing on Colorado's 2024 Ozone Season. Current SIP planning efforts were also discussed at the RAQC's 10/22/24 Ozone Attainment Forum. See further discussions below.

There were days where higher ozone levels were unduly influenced by natural events such as wildfire and stratospheric intrusions. The Air Pollution Control Division flagged the associated data and RAQC then compared what the 4<sup>th</sup> maximum daily 8-hour average for each monitor was – with all data and separately excluding flagged data associated with these natural events. See the RAQC slide 3 attached to this report. The table on the left identifies the 4<sup>th</sup> maximum daily 8-hour averages per monitor (as outlined in red), and estimates the associated 2022-2024 Design Value or 3-year average of those 4<sup>th</sup> maximum daily 8-hour averages for comparison to the 70 ppb ozone standard. The table on the right, excludes that flagged data, and identifies the adjusted the 4<sup>th</sup> maximum daily 8-hour average per monitor in 2024, and then recalculates the associated 3-year average.

In short, excluding that flagged data does not significantly impact the 2022-2024 Design Value used in comparison to the 70 ppb standard in the North Front Range, or the broader ozone nonattainment area. In the North Front Range, two monitors' adjusted Design Values still exceed the 70 ppb standard. Note that just one monitor's Design Value exceeding the 70 ppb standard is enough to cause the entire nonattainment area to violate the 70 ppb standard. Fort Collins' 2024 4<sup>th</sup> maximum daily 8-hour average decreases from 82 to 72 ppb, and the Design Value decreases from 73 to 69 ppb (below the 70 ppb standard). Fort Collins West's 2024 4<sup>th</sup> maximum daily 8-hour average decreases from 83 to 79 ppb, and the Design Value decreases from 75 to 74 ppb. Greeley Tower's 2024 4<sup>th</sup> maximum daily 8-hour average decreases from 81 to 76 ppb, and the Design Value decreases from 73 to 71 ppb. This calls into question any pursuit of excluding this data via an Exceptional Events Demonstration at this time. However, should 2025 and 2026 ozone levels decrease enough such that lower 2024 values may make a



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difference in the calculation of the Design Value (3-year average), Colorado may want to consider pursuing Exceptional Events demonstrations.

Note that the LaSalle, Timnath, Fossil Creek monitors have not been operating for 3 years, and therefore there is no current 3-year average value that can be used in comparison to the 70 ppb standard.

### AQCC Activities

The AQCC's GHG Subcommittee is soliciting comments on revisions to their draft 2024 GHG Resolution.<sup>1</sup> Comments are due 11/12/24. Importantly, the draft resolution highlights Colorado's progress in adopting GHG reduction strategies, directs the APCD to pay "particular attention to sectors that are not meeting their goals," (i.e. transportation) and/or propose additional measures or deeper/earlier reductions than required by statute.<sup>2</sup> The draft also intends to pursue Clean Miles Policies relating to transportation and extend GHG reduction goals for existing large buildings.<sup>3</sup> Further, the draft directs the APCD and other agencies to investigate "strategies to further reduction vehicle emissions including from indirect sources and land use planning, housing, and transit..."<sup>4</sup>

The AQCC held a joint meeting with the Board of Health (BOH) that included a briefing on 2024 summer ozone levels. 2024 ozone levels were high all along the Front Range. Fourth maximum daily 8-hour averages were high in early June, prior to wildfire influence later in June. This was due to hot, dry conditions. Notably, Tom Butts and Steve VanderWerf with the BOH and Pat Cummins with the AQCC either made statements or asked questions about the areas challenges in meeting the ozone standard, relating to high background levels or ozone levels not being responsive to the same degree as in the past to reductions in precursor pollutants.

The AQCC set a January 2025 rulemaking hearing considering revising the current vehicle inspection and maintenance (I&M) program as it currently applies to both gasoline- and diesel-powered vehicles in the ozone nonattainment area and to some extent in El Paso County. The APCD is proposing to increase fees, tighten standards, require testing, align testing procedures and more. Currently in El Paso County, no testing requirements apply except that diesel-powered vehicles are required to obtain emissions testing prior to sale of that vehicle registered in a defined Program Area. See 42-4-401(8) C.R.S. There was some discussion about extending testing requirements for heavy duty diesel vehicles to El Paso County, and specifically requiring both commercial and privately-owned heavy-duty vehicles.

Requests for Party Status are due 11/14/24, otherwise written comments on this proposal may be submitted for inclusion in the record to the AQCC by 12/31/24 or verbal comments may be made during the hearing for persons who register to do so by 1/3/25.

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<sup>1</sup> Draft "Colorado Air Quality Control Commission 2024 Resolution to Ensure Greenhouse Gas Reduction Goals Are Met" for Air Quality Control Commission consideration at their 11/21/24 meeting; downloaded 10/17/24 here:

[https://drive.google.com/drive/u/1/folders/1guDUXU25QpKlplrMpl\\_vEKf\\_BWXYpr4d](https://drive.google.com/drive/u/1/folders/1guDUXU25QpKlplrMpl_vEKf_BWXYpr4d)

<sup>2</sup> Ibid at p. 4.

<sup>3</sup> Ibid at pp. 3-4.

<sup>4</sup> Ibid at p. 5.



### RAQC Activities

The RAQC Board met on 10/4/24, where the Board was briefed on the magnitude of AQCC and ECMC rulemaking schedule in 2023, 2024 and beyond.

The RAQC held a 10/16/24 Control Strategy Committee Meeting discussing anti-idling programs and efforts to understand how MPOs estimate VMT which drives emissions estimations in a model called MOVES. MOVES has been updated to further delineate vehicle classes, requiring a refined VMT breakdown per classification. The NFRMPO may want to further investigate how this affects how staff tracks the necessary data that will be input into this new MOVES model.

The RAQC also provided a briefing on efforts to refine attainment demonstration modeling to account for changes in meteorology and climate, using an approach called SIMAS that analyzes smoke impacts in modeling. This approach differs from the Exceptional Events approach, by assessing the impacts of wildfire influence on high ozone days and removing them for planning purposes. EPA Region 8 technical staff are closely involved with this effort.

The RAQC also held an Indirect Sources Workgroup of the Control Strategy Committee on 10/22/24, continuing discussions on options in addressing ozone precursor pollutants from indirect sources. Indirect sources in Colorado include: industrial warehouses, industrial manufacturers, commercial lodging, commercial retail and services, commercial offices, commercial medical facilities, commercial entertainment/recreation, and residential dwelling units. A RAQC contractor is wrapping up Phase 2 data analysis of indirect sources in Colorado, and that data is anticipated to be shared in the coming weeks. Given the projected population growth in Colorado's Front Range over the next 20 years, an increase in indirect sources and associated air pollution sources related to housing, entertainment and more are also anticipated. RAQC staff is soliciting input on which aspects of indirect sources to further analyze, and have suggested Phase 3 and Phase 4 studies could focus on emissions from different indirect sources and/or a related impact study of some selected indirect source regulation.

This meeting focused on the San Joaquin Valley's regulations on new development/construction activities, requiring owners/operators to select from a menu of options to reduce ozone precursor pollutants.

There was a discussion on timing of selecting an initial first step in regulating indirect sources, identifying and engaging stakeholders, crafting the regulatory language and the required supporting analysis in order to take the strategy to the RAQC Board for a vote in early June and to be included with the Moderate Ozone SIP by the AQCC in their setting a rulemaking hearing on the matter in July (the rulemaking hearing is anticipated to be set for November 2025. While there are existing regulations that have been implemented in other nonattainment areas in the nation, these would be a new subset of entities regulated for air quality purposes in Colorado. While drafting the regulation may be as simple as using another area's regulations, engaging stakeholders in Colorado and the administrative elements of standing up a new regulatory regime in Colorado should be considered prior to adopting any regulation.

