



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

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	-
12	Mobility	Written	Handout	-

Presentation

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	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
15	2025 Officers Election	Jon Mallo	-	6:50



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	FY2024 TIP Delay Review	Jonathan Stockburger, Transportation Planner I	28	6:55
17	NFRMPO 10-Year Priority List	Becky Karasko, Transportation Planning Director	Handout	7:05

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transportation Commission	TBD	-	7:25
19	CDOT R4 Update	Written Report	Handout	-
20	STAC Report	Written Report	37	-
21	Colorado Transportation Investment Office (CTIO)	Written Report	Handout	-
22	I-25 Coalition	Scott James, Past Chair, Weld County Commissioner	-	-
23	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
24	Host Council Member Report	Johnny Olson	-	7:40

Executive Session

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
25	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>	-	7:45

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



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

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

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

GLOSSARY (cont'd)

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

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

November 7, 2024
Hybrid Meeting in Loveland, CO

Voting Members Present:

Jon Mallo – Chair
Johnny Olson – Vice Chair
Scott James – Past Chair
Tricia Canonico
Mark Clark
Julie Cline
Dan Dean
Jessica Ferko
Matthew Fries
Liz Heid
Bill Jenkins
Will Karspeck
Andrew Paranto
Kristen Stephens

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

Voting Members Absent:

Fil Archuleta
Paula Cochran
Jim Kelly

-Garden City
-LaSalle
-Transportation Commission

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

In Attendance: Richard Christy; Piper Darlington; Jim Eussen; Gina Fox; Cecil Gutierrez; Nicole Hahn; Omar Herrera; Dana Hornkohl; Mark Jackson; Annamarie Jazwick; Will Jones; Jacob Kershner; Victoria Leonhardt; Jodi Lessman; Dan Meyers; Evan Pinkham; Elizabeth Relford; Mike Silverstein; Ron Steinbach; 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

James **moved** to *APPROVE THE OCTOBER 3, 2024 MEETING MINUTES*. The motion was **seconded** by Karspeck and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Mallo opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach provided an overview of the NFRMPO Air Quality Program Updates. Wojtach mentioned the end of the Summer 2024 ozone tracking. Wojtach noted it was a poor summer for air quality in the region. Wojtach showed the overview of the 2024 4th max values across the NFR region and, how they compare to 2023, 2022, and what was estimated from 2022-2024. There were two spreadsheets, with one excluding air quality impacts from wildfires. Every 4th max value on both spreadsheets was above 70 parts per billion (ppb) except for the Highlands monitoring center without wildfire impact.

Wojtach noted the RAQC is in the process of refining the emissions inventory. The RAQC identified potential sensitivity tests or ways to reduce emissions to understand how potential control strategies might affect projected ozone levels. If these tests result in significant changes in the model, it may shape the RAQC emission reduction strategies. Wojtach encouraged council members to understand how to track their vehicle miles traveled and emissions for the new Moves model.

RAQC also held an Indirect Sources Work Group, where changes were discussed that could be made to the regulations around indirect emissions sources based on what other nonattainment areas have been implemented. Wojtach noted that the RAQC is currently trying to identify stakeholders. Wojtach encouraged council members to reach out if they know any stakeholders relating to large commercial and retail facilities.

Wojtach noted that the Greenhouse Gas Subcommittee of the Air Quality Control Commission is currently updating its greenhouse gas resolution. Wojtach noted this resolution calls for particular attention to sectors not reaching their greenhouse gas emissions goals. She also noted the subcommittee is looking into expanding their Clean Miles policies and expanding energy efficiency reporting for buildings with large footprints and eventually using that data to set their performance standards.

The Air Quality Control Commission also scheduled a January rulemaking hearing to revise current vehicle inspection and maintenance requirements for all vehicles in ozone nonattainment areas. Wojtach noted the request for party status for the rulemaking is due the following week.

Lastly, Wojtach mentioned an Air Quality Enterprise meeting earlier that week, which called for soliciting input for ozone-benefitting projects for 2025 funding. Wojtach noted there were no comments from large fee payers and encouraged the council to reach out to any of those fee payers.

