



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda—**REVISED**

December 5, 2024

In Person: Aims Community College Welcome Center, 4901 W 20th St, Greeley, CO 80634

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

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	17	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	19	6:05
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Larimer County Commissioner	Handout	-
7	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	22	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Jon Mallo, Chair	-	6:15
9	Executive Director Report <ul style="list-style-type: none"> • Greeley MERGE Project 1601 Status • FY2025 and FY2026 Local Match Changes • New Mobility Planner 	Paul Sizemore, Executive Director	-	6:20
10	Finance Committee	Written	26	-
11	TAC	Written	27	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	Mobility Program Overview	Cory Schmitt, Mobility Director	Handout	6:30

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	FY2024-2025 UPWP FY2025 Budget Amendment Resolution 2024-18	Michelle Edgerly, Go Figure Paul Sizemore	Handout	6:45

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	2025 Officers Election	Jon Mallo	-	6:40



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	FY2024 TIP Delay Review	Jonathan Stockburger, Transportation Planner I	28	6:45
16	NFRMPO 10-Year Priority List	Becky Karasko, Transportation Planning Director	-	6:55

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	CDOT R4 Update	Written Report	Handout	7:15
18	STAC Report	Written Report	37	-
19	I-25 Coalition	Scott James, Past Chair, Weld County Commissioner	-	-
20	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
21	Host Council Member Report	Johnny Olson	-	7:25

Executive Session

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Executive Session	<i>To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the annual evaluation of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.</i>	-	7:30

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: January 9, 2025 – Hosted by the Town of Windsor



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

TBD, Commissioner

Alternate- Heather Paddock, Region 4 Director



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NFRMPO Mobility Program

- **RideNoCo – One Call / One Click Center**
 - Information Hub – website & call center
 - *Data for Planning Processes*
- **Mobility Committees**
 - Northern Colorado Mobility Committee
 - Larimer County Mobility Committee
 - Weld County Mobility Committee
- **Planning Efforts**
 - Coordinated Public Transit/Human Services Transportation Plan
 - **Mobility Action Plan (MAP)** to guide implementation of Coordinated Plan
 - Updated every 4 years; 2025 update to kick off in late 2024
 - Feedback to other NFRMPO Planning Processes
- **Subrecipient Program & Technical Assistance**
 - Connecting partners to State and Federal Funding
 - Coordinating service expansions in areas where gaps have been identified




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Connecting You & Northern Colorado



Connecting You & Northern Colorado embodies the two overarching goals of the program:


1. Improving **individual mobility**, particularly for older adults, individuals with disabilities, individuals with a lower income, and people who do not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.



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Phased Roll Out



Phase 1




2021

Phase 2

2022

Phase 3


2024


<p><u>Website + Call Center</u></p> <ul style="list-style-type: none"> Introduction of RideNoCo Central hub to identify transportation options across region and beyond 	<p><u>Trip Discovery</u></p> <ul style="list-style-type: none"> Ability to find and plan trips on public transit and human service providers in region Utilizing GTFS-Flex technology 	<p><u>Trip Scheduling</u></p> <ul style="list-style-type: none"> Long-term vision to find, plan, and book ride in one place across multiple providers Laying foundation for coordination as region grows by adopting Transitional Data Specifications (TDS) 
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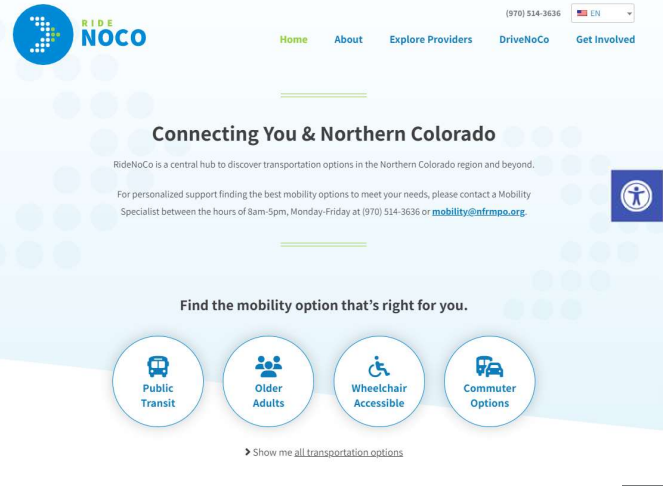
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Phase One: RideNoCo Website & Call Center