Also, on 10/22/24, RAQC staff hosted an update on ozone SIP planning. Emission estimates from many on-the-books control strategies that have been or are in the process of being implemented, but not relied upon to attain the ozone standard in existing SIPs are still being

compiled. The RAQC continues to suggest that 20% reductions in Colorado’s man-made emissions are required to attain the standard based on previous SIP analyses and modeling. The modeling contractor highlighted that “background” ozone levels are being accounted for in three different ways - through assessment of US Background (amount of ozone in the absence of any US man-made emissions in the 36 km grid), assessment of natural background (ozone in the absence of US and international man-made emissions in the 12 km grid), and assessment of ozone transport background (ozone being transported into the nonattainment area). The contractor expects ozone underestimation by the models used to determine US Background.

The RAQC identified potential sensitivity tests to understand how potential control strategies might affect projected ozone levels in the nonattainment area, including:

- 20% reductions of all man-made emissions in the nonattainment area (both NOx and VOC),
- 50% reductions of on-road emissions in the nonattainment area (both NOx and VOC)
- 50% reductions of volatile consumer products in the nonattainment area (VOC)
- 50% reductions of emissions from electric generating units in the nonattainment area (NOx)
- 50% reductions of emissions from other combustion sources, including mid-stream oil and gas compressor stations in the nonattainment area (NOx)
- 20% reductions in emissions from pre-production oil and gas operations (drilling, fracing, etc.) (NOx)
- Increases in biogenic emissions on hot days (VOC)
- Rawhide emissions on hot high ozone days (NOx and VOC?)
- Non-road engine load factor emissions (NOx?)

These sensitivity runs will be further refined in upcoming meetings. The sensitivity runs themselves will occur in roughly February 2025 and will shed more light on which control strategies will reduce ozone at specific monitors.

#### Other Air Quality Activities

The EPA is working on a response to the Intermountain West MPO’s joint letter sent in September 2024.

#### **Next Steps:**

1. The NFRMPO may want to further investigate how staff tracks the necessary vehicle classification and VMT data that will be input into the new MOVES model.
2. Track revisions to AQCC’s Procedural Rules. The formal rulemaking is scheduled for November 2024.
3. Continue tracking control strategies being developed, including any proposed limits to future motor vehicle emissions and indirect source rules (ISR).



**Upcoming Public Meetings:**

- 10/30/24 NOx Reduction Steering Committee Meeting
- 11/1/24 RAQC Board Meeting
- 11/5/24 Air Quality Enterprise Meeting
- 11/20/24 RAQC Control Strategies Meeting
- 11/20-22/24 AQCC Meeting
- 12/3/24 RAQC Indirect Source Rule Meeting



Denver Metro/North Front Range Area - 2024 8-Hour Ozone Summary\*  
Through September 30th 2024

Monitor	1st Max 2024	2nd Max 2024	3rd Max 2024	4th Max			2022-2024 Estimated Design Value*
				2024	2023	2022	
Aurora East	90	80	82	81	73	70	74
Blackhawk	85	84	83	79	73	71	74
Boulder Reservoir	87	84	84	84	71	72	75
CAMP	88	84	81	79	70	71	73
La Casa	94	88	86	84	70	72	75
Chatfield	92	91	90	88	76	78	80
Evergreen	92	88	87	85	74	74	77
***Fossil Crk	80	78	75	71	NA	NA	NA
Fort Collins - CSU	88	80	83	82	67	70	73
Fort Collins West	90	80	85	83	71	73	75
Greeley Weld County	90	88	81	81	68	70	73
Highlands	83	82	79	73	75	73	73
NREL	90	83	80	89	74	77	80
**LaSalle Twr	91	87	80	79	NA	NA	NA
Rocky Flats North	95	83	88	88	77	78	81
**Timnath	80	80	83	80	NA	NA	NA
Welby	80	80	83	83	70	75	76

Denver Metro/North Front Range Area - 2024 8-Hour Ozone Summary\*  
Through September 30th 2024

2024 Days with Possible Stratospheric Ozone or Wildfire Influence Removed

Monitor	1st Max 2024	2nd Max 2024	3rd Max 2024	4th Max			2022-2024 Estimated Design Value*
				2024	2023	2022	
Aurora East	80	75	74	73	73	70	72
Blackhawk	83	79	73	72	73	71	72
Boulder Reservoir	84	79	73	72	71	72	71
CAMP	78	77	77	70	70	71	72
La Casa	84	81	81	80	70	72	74
Chatfield	88	82	81	80	78	78	78
Evergreen	84	81	81	78	74	74	75
***Fossil Crk	80	78	75	71	NA	NA	NA
Fort Collins - CSU	82	78	77	72	67	70	66
Fort Collins West	83	82	82	79	71	73	74
Greeley Weld County	81	80	78	78	68	70	71
Highlands	73	71	69	69	75	73	72
NREL	90	85	82	81	74	77	77
**LaSalle Twr	82	78	77	75	NA	NA	NA
Rocky Flats North	89	88	84	83	77	78	79
**Timnath	83	79	78	78	NA	NA	NA
Welby	83	81	81	80	70	75	75





# RAQC Update

NFRMPO Technical Advisory Committee Meeting  
October 16, 2024


1



NFRMPO Technical Advisory Committee – RAQC Update - October 16, 2024

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**Current unofficial 4<sup>th</sup> highest values for 2024**


- 15 sites exceed 75 ppb NAAQS level
- All 17 sites exceed 70 ppb NAAQS level

**Denver Metro/North Front Range Area - 2024 8-Hour Ozone Summary\***  
Through September 30th 2024

Monitor	1st Max 2024	2nd Max 2024	3rd Max 2024	4th Max			2022-2024 Estimated Design Value <sup>A</sup>
				2024	2023	2022	
Aurora East	90	86	82	81	73	70	74
Blackhawk	87	84	84	84	73	71	74
Boulder Reservoir	87	84	84	84	71	72	75
CAMP	88	84	81	79	70	71	73
La Casa	94	88	86	84	70	72	75
Chatfield	92	91	90	88	78	78	80
Evergreen	92	88	87	85	74	74	77
**Fossil Crk	80	78	75	71	NA	NA	NA
Fort Collins - CSU	88	86	83	82	67	70	73
Fort Collins West	90	89	85	83	71	73	75
Greeley Weld County	90	86	81	81	68	70	73
Highlands	83	82	79	73	75	73	73
NREL	93	93	90	89	74	77	80
**LaSalle Twr	91	87	80	79	NA	NA	NA
Rocky Flats North	95	93	89	88	77	78	81
**Timnath	89	86	83	80	NA	NA	NA
Welby	89	86	83	83	70	75	78

NFRMPO Technical Advisory Committee – RAQC Update - October 16, 2024

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**2024 Ozone Season: 15 highest values at sites near or in the NAA**