Regional Air Quality Council (RAQC)

Stephens provided an update from RAQC. Stephens mentioned a retreat RAQC took to Adams County to discuss governance, its role in the legislative process, and how emission control strategies are developed by staff and stakeholders. The RAQC board reaffirmed the need for regional compliance with the RAQC's set ozone standards. The workplan and budgeting will be discussed at RAQC's December meeting.

Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Mallo noted Jaclynn Streeter was recently hired as the executive director for the GoNoCo34 TMO.

Executive Director Report

Sizemore noted the policy developments in PD 14. The letter was drafted based on a discussion from the previous council meeting to reincorporate considerations of regional roadway connections and roadway capacity projects. The language was drafted and put into a letter to the October Transportation Commission meeting and was supported by several STAC members. Sizemore mentioned this letter was referred to a subcommittee of the Transportation Commission that works with statewide planning issues along with STAC. If the committee approves the language, the letter will go back through STAC and eventually back to the Transportation Commission. Sizemore noted this process is likely to take a couple of months. Chair Mallo asked if the subcommittee comprises members from the Transportation Commission, which Sizemore confirmed.

Sizemore noted that the NFRMPO is in the final rounds of hiring a mobility planner. Sizemore also mentioned the difficulties of hiring an accountant and noted that the position is being retooled as a controller. Recruitment for the controller is expected to begin the following week.

Sizemore mentioned the Colorado Association of Transit Agencies conference. The NFRMPO received the Transit Project of the Year award for the transactional data specifications project, which allows agencies across the region to share mobility data. Jenkins asked if the source code for the program is being shared across organizations. Sizemore was unsure but offered to follow up when more information is available.

Karspeck asked if the new controller position comes with a salary increase. Sizemore confirmed the position will come with a higher posted salary. Karspeck asked if the NFRMPO needed any help hiring for the position. Sizemore responded that the interviews will be conducted at staff level.

CONSENT AGENDA:

PRESENTATION: Colorado Transportation Investment Office (CTIO) – Gutierrez started by introducing himself and then introduced Piper Darlington, the director of the CTIO. Darlington provided an update from CTIO and the passage of SB24-184. Darlington provided background on CTIO, which was started in 2009 as part of the FASTER legislation. Darlington mentioned that most people know the program as the operator of the express lanes. Darlington also mentioned how CTIO is required to pursue innovative means for efficiently financing transportation projects.

Darlington discussed SB24-184. Darlington mentioned this is an opportunity to modernize Colorado's transit and help the state grow, given the historical federal funding opportunities available this year,

especially with rail. Darlington noted there are 66 billion dollars of federal funds for passenger rail through CRISI and RRIF grants.

Darlington mentioned that SB24-184 clarifies the scope of CTIO powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects. SB24-184 authorizes CTIO to administer a new fee of \$3 per day for all rental vehicles. The addition of this fee is expected to generate \$92 million in revenue for the state over the next 25 years. Darlington discussed the bill's deliverables, including reports, implementation plans, a Multimodal Strategic Capital Plan, a Federal Funding Assessment, and a Mountain Rail Development Plan.

Darlington highlighted two long-term programs for CTIO. Darlington discussed the expansion of the Mountain Rail project going from Denver to Craig, a project for which CTIO has been tasked with developing the financial plan. Regarding the Front Range Passenger Rail, CTIO has been directed to partner with various regional and national rail stakeholders to explore how to deliver the Northwest Corridor as Phase 1 of the project. Darlington then highlighted two two-term opportunities for CTIO. Darlington noted the Winter Park Ski Train, which now has expanded service days on the route, and the prices of tickets have been cut by around 40% for adults and 50% for children. Darlington then discussed CTIO's work with CRISI grants, which are rail-specific. She mentions the state has already successfully secured this grant for various rail safety projects. Darlington mentioned that SB24-194 provides an opportunity to expand the reach of partners and stakeholders with whom to work.