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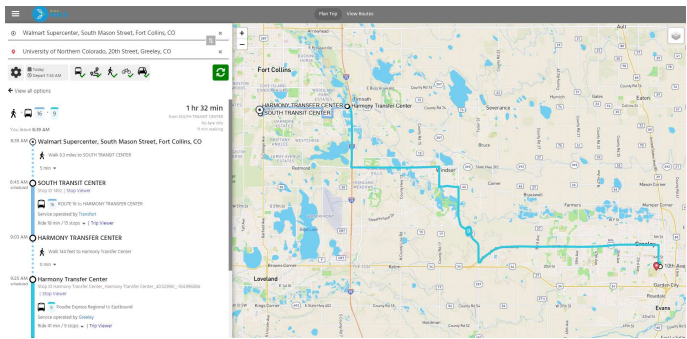
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Phase Two: Trip Discovery Tool



- Utilizes GTFS-Flex to incorporate “demand-response” providers into trip planner
- Providers in Planner:

Transfort	City of Loveland Transit (COLT)
Greeley-Evans Transit (GET)	Berthoud Area Transportation System (BATS)*
Bustang	Estes Transit
SAINT*	RAFT*
60+ Ride*	Via Mobility
RTD	SPIN e-scooters/e-bikes
Rocky Mountain National Park Shuttles	



*GTFS-Flex Databases created by Trillium as part of Trip Discovery project

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Phase Three: Project Background



- **The original vision of this phase of the project was for the NFRMPO to purchase, implement and manage one scheduling software system on behalf of volunteer providers in the region.**
 - Through a Trip Scheduling Steering Committee convened in 2022, staff found that target agencies were happy with what they had in place and wanted to maintain client relationships.
- **The focus shifted to *coordination* rather than *centralization* utilizing emerging Transactional Data Specification (TDS) technology:**
 - To help agencies share and coordinate trips while allowing agencies to remain in control of scheduling and relationships;
 - For RideNoCo to assist in determining eligibility and to connect riders to providers that could meet their needs.

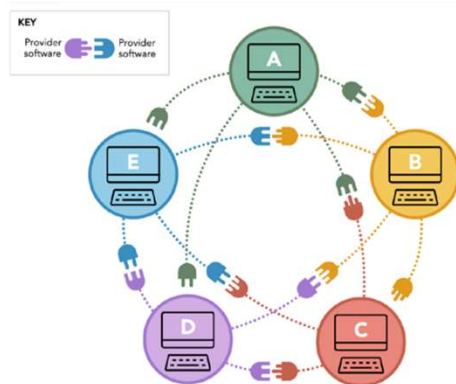
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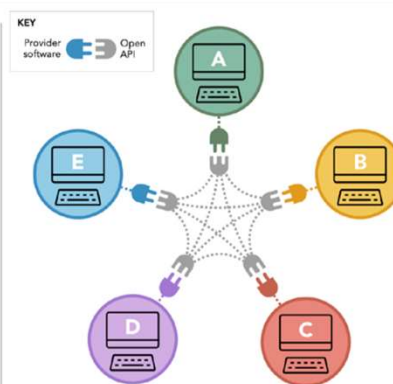
Using Data Specifications to Interoperate



Interoperability using Proprietary APIs



Interoperability using Transactional Data Specifications



Source: AARP Public Policy Institute, "Modernizing Demand-Responsive Transportation for the Age of New Mobility"

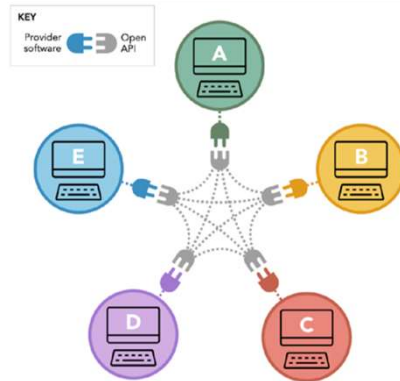
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Phase Three: RideNoCo Coordination Project



RideNoCo Interoperability using Transactional Data Specifications (TDS)



- A: RideNoCo
 - RideSheet
- B: North 40 Mountain Alliance*
 - RideSheet
- C: 60+ Ride
 - RideScheduler
- D: Berthoud RAFT
 - Spedsta
- E: SAINT
 - Spedsta

Source: AARP Public Policy Institute, "Modernizing Demand-Responsive Transportation for the Age of New Mobility"
 *Implementation in Red Feather Lakes paused due to budget and changing operational needs in community

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Phase Three: Project Use Cases



1. Client Information

RideNoCo (or another provider) sends a potential rider's client information over to another provider.

2. Gift

One transportation provider "gifts" a trip to another provider to complete the entire trip from pick up to drop off.

3. Coordinate

Multiple providers coordinate to deliver a trip across multiple agencies.