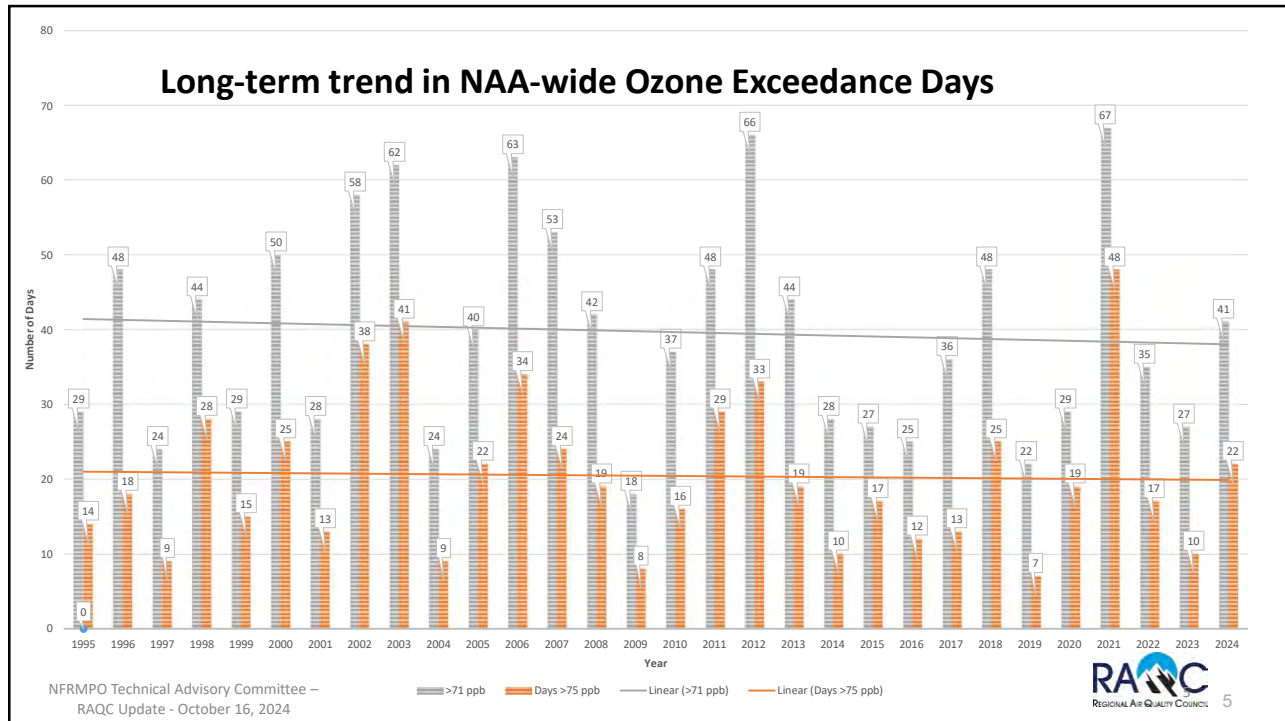
	Southeast			Southwest				Northwest				Northeast					
	AURE	HLD	CHAT	CAMP	CASA	NREL	WBY	RFN	EVG	BHWK	BOUR	FTCW	FOS	FTC	TIM	GRET	LAST
1st highest Max	80	73	88	78	84	90	83	89	84	83	84	83	80	82	83	81	80
2nd highest Max	75	71	82	77	81	86	81	88	81	79	79	82	78	78	79	80	78
3rd highest Max	74	69	81	77	81	82	81	84	81	73	73	82	75	77	78	78	77
<b>4th highest Max</b>	<b>73</b>	<b>69</b>	<b>80</b>	<b>76</b>	<b>80</b>	<b>81</b>	<b>80</b>	<b>83</b>	<b>78</b>	<b>72</b>	<b>72</b>	<b>79</b>	<b>71</b>	<b>72</b>	<b>76</b>	<b>76</b>	<b>75</b>
5th highest Max	73	69	79	76	80	80	80	80	78	72	70	76	70	71	75	76	74
6th highest Max	72	69	79	75	79	79	77	78	77	71	70	73	66	71	74	75	74
7th highest Max	71	66	78	73	78	76	75	76	75	71	68	73	66	71	71	75	72
8th highest Max	71	65	77	73	77	76	75	75	74	70	68	73	64	71	70	74	70
9th highest Max	71	65	76	71	77	75	74	75	74	69	68	72	64	71	69	71	70
10th highest Max	71	65	75	71	74	75	73	74	73	68	68	72	64	70	64	71	70
11th highest Max	71	64	75	70	74	73	72	73	72	68	67	72	63	70	63	71	70
12th highest Max	70	64	74	70	73	73	71	73	72	68	67	71	63	70	63	70	68
13th highest Max	70	63	74	69	73	73	71	72	71	68	67	70	62	70	62	70	68
14th highest Max	69	63	73	69	72	73	71	71	71	67	67	70	62	69	61	69	66
15th highest Max	69	63	72	68	72	72	71	71	70	67	67	69	61	69	61	68	66

Site outside NAA boundary

Site started operation in 2024

NFRMPO Technical Advisory Committee – RAQC Update - October 16, 2024

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## 2025 Serious Ozone Attainment Plan (2015 NAAQS): Tentative Chapter Development Timeline

RAQC Board Meeting	Chapters for Review & Endorsement
February 7*	<ul style="list-style-type: none"> <li>Chapter 6: Reasonably Available Control Technology</li> <li>Chapter 7: Reasonably Available Control Measures</li> <li>Chapter 9: New Source Review</li> <li>Chapter 12: Clean Fuel Fleet</li> </ul>
March 7	<ul style="list-style-type: none"> <li>Chapter 2: Monitor info</li> <li>Chapter 3: 2017 Base &amp; 2023 milestone year inventories</li> </ul>
April 4*	<ul style="list-style-type: none"> <li>Chapter 1: Background/overview</li> <li>Chapter 8: Motor vehicle inspection and maintenance</li> </ul>
May 2	<ul style="list-style-type: none"> <li>Chapter 4: 2026 Attainment year inventory &amp; reasonable further progress</li> <li>Chapter 11: Motor vehicle emission budgets</li> </ul>
June 6*	<ul style="list-style-type: none"> <li>Executive Summary</li> <li>Chapter 5: Attainment demonstration and weight of evidence</li> <li>Chapter 10: Contingency measures</li> </ul>

\* Milestone update on slate of new control strategies under development, for Board endorsement as needed by June

NFRMPO Technical Advisory Committee – RAQC Update - October 16, 2024

**RAQC**  
REGIONAL AIR QUALITY COUNCIL

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## 2025 Serious Ozone Plan (2015 NAAQS): AQCC Approval Process Timeline

- **July 18-19 Air Quality Control Commission Meeting: Request rulemaking hearing for Ozone Attainment Plan**
  - Any new control measure or emissions reduction program information that will be attached to the Plan needs to be noticed in the July hearing request
- **November 20-21 AQCC Meeting: Ozone Plan and remaining control strategies rulemaking hearing**



NFRMPO Technical Advisory Committee – RAQC Update - October 16, 2024





## **MEMORANDUM**

**To: NFRMPO Planning Council**

**From: Paul Sizemore, Executive Director**

**Date: November 7, 2024**

**Re: Executive Director's Report: Policy Directive 14 Recommendation Update**

### **Background**

Policy Directive 14 (PD-14) is a Colorado Department of Transportation (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.

In September, the NFRMPO and Upper Front Range Transportation Planning Region (UFR TPR) submitted a letter to the Transportation Commission recommending the Commission include language in PD-14 recognizing the needs of fast-growing regions and the importance of targeted capacity projects and regional road connections.

At the October NFRMPO Planning Council meeting, the Council asked me to draft a second letter with specific language recommendations, to be provided to the Transportation Commission at their October meeting.

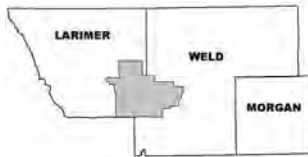
This letter was signed by the NFRMPO and UFR TPR Executive Committee and was endorsed by four other Transportation Planning Regions. The Transportation Commission acknowledged receipt of the letter and thanked NFRMPO and UFR TPR. They have referred the letter and proposed amendment language to the Statewide Transportation Advisory Committee (STAC) for consideration.

The recommendation letter is attached to this memorandum for your information.

### **Action**

No additional Council action is required at this time. We anticipate additional discussion of the NFRMPO/UFR TPR proposal at the November STAC meeting.