Darlington discussed the Safety and Toll Enforcement Program (STEP). STEP is the technology CTIO uses to enforce safety violations on express lanes, including crossing double white lines, oversized vehicles in the lane, and driving in the lane express lane when it is closed. Any violations come with a \$75 civil penalty if paid within 20 days and a \$150 civil penalty if paid after that. This technology is being used along I-70, C-470, and parts of I-25 and is expected to continue to be implemented across the state. Tolling on the north I-25 corridor from Berthoud to Fort Collins will begin in the Spring. Darlington mentioned returning to discuss the implementation process with this group closer to the start date. Darlington showed examples of the advertising campaigns CTIO has launched on various social media platforms to encourage the public not to cross double white lines, noting positive public response. CTIO is also working on distributing warnings on specific corridors before fines for unsafe practices are implemented. There have been 82,149 total warnings and 540,586 total violations in Colorado.

Jenkins mentioned that he frequently sees double line crossings throughout all times of the day. Jenkins also noted the weaving vehicles often drive at higher speeds, including in construction zones. Jenkins called for automated ways to slow vehicles down, citing state patrol's limited resources along I-25. Darlington noted that CDOT now has jurisdiction to monitor speed enforcement in work zones, which will use the same technology CTIO does for toll enforcement. Gutierrez added that this would be a good test to see how well CDOT can enforce its rules before potential program expansion.

Karspeck discussed the current Front Range Passenger Rail plans and how Berthoud is not a location for a stop. Karspeck noted that he struggles to understand the benefits of not having a stop in Berthoud despite the town's historical significance with rail and the residents being in the tax district paying for rail. Karspeck cited a Colorado State University Future Center study about the negative economic impact a lack of rail stop would have on Berthoud.

TAC

A written report was provided.

Mobility

A written report was provided.

3rd Quarter 2024 TIP Modifications

A written report was provided.

VanGo 3rd Quarter 2024 Dashboard

A written report was provided.

PRESENTATION: I-25 & Mulberry Interchange – Gina Fox, CDOT, provided an overview of the I-25 and Mulberry Street/State Highway 14 Interchange Improvements Plan. Fox noted that the project has previous design plans but no construction funding. Fox noted that this should be viewed as more of a Mulberry Street project than an I-25 project. Fox discussed the project location between MP 269 and 271 on I-25, including the Mulberry Street interchange and the frontage road connections in Larimer County and the City of Fort Collins. Fox noted that she is challenged to think beyond the boundaries of this project, such as the interchange being the gateway to Fort Collins, Ault, and Wellington.

Fox discussed the proposed improvements, including unconventional traffic operations, flooding concerns, aging infrastructure, traffic growth, regional population growth, and safe and multi-modal-friendly connection points for pedestrians and cyclists. Regarding flooding concerns, Fox noted that Cooper Slough has previously caused flooding to the site's infrastructure. For safety concerns, Fox noted that there have been three fatalities on this site along Mulberry Street/SH14 since the RFP was first put out. For regional population growth, Fox mentioned the various large developments being implemented near the site.

Fox discussed the 2011 North I-25 EIS Report, which recommended three general-purpose lanes and one express toll lane from Denver to Mulberry Street/SH14. Fox noted that the main takeaway from this report should be that the project already has a large footprint cleared by environmental protections. Fox noted the project will still have to go through Fort Collins' 1041 process. Fox also noted that the new design for the interchange will be different from what is seen in the report, although aspects of the 2011 EIS report are likely to be incorporated in new ways.

Fox discussed the Interchange Type Selection Report, which evaluated various intersection types. Fox noted Fox also discussed the major movements at the intersection based on a 2035 traffic forecast. The highest forecasts include going straight on Mulberry Street/SH14, turning right onto Southbound I-25, and turning left onto westbound Mulberry Street/SH14. Fox noted the numbers on Mulberry Street have significantly increased since the last report. Johnny Olson, Benesch, added that the high volume of left turns at the site makes it more dangerous for pedestrians. Fox added that CDOT expects the Level of Service and the quality of the infrastructure to decline in the coming years.

Fox discussed the existing conditions the new interchange would seek to address and 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. Fox noted the importance of working jointly with Larimer County and the City of Fort Collins in addressing floodplain issues, given past problems with a frontage road being closed due to flooding. Fox ended by noting the importance of council members keeping this high on the priority list to ensure funding.