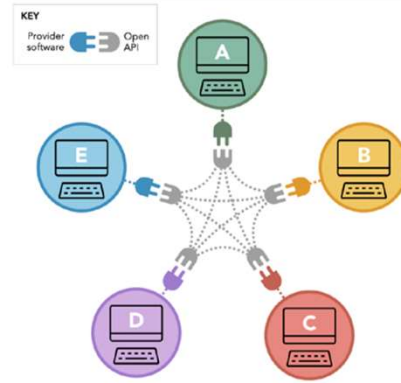
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Phase Three: RideNoCo Coordination Project



- **Beginning in Q3 2024**, RideNoCo is now able to conduct initial intake on behalf of SAINT, RAFT, and 60+ Ride and seamlessly share client info with and among providers utilizing the TDS specification
 - 11 RideNoCo callers referred to volunteer agencies thus far
- **In Q4 2024**, SAINT, RAFT, and 60+ Ride now have the ability to refer clients and coordinate trips utilizing the TDS specification
- **As project transitions from pilot to full implementation**, RideNoCo will begin looking ahead at additional enhancements and agencies to bring on board Coordination Project via TDS



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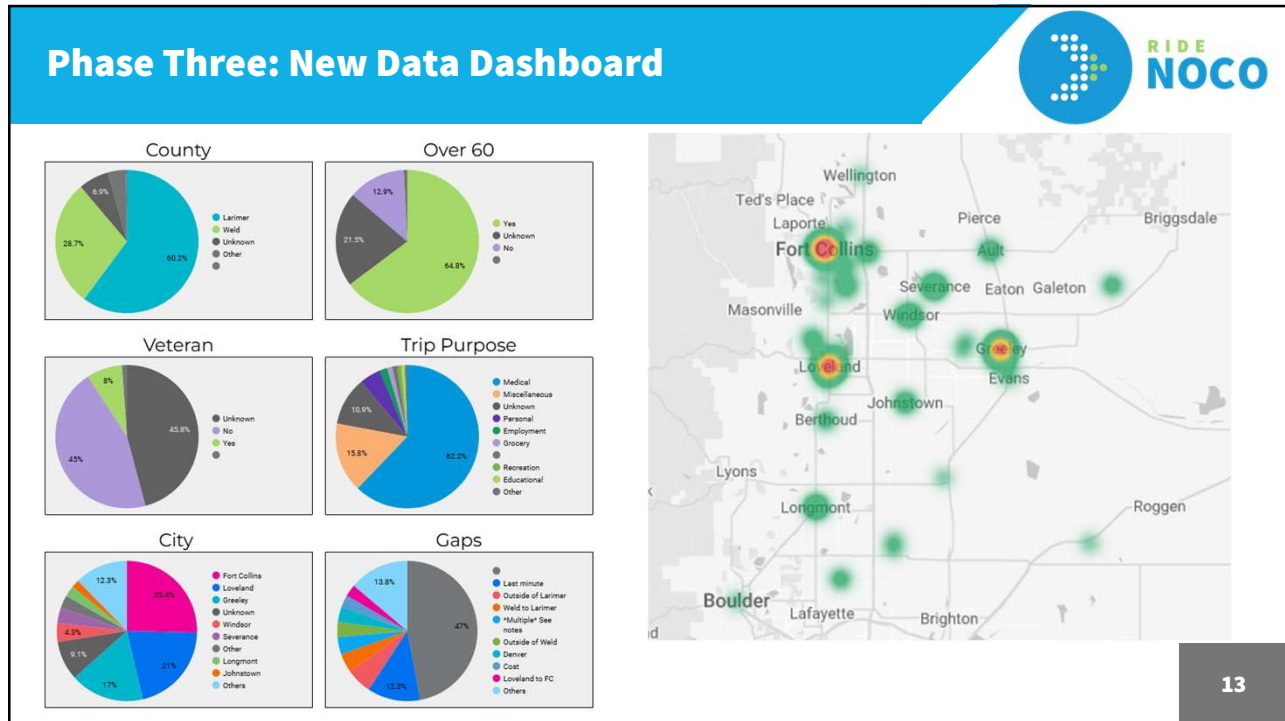
2024 Colorado Transit Project of the Year