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



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

October 15, 2024

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

**Subject: Proposed Amendment to Policy Directive 14 (PD-14)**

Dear Members of the Colorado Transportation Commission,

On behalf of the North Front Range Metropolitan Planning Organization (NFRMPO) and the Upper Front Range Transportation Planning Region (UFR TPR), we are writing to follow up on our previous correspondence and public comment regarding the recent update to Policy Directive 14 (PD-14). As we indicated in our initial communication, we believe the newly adopted Policy would be improved by including goals and metrics that address the critical transportation needs of rapidly growing regions across the state, particularly relating to capacity projects and regional transportation network buildout.

To ensure that PD-14 better reflects the priorities and realities of growing regions, we respectfully submit the following proposed language changes for your consideration. Please note most of the proposed language was already present in the previous version of PD-14 and our suggestion is to restore these performance measures within the framework of the new Policy goals. The text in black represents the language adopted by the Transportation Commission at the September 2024 meeting. The underlined text in red represents our proposed addition to the Policy.

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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. The Enhance Regional Road Connections measure reduces congestion and maintains the reliability of the state highway system by completing gaps and making targeted capacity improvements.

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.

III. Enhance Regional Road Connections

Performance Measures and Targets:

- 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.

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These revisions are designed to acknowledge the importance of well-planned capacity projects in growing communities, recognize the essential role of regional transportation networks and their connection to the overall state system, and better align PD-14 with the State’s goal to sustainably increase transportation choice. We believe that this addition will make the Policy more inclusive and reflective of the realities facing TPRs in the state without diminishing CDOT’s commitment to sustainability.

In addition to the NFRMPO and UFR TPR, we would like to note that as of the date of this letter, the following Transportation Planning Regions (TPRs) have expressed support for these proposed changes:

- **Central Front Range Transportation Planning Region**
- **Eastern Transportation Planning Region**
- **Gunnison Valley Transportation Planning Region**
- **Pikes Peak Area Council of Governments**

We believe these updates to PD-14 will strengthen and enhance the Policy’s ability to serve the needs of individual regions and the broader goals of the State’s transportation system. We appreciate your consideration of these recommendations and look forward to continuing our collaborative work to ensure Colorado’s transportation policies address the needs of all its residents.

Thank you for your continued attention to this matter.

Respectfully,

**NFRMPO Executive Committee:**

  
Jon Mallo (Oct 15, 2024 09:05 MDT)

**Jon Mallo, Chair**

Johnny Olson  
Johnny Olson (Oct 16, 2024 08:55 MDT)

**Johnny Olson, Vice Chair**

Scott K. James  
Scott K. James (Oct 15, 2024 09:09 MDT)

**Scott James, Past Chair**

**UFR TPR:**

Jon Becker  
Jon Becker (Oct 16, 2024 11:14 EDT)

**Jon Becker, Chair**

Kevin Ross  
Kevin Ross (Oct 15, 2024 12:22 MDT)

**Kevin Ross, Vice Chair**




**CTIO** COLORADO  
Transportation  
Investment Office

**North Front Range Metropolitan Planning Organization**

November 7, 2024


1

**Presentation Overview**



**Overview**

- CTIO Background
- SB24-184 Overview
- Safety and Toll Enforcement Program
- I-25 North (Berthoud to Johnstown) Go-Live



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### CTIO Background & Mission

- Formed in 2009 with the passage of Funding Advancement for Surface Transportation and Economic Recovery ("FASTER") legislation
- High Performance Transportation Enterprise (HPTe) for legislative and legal purposes, doing business as the Colorado Transportation Investment Office (CTIO)
- Operates as a government owned business within CDOT
- Required to "**aggressively pursue**" innovative means of more efficiently financing important transportation projects:
  - Public Private Partnerships (P3)
  - User fee-based project financing (tolls)

**CTIO's Mission**

Partner with CDOT, private industry, and local communities	Aggressively pursue innovative financing alternatives not otherwise available to the state
Quickly deliver transportation infrastructure options that improve mobility	Communicate openly with all stakeholders

CTIO 3

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### SB24-184 Overview and Key Deliverables

CTIO 4

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## A Historic Moment

- Historic opportunity to modernize Colorado’s transit and help the state grow.
- Once in a generation opportunity to compete for federal funding that requires state match.
- Bold partnership between legislative branch and executive agencies to deliver transformative projects.
- Mix of long-term priorities that will require multi-year execution, and potential “early wins” that can be deliver citizens near-term results.



## Federal Funding: A Historic Opportunity


- \$66B in advanced federal funds for passenger rail
- Types of Programs:
  - CRISI: Railroad safety, efficiency, and reliability; new Intercity Passenger Rail Transportation corridors
  - RRIF: Finances 100% of rail project with repayment up to 35 years at a fixed 3%-4%



### Overview








The bill clarifies the scope of CTIO powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects. A new fee is created to facilitate these projects.


SB24-184 authorizes CTIO to administer a fee of \$3 per day for all rental vehicles. This is expected to generate \$92 M in average annual revenue over the next 25 years.



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### High Level Deliverables

-   
North FRPR Service Implementation Plan Report(s) (September 30, 2024)
-   
New Rail Entity/ Intergovernmental Agreement (December 31, 2024)
-   
Mountain Rail Service Development Plan (December 31, 2024)
-   
Multimodal Strategic Capital Plan (March 1st 2025)
-   
CTIO Annual Reporting Requirements (March 1st 2025)
-   
Federal Funding Analysis (March 1st, 2025)
-   
Fee Rate Analysis (March 1, 2030, and every year thereafter)



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# Overview and Short-Term Opportunities



9


## Program spotlight: Mountain Rail

The proposed Mountain Rail project aims to restore passenger service in Northwest Colorado, utilizing existing freight corridors due to reduced coal demand. The initial focus is the Denver to Craig line through Winter Park and Steamboat Springs, connecting Denver with mountain towns and recreational destinations. CDOT is coordinating with the Federal Rail Administration to advance readiness.



Route depicted in the initial phase of Mountain Rail per the preliminary SDP


<p><b>Key Objectives</b></p> <ul style="list-style-type: none"> <li>Enhanced regional connectivity, economic development, and land use</li> <li>Promote sustainable transportation</li> <li>Leverage existing infrastructure to improve multimodal transportation options</li> </ul>	<p><b>Current Planning Status</b></p> <ul style="list-style-type: none"> <li>Early stages of fast-tracked feasibility planning and Service Development Plan (SDP) development</li> </ul>	<p><b>Commencement Of Operation</b></p> <ul style="list-style-type: none"> <li>Seeking to commence operations by 2026</li> </ul>
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### Program spotlight: Front Range Passenger Rail

- Front Range Passenger Rail (FRPR) is a proposed intercity rail system connecting major Front Range cities in Colorado, including Pueblo, Colorado Springs, Fort Collins, and Denver, within a 173-mile corridor. The project will start with the northern portion from Fort Collins to Denver and expand south to Pueblo in future phases, with CDOT coordinating with the Federal Rail Administration to advance readiness.