ACTION ITEM:

NFRMPO-CDOT Traffic Congestion Performance Measures Update – Karasko discussed the FHWA PM3 System Performance Updates to adjust 4-year target changes for Non-Single Occupants Vehicle Travel (SOV) and Annual Hours of Peak hours Excessive Delay (PHED) in the Fort Collins’s TMA area. Karasko noted that this was discussed at the October Planning Council meeting with Jared Kershner, CDOT. This update set the NFRMPO’s SOV from 25.6% to an adjusted target of 31.1% and the PHED from 3.7 to an adjusted target of 3.9. Karasko noted that this change only applies to the Fort Collins TMA area.

James **moved to** approve *RESOLUTION 2024-017 TO ADJUST THE NON-SINGLE OCCUPANT VEHICLE TRAVEL AND PEAK HOURS OF EXCESSIVE DEALY (PHED) FOR THE SYSTEM PERFORMANCE: CMAQ TRAFFICE CONGESTION PERFORMANCE MEASURES*. The motion was **seconded** by Karspeck and **passed** unanimously.

DISCUSSION ITEMS:

NFRMPO 10-Year Priority List Update – Karasko mentioned sending out a project list, which included 54 projects across three tiers of roadway, non-motorized, and transit projects. She added five communities that requested adding projects, including Fort Collins, Weld County, Greeley, Berthoud, and Windsor. James. Those communities will present their projects at the November TAC and December Planning Council meetings. Karasko noted she is still seeking a location to hold the 10-Year Priority List workshop. James volunteered to hold the workshop in Weld County. The group agreed unanimously.

COUNCIL REPORTS:

STAC Report – A written report was provided.

I-25 Coalition – James noted the coalition continues to meet virtually and that conversations have been good.

US34 Coalition – James noted that the US34 Coalition is determining when and where it should meet in the future. James asked members of the coalition to email Evan Pinkham with availability. James noted that Evan Pinkham will be stepping in as the Weld County representative in various transportation coalitions.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted that NAAPME had a budget review and a BRT study in CDOT Region 1, particularly on Federal Blvd in Denver. Stephens noted that the Community Clean Transportation Assistance Small Grant Funding is from November 4th to February. Stephens noted that around 17 million dollars were available, and the minimum award is

\$500,000. These funds will be limited to multimodal projects that can prove they are lowering ground-level ozone. Stephens noted that NAAPME will be looking at large grant funding mid-year 2025.

Front Range Passenger Rail District – Karspeck noted the district had its annual retreat on October 17th and 18th. Karspeck noted that the district’s general manager resigned, and the district held an executive session to decide how to proceed after the end of 2024. Karspeck noted that on day one, the district discussed acceptance into the FRACIPD program, the total cost of the project, and 2026 ballot measures to secure funding. On day two, the group discussed immediate budget stability, rail program development, and private funding for the project. Canonico added that the district recognized that it needed to speed up the processes to determine rail station locations. Canonico mentioned a meeting with ColoRail on November 16th to engage stakeholders.

Host Council Member Report – Mallo presented current and future projects in Loveland. Mallo noted the 4th Street Revitalization Project. This project includes updating infrastructure and providing new pedestrian-focused amenities. This project is set to begin construction in early 2025. Mallo noted that the US 34 will be widened to six lanes from Boyd Lake to Rocky Mountain. Mallo noted the US 287 Flood Mitigation project. This project involves raising a bridge by a few inches and providing channel improvements to the Big Thompson River to reduce the scope of the floodplain. Mallo noted the city is currently seeking grant opportunities to construct this project. Mallo noted other projects, including the US 287 and US 34 Intersection Improvement Project, the COLT North Transit Center Building construction, and the location search for a Front Range Passenger Rail station.

Nicole Hahn, the principal engineer with Loveland, and Keith Wakefield, an engineer with Loveland, continued the Council Member Report. Hahn noted the city received a \$400,000 Safe Streets for All grant, for which Loveland will do some planning and demonstration projects. One demonstration includes studying a potential lane reduction along US 287 downtown.

Jenkins inquired if it is worth setting up a time for each NFRMPO community to share what they have done with Safe Streets for All funding. Hahn noted the TAC would be a good place to start these discussions.