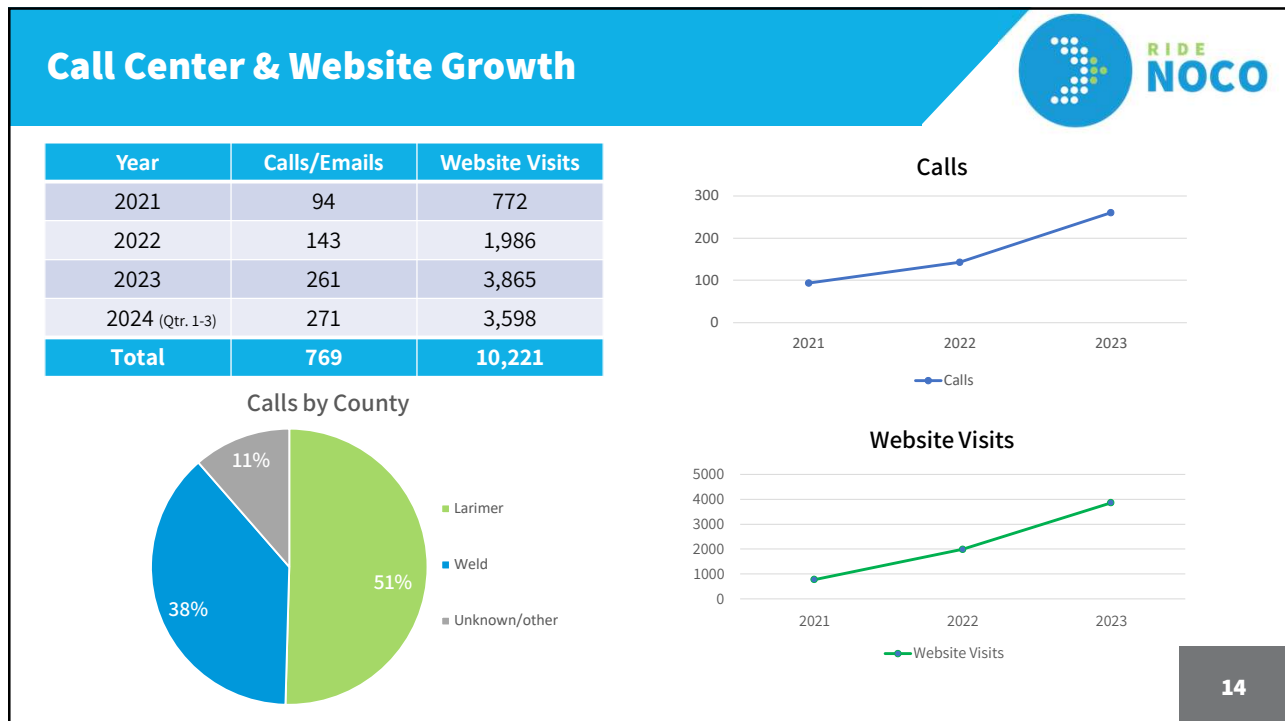
The RideNoCo Coordination Project received the **Transit Project of the Year** award at the Fall Colorado Association of Transit Agencies (CASTA) Conference in early October.
Thank you SAINT, RAFT, 60+ Ride and other project partners!

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2024: By-The-Numbers




- RideNoCo Call Center**
 - **349 Calls** – *program record*
 - **4,619 Website Visits** – *program record*
- Outreach**
 - **813 Rider’s Guides Distributed**
 - **31 Community Events**
- NFRMPO Subrecipient Program**
 - **1,673 One-Way Trips on MPO-supported vehicles**
 - *Adeo, Envision, and 60+ Ride*
 - **15,701 One-Way Trips provided by MPO-supported agencies**




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What’s to Come in 2025 & Beyond






- **Mobility Management + Transportation Demand Management (TDM)**
 - RideNoCo is evolving into a regional TDM program focused on helping the entire region meet their transportation needs.
 - Expansion of DRCOG’s *My Way to Go* platform into North Front Range



- **Expand Adoption of TDS**
 - Expansion of TDS spec to additional agencies, including private, non-profit and public transit providers both in Northern Colorado and beyond.