 **Key Objectives**

- Improve transit capacity and alleviate commuter traffic
- Foster economic growth and development by enhancing connectivity
- Provide energy efficient and more sustainable modes of transportation



CTIO 11

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### Short Term Opportunity: Winter Park Ski Train Expansion


- Amtrak provides Winter Park Express service to Winter Park under an agreement with Winter Park Resorts. In 2023-24 ski season, Amtrak provided service three days per week from early January to late March, plus a few extra days.
- Discussing with Resort and Amtrak the potential of expanding service for the upcoming season:
  - More capacity for each train
  - More days per week
  - Earlier start to service in December
  - Potentially extend service past Winter Park Resort Platform
- There are strong prospects for enhancing available capacity and reducing surface congestion this year that can build into future years:
  - Seek to significantly increase seat capacity and ridership
  - Reduce fares to increase ridership and reduce family costs

CTIO 12

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### Short Term Opportunity: Immediate federal funding and financing efforts (CRISI applicant/working towards initial RRIF loan)


- Letter of Intent submitted for Railroad Rehabilitation & Improvement Financing (RRIF) Loan, which is a program dedicated specifically to rail financing.
  - Project includes PTC installation, siding & grade crossing safety and operational improvements
  - Project would increase rail safety in Colorado's most densely populated corridor and lay groundwork for FRPR service.
- First loan that would be backed by SB-184 revenues, providing an opportunity to establish a foundation for financing future projects against that revenue source as well.
- CDOT has also submitted a CRISI grant application to finance up to 70% of the project
  - A RRIF loan would ensure flexibility if the CRISI grant isn't awarded in full and may be expanded in the coming months to include other elements.


13


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### SB 184 Partners

- CTIO/CDOT are the unifying partners between federal agencies, operators, infrastructure owners, and policy makers
- Active stakeholders include major rail and transit facility owners, operators and development organizations
- Under SB24-184, CTIO will receive congestion impact fee revenue and collaborate with stakeholders on statewide passenger rail projects
- The strong relationships between these stakeholders and CTIO/CDOT will enable the delivery of our passenger rail vision



Note: Select stakeholders represented


14

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15




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### Express Lanes Safety and Toll Enforcement Program (STEP)

- In 2022, the state legislature passed a new bill requiring CTIO to use advanced roadside technology to enforce safety violations, starting on the I-70 Mountain Express Lanes.
- Violators identified by this technology are issued a civil penalty via mail.
- 30-Day Grace Period when SEP goes live on a new Express Lanes facility
- The purpose of this enforcement is, most importantly, to keep all roadway users safe.
- CTIO is working to incorporate this technology across the Express Lanes network.
- The SEP is active on the Mountain Express Lanes, C-470, and I-25 North.

CTIO will use a mix of roadway sensors, cameras and other sophisticated technology to monitor and enforce these rules.



**\$75**  
Civil Penalty

The fine for these infractions is a \$75 civil penalty sent via mail to the registered address associated with the vehicle's license plate. If the penalty is not paid within 20 days of issuance, it will automatically increase to \$150.\*

**CTIO** 17

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### Safety and Toll Enforcement Campaign Communication

The goal of communications for every Safety Enforcement Program campaign is to inform the public of the forthcoming civil penalties and give motorists the information they need to follow the Express Lane rules.

-  Safety is the primary purpose of this program.
-  Target audiences include both local residents and regional visitors.
-  The grace period has been leveraged to help inform the public and get the media talking about the program.

**CTIO** 18

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### Safety and Toll Enforcement Program Advertising Examples

**Cross the line, pay the fine**  
LEARN MORE

**IT'S THE WILD WEST OUT THERE**  
Not in the Express Lanes  
Cross the line, pay the fine  
LEARN MORE

**CTIO** 19

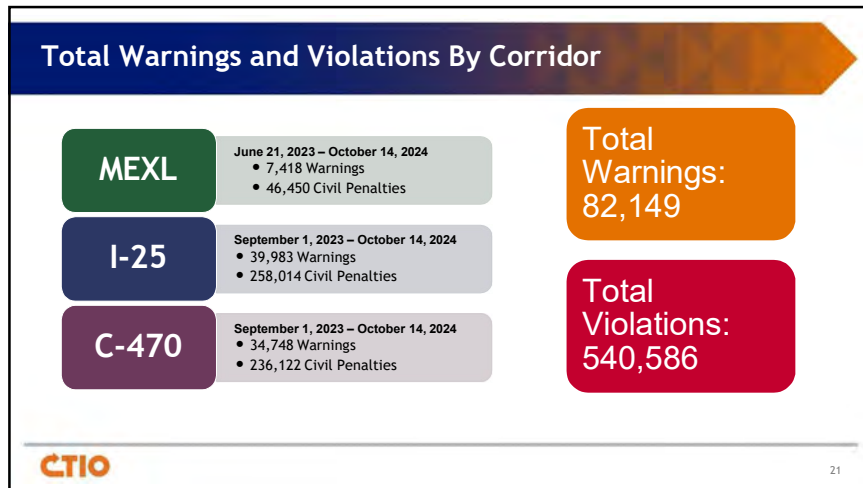
19

### Drivers in 2023 agree more strongly with all statements related to enforcement

Percentage of drivers agree that...	2021	2023	Change
People weave in and out of Express Lanes to avoid the toll.	61%	68%	+7%
Express Lane rules should be more strictly enforced.	58%	72%	+14%
Photo enforcement increases safety of all drivers.	73%	79%	+6%
People will receive a fine if they misuse Express Lanes	N/A	75%	N/A

**CTIO** 20

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# I-25 North Update (Berthoud to Fort Collins)





23

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## CTIO Express Lanes Network

In operation	176
Under construction	77
In development	16
<b>Total</b>	<b>269 Miles</b>



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**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
October 16, 2024**

**PRESENTATION**

**I-25 and Mulberry Interchange Improvements** – Johnny Olson, Benesch, and Gina Fox, CDOT, presented on the I-25 and Mulberry Street/State Highway 14, Interchange Improvement plan. Olson and Fox discussed the existing conditions the new interchange will seek to address, including unconventional traffic operations, flooding concerns, aging infrastructure, traffic growth, regional population growth, and safe connections for cyclists and pedestrians. Olson and Fox detailed previous plans and studies involving the interchange, including the 2011 North I-25 EIS Report and the Interchange Type Selection Report. Olson and Fox then outlined the project’s goals of enhancing safety, supporting equitable transportation connections across all modes, improving projected levels of service, bridge replacement, improving riding surfaces, addressing floodplain issues, modernizing the site for electric vehicles, coordinating with stakeholders, and securing construction funds.

**DISCUSSION ITEMS**

**MMOF Call for Projects** – Northrop provided an update on the 2024 MMOF Call for Projects process. Northrop went over the remaining Call schedule. He then discussed the Applicant Workshop, which included an overview of the MMOF Call, applicant materials, and online resources. Northrop then provided an overview of the project descriptions received on October 11. He discussed the draft project application and the items that are required as part of the draft application, which are due October 25. Northrop concluded by discussing the scoring process for the Call.

## Larimer County Mobility Committee (LCMC) MINUTES

October 22, 2024

1:00 p.m. – 3:30 p.m.

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### 1. Call Meeting to Order, Welcome and Introductions

- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Bridie Smith, COLT
- Heather Sterling, Transfort
- Melaine Royalty, Transfort
- Lisa Bitzer, Via Mobility Services
- Lorye McLeod, PAFC
- Jacque Penfold, Community Member
- Stephanie Ball, FHU
- Billy Scarf, Cheyenne VA Hospital
- Eric Tracy, Larimer County
- Jacque Penfold, Citizen

NFRMPO staff: Cory Schmitt, Lisa Deaton

**Approval of Last Meeting's Minutes:** July 23, 2024, minutes approved by Penfold and seconded by Edgely.

### Activity

#### Group Introductions

Both virtual and in-person attendees introduced themselves and their organizations.

#### Presentations-Larimer on the Move Transportation Master Plan

Ball Presented the Larimer on the Move Transportation Master Plan. Larimer on the Move encompasses two different projects: the update to the Transportation Plan Master Plan and the Comprehensive Safety Action Plan. Both plans are happening at the same time because safety is a key component of the Transportation Plan. The Safety Action Plan will provide a deeper dive into the challenges and solutions to allow for alignment in funding, implementation, and the opportunity to leverage community engagement for both plans.