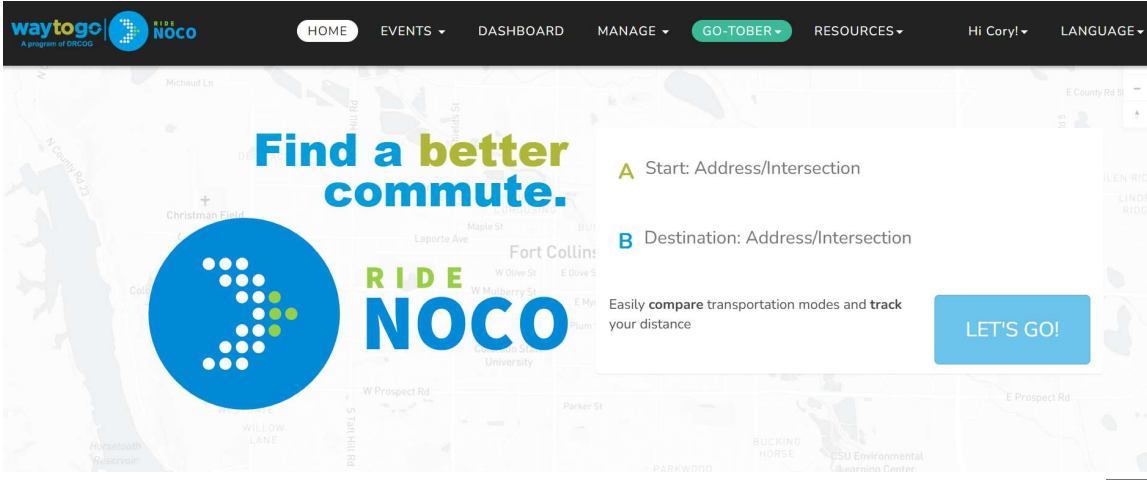


- **Identify & Address Regional Transportation Gaps**
 - Building upon success of Via Mobility expansion into Weld County to meet other known mobility gaps in communities such as Red Feather Lakes, Windsor/Severance, and rural portions of Larimer and Weld counties.
 - Coordinated Plan to be updated

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My Way to Go | RideNoCo - Coming in 2025





The screenshot shows a website interface for 'waytogo | RIDE NOCO'. The navigation bar includes links for HOME, EVENTS, DASHBOARD, MANAGE, GO-TOBER, RESOURCES, and a user profile for 'Hi Cory!'. The main content area features a map of Fort Collins with the text 'Find a better commute.' and the RIDE NOCO logo. A search form is overlaid on the map with two input fields: 'A Start: Address/Intersection' and 'B Destination: Address/Intersection'. Below the form, it says 'Easily compare transportation modes and track your distance' and a 'LET'S GO!' button.

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Connect with the RideNoCo Team



Cory Schmitt
 Mobility Director
cschmitt@nfrmpo.org
 (970) 999-0072

RideNoCo
 8am-5pm, Monday-Friday
mobility@nfrmpo.org
 (970) 514-3636



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MEMORANDUM

To: NFRMPO Planning Council

From: Paul Sizemore, Executive Director

Date: December 5, 2024

Re: FY2024-2025 UPWP FY 2025 Budget Amendment

Background:

The FY2025 UPWP Budget was adopted by the Planning Council on May 2, 2024. The contract for the FY 2025 Coordinated Planning Grant (CPG) funds was completed in October 2024, resulting in several differences from the adopted budget that need to be reconciled:

- Actual CPG revenue is greater than the estimated revenue in the adopted budget. Staff proposes using a portion of this additional revenue to support Travel Demand Model software training and support.
- Changes to the composition of the CPG funds have altered the required local match portion.
- Actual rollover from the FY 2024 CPG contract is less than estimated.

In addition, FHWA's approval of the 2024-2025 UPWP in September 2024 included a condition that the UPWP be amended to include a column specifically identifying the required 2.5% commitment to Complete Streets, a CPG set aside that is 100% federal.

The proposed Budget Amendment includes updates to the adopted budget to reflect these changes, which are discussed in greater detail below.

CPG and Local Match

The federal CPG portion of the 2025 Budget was \$1,101,834 based on program allocation estimates. This consisted of \$912,208 in federal funds with \$189,626 in local match. The contract for FY2025 was executed in October 2024 and includes the application of "Advanced Federal CPG Funds," or toll credits, which offset the required local match portion. Based on information from CDOT, we understand that this use of toll credits to offset local match will occur in 2025 and 2026, with a return to the normal 80% federal, 20% local match in 2027. In addition, the contract incorporates additional scope identified for State Planning and Research (SPR) funds and increases the total CPG amount above the initial estimates used to develop the 2025 budget.

In total, the actual CPG contract is for \$1,349,872, which is 100% federal funds and 0% local match.



This Budget Amendment addresses the change by adjusting the Revenue portion of the budget: adding \$437,664 in federal CPG dollars and reducing local match for the 2025 contract by \$189,626, for a net increase of \$248,038.

Staff has identified the need for software support and training for the Regional Travel Demand Model. This amendment proposes to allocate \$25,000 of the additional CPG revenue for Consulting Services to provide this technical assistance and training to planning staff.

In addition, at the close of the federal fiscal year we are now able to revise our estimates related to rollover of 2024 CPG funds. The adopted 2025 Budget anticipated \$52,180 in rollover from the 2024 contract. No funds from this prior-year contract will actually rollover, so this Budget Amendment reduces the amount to \$0.

These changes result in a reduction in the required local match that will be billed to member communities by \$202,683 for 2025. Based on current guidance from CDOT, we expect the same approach to continue in 2026, before returning to a more typical local match amount in 2027.

UPWP Complete Streets

The adopted 2025 Budget includes the required 2.5% allocation to Complete Streets within UPWP Task 2, Plan Development. However, FHWA requires this allocation to be displayed in a particular way in the UPWP budget by creating a separate column so the actual dollar amount can be seen separately from other expenses. This Budget Amendment calculates 2.5% of the CPG contract (\$33,746) and places it in a separate column from the rest of the CPG funds allocated to Task 2.

This budget amendment does not change the VanGo™ budget.

Action

The Finance Committee reviewed this Budget Amendment and recommended Council approval at their November 21, 2024 meeting.

Staff recommends Planning Council adopt the FY 2025 Budget Amendment per ***RESOLUTION NO. 2024-18***



RESOLUTION NO. 2024-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING AN AMENDMENT TO THE FY2025 BUDGET OF THE FY2024-2025 UNIFIED
PLANNING WORK PROGRAM (UPWP)

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the '3C' transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2025 UPWP Budget that identifies the work elements, tasks and direct expenses associated with the budget; and

WHEREAS, this budget amendment does not modify the FY2024-2025 UPWP tasks and only affects the FY2025 budget; and

WHEREAS, the NFRMPO is amending the FY2025 budget to include:

- **Increasing CPG federal revenue from \$912,208 to \$1,349,872 and adding an expense line item for \$25,000 in Consulting Services.**
- **Reducing CPG local match from \$189,626 to \$0.**
- **Reducing CPG prior year rollover from \$52,180 to \$0**
- **Reformatting the 2025 UPWP to include a new column for CPG Complete Streets, and identifying 2.5% of the total CPG contact amount, or \$33,746, for Complete Streets under UPWP Task 2: Plan Development.**

WHEREAS, the VanGo™ total budget will remain unaltered.

NOW, THEREFORE, BE IT RESOLVED that the North Front Range Transportation & Air Quality Planning Council hereby approves an Amendment to the FY2025 budget of the FY2024-2025 UPWP. Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council this 5th day of December 2024.

Jon Mallo, Chair

ATTEST:

Paul Sizemore, Executive Director

Colorado Hands-Free Law 2025

Background

According to CDOT's 2024 Driver Behavior Report, 77% of Colorado drivers admitted to using their cell phones while driving. 45% of those drivers also said a hands-free feature in their car would stop them from using their phone. Various studies have shown the connection to using a phone while driving increases the risk of a crash by two to six times.

Distracted driving also poses a high risk to vulnerable road users, such as pedestrians and bicyclists. From 2015 to 2023, deaths among pedestrians and bicyclists increased by 50% and 112.5%, respectively, while Colorado's population grew by less than 8% during the same period.

Colorado's Hands-Free Law 2025

Beginning on Jan. 1, 2025, Colorado is implementing a [new law](#) that prohibits people from using a mobile electronic device unless they use a hands-free accessory. This new law expands the ban on using cell phones beyond just texting. It now includes holding or manually using a phone or other mobile device for voice calls or any other reason, requiring all drivers to use a hands-free device. The hands-free law is a secondary offense, which means drivers will be pulled over for this law only if an officer witnesses an individual driving carelessly or imprudently while holding a device in their hands or up to their ears.

Exemptions

This law does include some exemptions, one of which is for individuals reporting emergencies. Other exemptions include utility workers, code enforcement officers, animal protection officers, first responders and individuals in parked vehicles. The law also does not apply to an individual with a commercial driver's license operating a commercial vehicle. These exceptions ensure that critical communications are not hindered in emergency or essential service situations.