Ball discussed Project Activities and Milestones for plans. It began in April and will wrap up with the plan being adopted in March 2025. Part of the assessment was to review relevant plans, including many County, Regional, and Local Municipality Plans.



Public Involvement Phase 1 was from Late June through August. This long engagement phase is an important part of the process to ensure everyone can provide feedback on what they envision transportation in Larimer County should look like. This plan focuses on unincorporated Larimer County and the types of challenges and opportunities people face. Some key themes were the desire for better transit options, expanded public options for those in suburban and rural areas, and greater accessibility and affordability. The next steps in the process are the development of Modal Plans, coordinating meetings with municipalities and other stakeholders, project development, prioritization, implementation, and funding strategies. The draft plans should be ready for review sometime in January 2025.

Scharf asked questions about Veteran transportation and if it would be free or for a fee. Ball said that is something they will be looking at. Tracy stated that the plan is not down to that level just yet, right now it's identifying the needs.

Ball asked the group how the transportation plan could support the efforts of the mobility committee. Schmitt said the guiding document for the Larimer County Mobility Committee is the Coordinated Public Transit/- Human Services Transportation Plan which will be updated in 2025. He discussed hearing the need for connections between communities and connections from rural areas into more urban areas. These needs require funding and capacity to meet those needs and anything that can be put in writing in MPO or County documents can help tell the story for CDOT and other funders when seeking projects. Ball said that part of the task is to understand the implementation and funding and a strategy for that and will be looking for potential grants and other things that the county might consider. Schmitt discussed the success of Via Mobility providing a rural transportation option and that calls in the RideNoCo call center have decreased for Weld County.

Bitzer said in the chat about needing letters of support from communities showing that transportation is needed in counties and towns. Ball asked Schmitt about the timeline of the 2025 Coordinated Plan update, and Schmitt stated the kick-off would be in January 2025 and the plan adopted by the planning council in December 2025. Ball shared her email if anyone wants more information. Ball showed a slide showing the Mobility Barriers Index Map of the North Front Range that identified LEP, populations under 18 and over 65, people with disabilities, zero-vehicle households, and single-vehicle households. She discussed the equity framework and the key components of each stage of the planning process as well as Future Traffic volumes provided by the NFRMPO.

### **RideNoCo Update**

Schmitt talked about how RideNoCo has completed Phase 3 which is the trip scheduling component of the rollout of the one-call one-click center. He shared the call center stats and how the call center has received more calls in the first 3 quarters of 2024 than all of 2023. He highlighted that the calls from Weld County have decreased mostly because of Via Mobility Services. He said that with Phase Three complete, we can conduct the initial intake on behalf of SAINT, Raft, and 60+ Ride. Further development this quarter will allow these providers to share client information, share trips, and better coordinate trips with each other. Schmitt announced



the RideNoCo Coordination Project received the Transit Project of the Year award at the Colorado Association of Transit Agencies (CASTA) Conference in October. He talked about what's to come, Mobility Management and TDM and the expansion of DRCOG's My Way to Go platform into the North Front Range, expansion of TDS to additional agencies, and identifying and addressing regional transportation gaps.

### **Discussions Items**

Deaton presented a Mobility Case Study about a 67-year-old woman who was in a car accident and her car may be totaled. She and her 16-year-old grandson are disabled, and they need rides to medical appointments. They need immediate, no-cost transportation options. Her grandson has Medicaid and will be able to get rides set up there. Her main issue is having to wait after appointments to get picked up. Scharf suggested that she call local senior centers to get rides. Schmitt said this is a good educational moment to better explain there will be some waiting involved. Scarf also mentioned that there are times when the Veterans Transportation services cannot assist with rides, and they refer them to other providers. There are times when the Veterans do not want to fill out applications for other transportation agencies or want an easier way. Smith, Schmitt, and Scarf discussed the importance of educating callers about the registration process and planning for future needs. Scarf also suggested having a provider or staff member to assist with the registration process because some do not want to or know how to use a computer.

Deaton discussed the collaboration of RideNoCo and the UCHHealth Aspen Club to provide two Transportation Fairs that were held in September. She shared how the event worked, the providers that participated, and how many people attended. Deaton encouraged participants to reach out if anyone is interested in participating in future events.

Schmitt shared the 2025 Mobility Meeting calendar and asked the group if our current meeting format and days are still good. He announced the next NCMC meeting with Boulder County at the Berthoud Town Hall on December 3, 2024.

### **COLT and Transfort News and Updates**

Royalty shared that the MAX frequency is back to 10 minutes during peak hours (11 am-6 pm) and 20-minute frequency outside of those hours. The Horn is back to a 10-minute frequency. The MAX is expected to return to a 10-minute frequency for all hours in the next few months, likely after the first of the year. Transfort continues to remain free. Schmitt asked Royalty for more in-depth updates for future meetings regarding the Transfort Optimization Plan and the West Elizabeth Corridor. Smith talked about the opening of the Loveland Mobility Hub and how it will connect COLT and Bustang. Schmitt shared that trips originating or ending at the mobility hub are free through December 7<sup>th</sup>.



### **Wrap-Up + Member Updates**

Limoges announced that the new Answers on Aging Guide is ready and being delivered.

### **Final Call for Public Updates**

None

### **Agenda Suggestions**

Schmitt asked Scharf if he would have an update to share at our January Meeting.

Limoges motioned to adjourn, and Scharf seconded

### **Upcoming Meetings:**

- a. Northern Colorado Mobility Committee (NCMC): December 3, 2024
- b. Larimer County Mobility Committee (LCMC): January 28, 2025



RIDE  
NOCO



970-514-3636 | [www.rideno.co](http://www.rideno.co)

# QUARTERLY SNAPSHOT

JULY - SEPTEMBER 2024



126 calls to the RideNoCo  
Call Center

- 70.6% of callers were over the age of 60
- 52.4% of callers were Veterans



1,255 visits to the  
RideNoCo website

## TRIP PURPOSE



Medical 56.3%

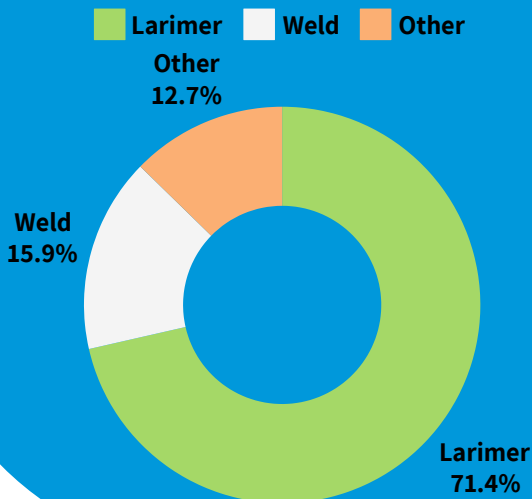


Personal 4%



Misc. 18.3%

## CALLS BY COUNTY



In the third quarter of 2024, RideNoCo received 126 calls for transportation assistance.

This is a 51.8% increase from the second quarter of 2024.

## GAPS

50.7% of callers faced one-or-more gaps which prohibited them from accessing their destination such as affordability, out-of-county or out-of-service area trips and last minute trips.



North Front Range  
Metropolitan  
Planning  
Organization



## MEMORANDUM

To: NFRMPO Planning Council  
From: Jonathan Stockburger  
Date: November 7, 2024  
Re: Report – Q3 2024 TIP Modifications

### Summary

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

- July 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m7-tip-modification-full.pdf>
- August 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m8-tip-modification-full.pdf>
- September 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m9-tip-modification-full.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 Q3 TIP Modifications please contact Jonathan Stockburger at [jstockburger@nfrmpo.org](mailto:jstockburger@nfrmpo.org).