Penalties

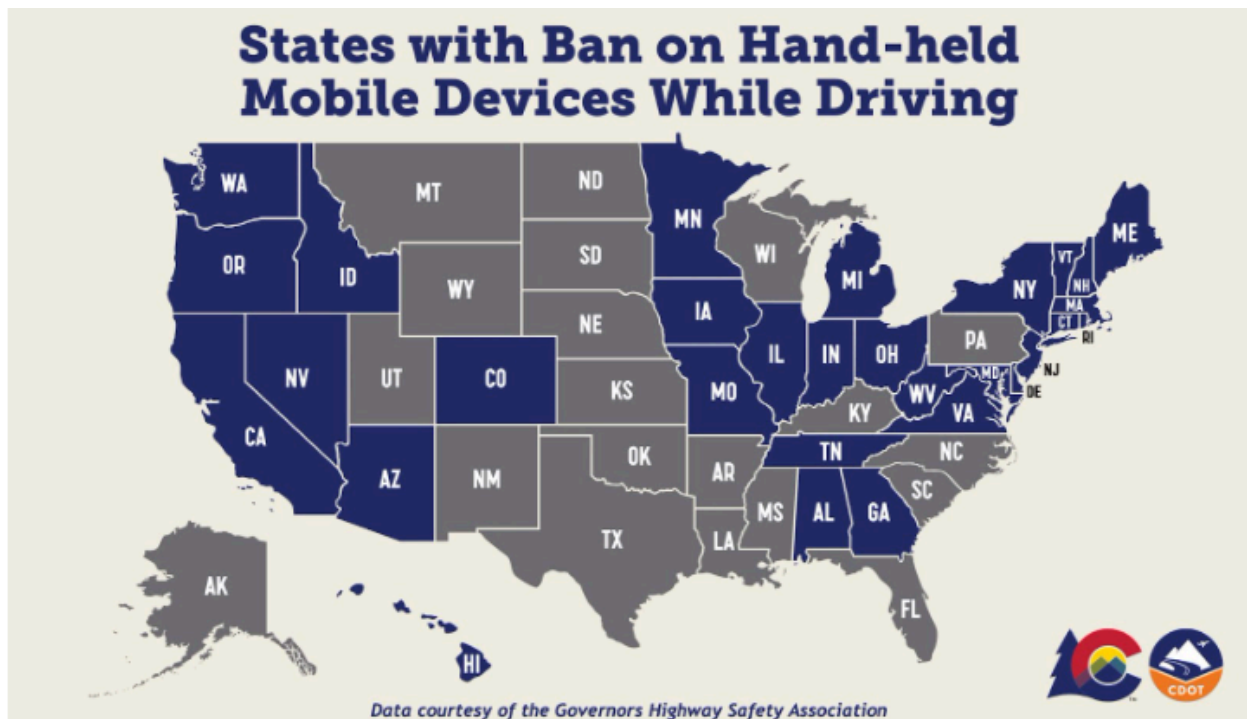
The penalties for violating the law begin with a \$75 fine and two license suspension points for the first offense. Repeat offenders face higher fines and more license points. First-time violators can have the charge dismissed if they provide proof of purchasing a hands-free accessory (e.g. bluetooth headsets, dashboard mounts, CarPlay and Android auto and car speaker phone systems).

Details to Consider

- Having your phone on “speaker” does not suffice if they are holding their phones at any time while driving. Only hands-free calls are permitted.
- No touching or handling of cell phones while driving is permitted, **including** while stopped at traffic signals or in traffic jams.
- In Colorado, it is illegal to drive with headphones or earbuds in both ears as it can impair your ability to hear important sounds, such as sirens or horns.
- The law also applies to using your phone for GPS/navigation. You must use a hands-free accessory or have the phone mounted in a secure manner to avoid citation.
- It is advised to refrain from putting your cell phone in the cupholder while using it for navigating because it does not securely cradle the phone. It can become a hazard with sudden sharp breaking or sharp turns.

Nationwide Efforts

Colorado is joining 29 states in the U.S. that have, or will have, a ban on using handheld devices while driving. States with similar laws have reported decreases in distracted driving crashes, such as Michigan which saw a **12.8% decrease** in the first year of their 2023 law banning handheld cell phone use.





Promotional Resources

CDOT has pre-drafted social media posts, newsletter articles and downloadable graphics that are available for repurposing. Materials and resources can be accessed in the [Hands-Free Law Stakeholder Toolkit](#).

CDOT also created a [print-ready poster](#) for promotion inside your organizations or businesses. The file will print best on an 18x24 sheet of paper.

Hands on the wheel, not your phone - it's the law.

Colorado law now prohibits drivers from using a cellphone while driving, unless they use a hands-free accessory.

- Effective Jan. 1, 2025.
- The law excludes individuals reporting emergencies, utility workers, first responders and individuals in parked vehicles.
- Penalties for violating the law start at \$75 and two license points for the first offense, with higher fines and points for repeat offenses.
- Hands-free accessories include Bluetooth, dashboard mounts, CarPlay, Android Auto and speakerphone systems.

Research shows using a mobile device while driving increases crash risk by two to six times.

Learn more at codot.gov/handsfreeco.



I-25 Segment 5: CO 66 to CO 56 (Mead to Berthoud)

- Scope: [Segment 5](#) is a continuation to the approximately 20 miles of improvements that have been completed on I-25 between Berthoud and Fort Collins over the past six years. This six-mile project will expand and enhance I-25 from CO 66 in Mead and connect to the newly built portion of I-25 just south of CO 56 in Berthoud to the three general-purpose lanes that exist south of CO 66. Improvements include widening inside roadway shoulder to 10 feet and the outside roadway shoulder to 12 feet, reconstructing the I-25/WCR 34 interchange, reconstructing nine bridges, reconstructing I-25 to add one 12-foot Express Lane in each direction, and installing/integrating Intelligent Transportation Systems (ITS) equipment.
- The next construction package will involve building structures over the winter and prepping and paving the southbound barrel.
- The recent MPDG grant pursuit (\$100M) was unsuccessful.
- The project team is working with CDOT headquarters staff to deploy speed cameras in Q1/2025 through a work zone that will issue speed limit tickets.
- For questions or inquiries, please contact: northi25expresslanes@gmail.com