### Recommendation

None

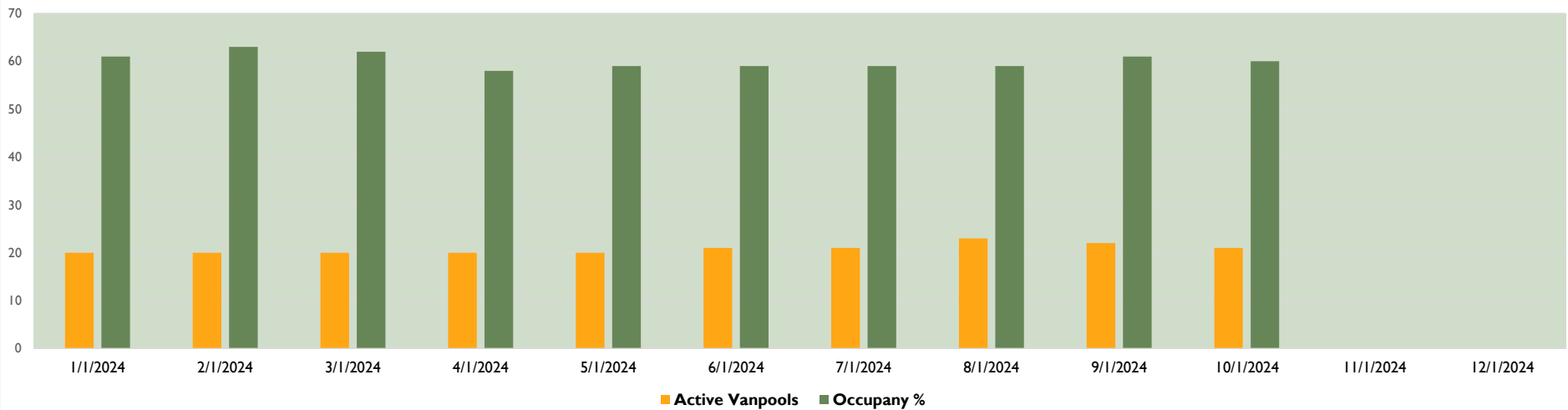
### Attachments

- None

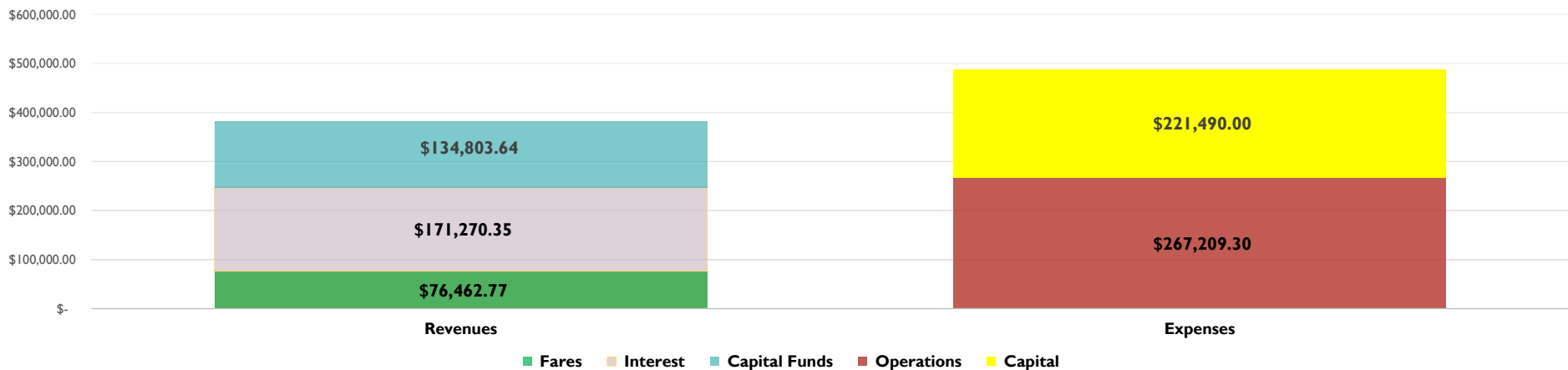
# VanGo Vanpool Program 3rd Quarter Stats Year-to-Date



### Active Vanpools & Occupancy Rate



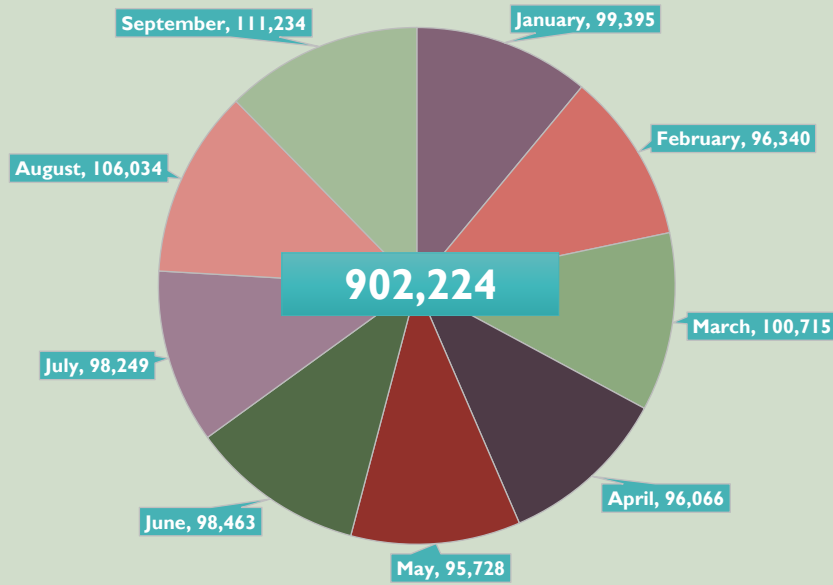
### Revenue/Expenses Year-To Date



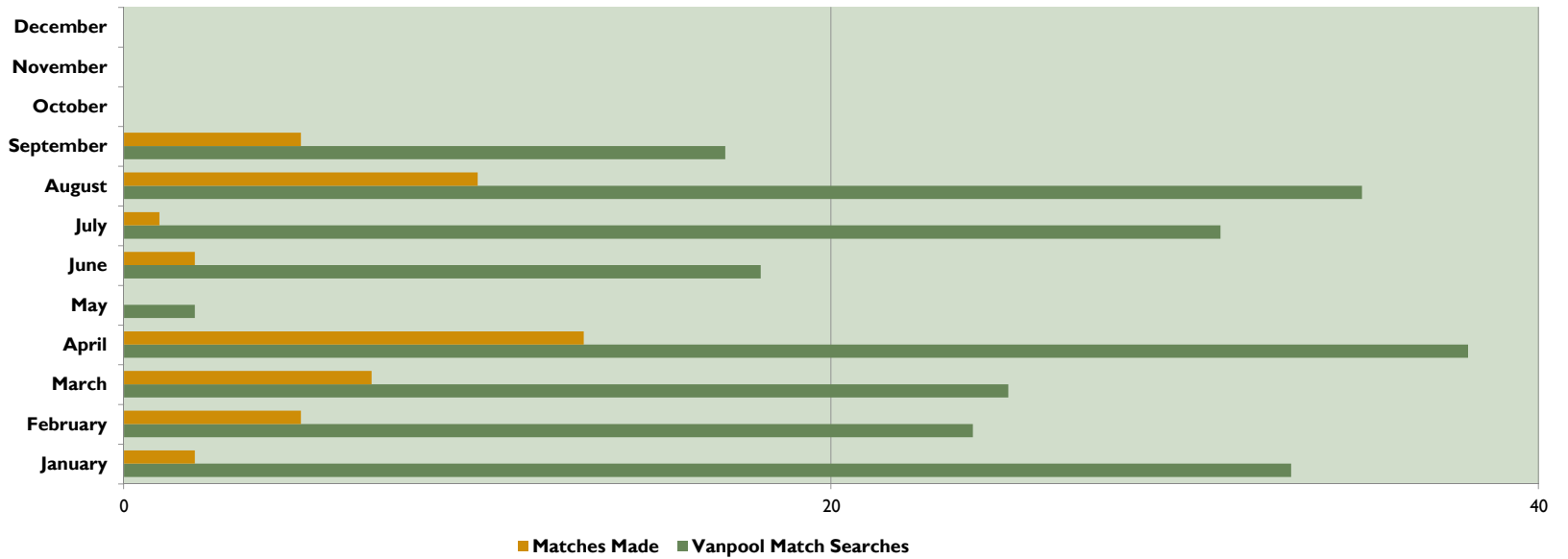
VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.



**Miles Saved- Year to Date:**



**Match Search Tracking [www.vangovanpools.org](http://www.vangovanpools.org)**



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: November 7, 2024**

**Re: ACTION: FHWA PM3 System Performance Updates**

### Background

The NFRMPO is required to set targets for PM3: System Performance on traffic congestion in conjunction with CDOT. These measures include Non-Single Occupant Vehicle (SOV) Travel and Peak Hours Excessive Delay (PHED). The traffic congestion targets are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS). For the NFRMPO and CDOT, this requirement applies to the Fort Collins Transportation Management Area (TMA).

In 2022, CDOT and the NFRMPO were required to set 2- and 4-year targets for both Non-SOV Travel and PHED. A data-driven and collaborative approach to set the joint targets for 2- and 4-year reporting periods and adjustments to the targets are to be included in the Mid Performance Period Progress Report to FHWA. This Report was submitted by CDOT on October 1, 2024. In completing this report, CDOT opted to adjust the 4-year target to align with the data currently available. Through a collaborative process between CDOT and the NFRMPO, the following adjusted 4-year targets were set:

Target	Previous 4-Year Target	Adjusted 4-Year Target
Non-Single Occupant Vehicle (SOV) Travel	25.6%	<b>31.1%</b>
Annual Hours of Peak Hours Excessive Delay (PHED)	3.7	<b>3.9</b>

### Action

NFRMPO staff and TAC recommend Planning Council approval of the CDOT proposed target adjustments.



**RESOLUTION NO. 2024-17**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**TO ADJUST THE NON-SINGLE OCCUPANT VEHICLE TRAVEL AND PEAK HOURS EXCESSIVE DELAY (PHED)**  
**FOR THE SYSTEM PERFORMANCE: CMAQ TRAFFIC CONGESTION PERFORMANCE MEASURES**

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

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

**WHEREAS**, the Federal Highway Administration (FHWA) established regulations (23 CFR 490.703) states the CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population of over one million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set joint targets for 2-and 4-year reporting periods and adjustments to the targets are to be included in the Mid Performance Period Progress Report to FHWA; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set the following adjusted 4-year joint targets:

- Non-Single Occupant Vehicle (SOV) Travel
  - 4 Year: 31.1%
- Annual Hours of Peak Hours Excessive Delay (PHED)
  - 4 Year: 3.9

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require each urbanized area where the measure applies, the State DOTs and MPOs in that area must establish and report a single, unified target;

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set target the adjusted 4-year targets for Non-SOV Travel and PHED for the System Performance: CMAQ Traffic Congestion Performance Measures and agrees to plan and program projects to contribute toward the accomplishment of the targets. Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of November 2024.

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

ATTEST:

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

## Statewide Transportation Advisory Committee (STAC) Meeting Summary

Date/Time: Thursday, October 3, 2024; 8:30 a.m. - 11:30 p.m.

### STAC Election of Officers (Action Item) - Darius Pakbaz, CDOT Division of Transportation Development

- Gary Beedy (Eastern TPR) was elected as STAC Chair.
- Holly Williams (PPACG) was elected as STAC vice chair.
- Heather Sloop resigned from STAC and will resign from the Northwest TPR Regional Planning Commission as Chair.
- STAC celebrated Vince Rogalski's 20 years serving as STAC chair. Vince will continue to serve on the STAC representing Gunnison Valley TPR.

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

#### State Legislative Update

- Three months away from the next legislative session. Information on anticipated bills will be forthcoming. Proposal to Capital as Rest Area proposal is underway. Working with Transportation Legislative Review Committee (TLRC) that drafted six bills and decided to move forward with five of them.
- 1) Bill would make several changes to motor vehicle registration policy and state driver's license credentials and establishes vehicular document piracy as a new civil infraction.
- 2) Funding Vulnerable Road User Protection authorizes local governments to implement vehicle registration fees to fund vulnerable road user protection strategies.
- 3) Railroad Investigative Report Confidentiality repeals the confidentiality requirement for investigative reports of railroads that are conducted by the PUC.
- 4) Paratransit Services imposes new duties on entities providing paratransit services in the state and establishes a paratransit task force that CDOT would administer. UFR asked about CDOT incorporating in development of the statewide transit plan. More coordination with OIM to come.
- 5) Increased Transportation Mode Choice to Reduce Emissions lays out a process for CDOT, MPOs and larger transit agencies to set mode shift goals. CDOT would undertake mode shift assessments and then set goals and undertake a rulemaking process to set those goals. Applies to CDOT, MPOs, local governments, along with transit agencies would be eligible if they provide services to a population of 100,000 people or more.

#### Federal Legislative Update

- Continuing resolution passed to avoid government shutdown through December 20, 2024. No debt ceiling limit was considered as part of the continuing resolution.
- Holly Williams noted that the debt ceiling limit expires on January 1, 2025 with Congress starting on January 3rd. Suggested to contact your representative extend until the end of February for the debt ceiling.
- Congress on a six week recess until the election on November 5, 2024. Countdown to the election was noted.

## Strategic Highway Safety Plan Update - Melodie Clayton, CDOT Traffic Safety and Engineering Services

- Work is on developing the Strategic Highway Safety Plan (SHSP) with statewide stakeholder coordination that provides a comprehensive strategic framework for reducing fatalities and serious injuries on public roads.
- The SHSP Vision: A future Colorado with zero deaths and zero injuries.
- The SHSP Mission: Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.
- From the workshops key takeaways included recommendations as follows:
  - Safety as a priority
  - Enhanced Driver's Education Programs
  - Increased funding for safety improvements
  - Grant navigation support
  - Comprehensive educational campaigns
  - Expansion of partnerships
- Hybrid and Virtual SHSP workshops and listening sessions have occurred across the state to obtain input from the public and key stakeholders.
- STAC members would like more information on how to be more competitive for receiving Highway Safety Improvement Program (HSIP) funds for safety improvement projects.

## 2050 Statewide Plan Update (Informational Update) - Jeff Sudmeier, Chief Financial Officer

- STAC members were concerned about the target of 10% of strategic funds going towards multimodal and transit improvements vs. highway capacity improvements. Some members felt this was especially unrealistic for rural communities and growing areas of the state.
- STAC members were concerned about the increase in funds going to Enterprises and the diminishing funds for the 10-year Plan projects and how this might affect their ability to effectively plan and prioritize their project lists.
- STAC members wanted more transparency with the decision making processes within CDOT enterprises, and wanted more opportunities for participation and input on their decision making in terms of how funds are invested.
- STAC members generally wanted to see as much fund expenditure flexibility as possible, and were concerned with the restricted funding uses of the Colorado Enterprises established.

Vince Rogalski was recognized and was celebrated for his 20 years of service as the Chair of the Statewide Transportation Advisory Committee.