I-25 Bustang Transit Service

- Effective October 7, 2024, the former Loveland-Greeley Park-n-Ride stop permanently moved to the Centerra-Loveland Mobility Hub at 3020 Kendall Parkway in Loveland, near US 34/I-25. Bustang has started transit service from brand new stops at the Berthoud Mobility Hub located at CO 56/I-25 and the Firestone-Longmont Mobility Hub located at CO 119/I-25.
- Three stops of the [Bustang North Line](#) at Firestone-Longmont, Berthoud, and Centerra have free fare until December 31, 2024! These stops also have carpool areas with lighted parking lots, cameras, and armed security that patrols twice a day.
- The [Bustang to Bronco transit service](#) is \$15 one way/\$30 round trip. Reserve a spot today to guarantee a seat that will take you right to the Broncos stadium.

I-25/CO 14 (Mulberry) Interchange Design

- Scope: The [I-25/CO 14 \(Mulberry\) Interchange Improvements](#) will address unconventional traffic operations, flooding concerns, and aging infrastructure. Project goals include enhancing vehicle and pedestrian safety, securing construction funds, supporting current and future transit connections, improving multimodal traffic flow, and modernizing the project site for electric vehicles. Final interchange concepts will

be prepared mid-2025 with 30% design anticipated in early 2026. Construction funding is yet to be secured.

- The project team has completed the Value Engineering exercise and will have optimizations within the EIS footprint identified by the New Year.
- Outreach is in progress and upcoming presentations/discussions include the I-25 Coalition (December 2024), Larimer County Commissioners (January 2025), and the City of Fort Collins Council (January 2025). The project team is also planning on reaching out to local multimodal advocacy groups in the area.
 - Recently completed outreach efforts include NFR TAC, NFR Council, Fort Collins Chamber of Commerce, Fort Collins City Manager, and Larimer County Engineering.
- For questions, please contact: i25mulberry@gmail.com

I-25 Resurfacing from Fort Collins to Owl Canyon Road

- Scope: This [I-25 resurfacing project](#) runs from the CO 14 interchange to Owl Canyon Road in both directions of I-25 from approximately Mountain Vista Drive (MP 272) to the CO 14 interchange (Mulberry) and consists of concrete slab replacements, sawing/sealing of joints, and concrete grinding for smoothness. During the 2023 construction season, crews completed the concrete panel replacement on northbound I-25 concurrent with the diamond grinding operation.
- Due to winter conditions and cold temperatures, the sawing/sealing portion of the project on the southbound side from Mount Vista south will not be completed this calendar year.
- The project will enter winter shutdown in early December 2024 and is anticipated to begin again in early March 2025 to complete southbound construction.
- For questions, please contact: i25concretepanelreplacement@getinonow.us

US 287 Safety Improvements Design

- Scope: CDOT completed the [US 287 Safety Study](#) to assess safety and mobility needs along US 287 North of Ted's Place (MP 355) to the Wyoming border (MP 385). The study indicated there are segments of the US 287 corridor that experience a higher-than-average crash rate compared to other similar rural highways.
- CDOT is in the process of selecting a design consultant team. Ten design proposals were received and evaluated. Of the ten, three teams were shortlisted and have been invited to interview on December 13, 2024.
- It is expected that a consultant will be chosen in late December 2024. Design is anticipated to begin in February 2025.

US 34 Railroad Crossing Elimination Project

- Scope: The proposed planning project will conduct a [feasibility study](#) to eliminate two at-grade crossings on US 34 along the border of Weld and Larimer counties. The project area was identified as a future freight investment needed in the Colorado Freight Plan, and the Rights-of-Way are owned by Union Pacific and Great Western Railway. The Colorado Department of Transportation is providing a 22 percent non-Federal match.
- The Federal Railroad Administration (FRA) granted approval for the Stakeholder Coordination Plan in late October 2024.
- The project team has held discussions with the US 34 Technical Advisory Committee (local agency staff) and US 34 Coalition (elected officials) to receive feedback on the Purpose and Need Statement.
- Submission to the FRA is anticipated in early December 2024.

CO 392 and WCR 35 Intersection and Signal Project

- Scope: Improving the intersection by incorporating left turn lanes on the north and south legs, larger radii to allow for easier truck movements, expanded shoulders, and a new traffic signal.
- The project is on hold until Weld County gets through utility relocation negotiations.
- Weld County has designed county road improvements and is leading Right-of-Way and relocations for those improvements.
- CDOT designed a new signal and will be constructing both projects once clearances are obtained.