Wakefield noted the progress with the Taft and US 34 Improvement Project, which is now open to traffic.

MEETING WRAP-UP:

The meeting was adjourned at 7:37 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff



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

November 2024 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, December 5, 2024

[Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- **[Air toxics reporting in Colorado](#)**: This is the third public meeting for House Bill 22-1244 on air toxics reporting. The Air Pollution Control Division will provide an update on recommendations made in the gap analysis report shared with the Air Quality Control Commission in October 2024. That report informed the division's proposed updates to air toxic reporting requirements. This meeting will be informational focused. [Register to join the December 4, 2024 meeting from 10 a.m-12 p.m.](#)
- **[Air permit and air pollutant emissions reporting fees update](#)**: Join the Air Pollution Control Division for an update on Air Quality Control Commission Regulation Number 3 related to potential fee increases for:
 - Air pollutant emission notice (APEN) filing.
 - Permit processing.
 - Annual criteria pollutant and hazardous air pollutant (HAP) emissions.

These fees fund Air Pollution Control Division programs and services to improve and protect air quality in Colorado. This includes the division's ongoing work developing and administering Colorado Air Pollution Prevention and Control Act requirements. Enhanced state statutory and federal requirements to protect clean air in recent years go beyond what current fees assessed and collected can support. This meeting is focused on sharing an overview of these proposed updates with Colorado community members. [Register to join the December 11, 2024 meeting from 10 a.m.-12p.m.](#)

- **[Air permitting 101 public information sessions](#)**: Want to learn more about air permits in Colorado? Join us for a presentation and public information session on:
 - What an air permit is.
 - Types of air permits.
 - How to stay informed about air permits.
 - How to provide feedback on air permits.
 - More ways to engage with the Air Pollution Control Division.

These online meetings will provide time for community members to ask questions and share feedback. Presentation slides will be posted online after the meeting. [Register](#)



[to join the December 12, 2024 meeting](#) at 11 a.m-12p.m. [Register to join the December 17, 2024 meeting](#) at 6p.m.-7p.m

- **[Landfill methane reductions in Colorado](#):** The CDPHE Air Pollution Control Division will propose a rule to the Air Quality Control Commission in early 2025 to reduce methane pollution from municipal solid waste landfills. These landfills are significant sources of methane, which is a greenhouse gas that causes climate change. Colorado identified reducing methane pollution from landfills as a near-term action to reduce greenhouse gas emissions in the state’s Greenhouse Gas Pollution Reduction Roadmap 2.0. In 2024, the division also proposed changes to Colorado’s greenhouse gas reporting requirements that would apply to municipal solid waste landfills. If the commission adopts the reporting rule in October 2024, it would support the new methane reduction requirements the division plans to propose in 2025. [Register to join the December 18, 2024 meeting at 1-2:30p.m.](#)

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

November 20-22, 2024 Commission Meeting

- **Regulation Number 7:** The Division will request that the Commission set a hearing to consider revisions addressing emissions of ozone precursors.
- **Procedural Rules:** The Commission will consider proposed revisions to its Procedural Rules.
- **Regulation Number 9:** The Commission will consider projected costs for the Smoke Management Program.
- **Greenhouse Gas Inventory:** The Division will brief the Commission on an update of the major drivers of emissions tracked in the dashboard and evaluate the projections and assumptions underlying Colorado’s Greenhouse Gas Inventory issued.
- Discussion of GHG 2024 Resolution

December 18-20, 2024 Commission Meeting

- **Request for Public Hearing PM_{2.5} Designation:** The Division will request that the Commission set a hearing to consider a designation recommendation for EPA’s revised PM_{2.5} National Ambient Air Quality Standard.
- **Regulation Number 3 and Regulation Number 7:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 3 to address air toxics reporting, in response to HB 22-1244. This may also include revisions to Regulation Number 7.
- **Regulation Number 7, Regulation Number 25, Regulation Number 26, and Regulation Number 27:** The Commission will consider revisions to Regulation Number 7 to include the midstream segment emission reduction plan. This may also include revisions to Regulation Number 26 and Number 27. The Commission will also consider revisions to Regulation Number 26 and Number 25 to address recent EPA actions on state implementation plan provisions.





Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 11/25/24

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 December 5, 2024 Meeting.

Summary:

In November, TRE tracking activities at the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), as well as federal activities.

Air Quality Activities:

AQCC Activities:

The AQCC's GHG Subcommittee revised their GHG Resolution 2024 update based on comments received.¹ Subsequently, the subcommittee presented a draft resolution to the full AQCC at their November meeting, which was ultimately adopted by the full AQCC. Importantly, the resolution 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.² The resolution also intends to pursue Clean Miles Policies relating to transportation and extend GHG reduction goals for existing large buildings.³ Further, the resolution 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..."⁴

During the November AQCC meeting, the AQCC was briefed on updates to Colorado's 2023 GHG Inventory and projected future emissions. The 2005 base year, corresponding five-year intervals and future projections were updated to account for improvements in data sets, tools and methodologies in estimating emissions. As a result, transportation emissions differ from the previous analyses.⁵ In 2020, the transportation subsector was the 4th highest GHG emitting segment of Colorado's economy, emitting 25.0 MMTCO₂eq.⁶ Given the multitude of GHG

¹ Air Quality Control Commission's Draft V10 "Colorado Air Quality Control Commission 2024 Resolution to Ensure Greenhouse Gas Reduction Goals Are Met," under the "Discussion: GHG Resolution". Downloaded 11/19/24 here: https://drive.google.com/drive/u/1/folders/12cN484MCSIX-bwtJvFC_6A8GwA6vxgRN

² Ibid at p. 4.

³ Ibid at pp. 3-4.

⁴ Ibid at p. 5.

⁵ Colorado Department of Public Health and Environment, Air Pollution Control Division's Updated Final Release "2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks with Historical Emissions from 2005 through 2020 and Projected Emissions from 2021 through 2050." November 2024. Figure 3.25, "Changes in Transportation Emissions from the 2021 to 2023 Inventory", p. 3-54. Downloaded 11/19/24 here: <https://drive.google.com/drive/u/1/folders/1qKX9o1iDHDQkaJSbQT8cuSaoWbP9Mxpr>

⁶ Colorado's Greenhouse Gas Metrics Dashboard's "Greenhouse Gas Inventory Explorer" for the Energy Sector. Accessed 11/25/24, here:



emission reductions that have or will be implemented economy-wide by 2030, transportation is projected to emit 27.3 MMTCO₂eq under the 'business as usual scenario' in 2030, second to Natural Gas and Oil Systems' 31.2 MMTCO₂eq in 2030.⁷ After accounting for all of the transportation related near-term actions, transportation's 2030 projected GHG emissions in 2030 decrease to 23.8 MMTCO₂eq. However, transportation is projected to be the single largest emitting segment of Colorado's economy in 2030.⁸ Commissioner Jones indicated that the Governor's Office is considering evaluating transportation's progress in reducing GHGs on an annual basis, during the meeting.

AQCC considered substantial revisions to their Procedural Rules, with the intent to increase public access and engagement, as well improving transparency and clarity in the rulemaking process. NFRMPO expressed concerns in previous rulemakings, regarding expanding rulemaking scopes, timelines and challenges for governmental agencies to engage, and addressing comments from entities that are not parties to the rulemakings. All of which were discussed during the rulemaking hearing on the Procedural Rules. Where the NFRMPO chooses to submit comments on future rulemakings, written comments are anticipated to be due 14 days prior to the hearing to be considered and included in the record. However, the AQCC did discuss a willingness to entertain comments up to and during the hearing itself.

The AQCC took initial preliminary action on the revisions, and is anticipated to finalize adoption at their December meeting. Adopted rules will change the rulemaking process and timelines, as well as promote opportunities for the public to engage and provide input. The AQCC will transition to implementing these new rules in 2025. Given the timing of developing the Ozone SIP revisions associated with the 2015 Ozone standard in early 2025, the RAQC advocated for some degree of flexibility in meeting some of the new requirements.

RAQC Activities

The RAQC Board held a retreat on 11/1/24, including discussions on stakeholder engagement, ozone SIP planning, and the RAQC staff's roles in advocacy on air quality policy, legislation, etc. Separately, the RAQC held a 11/20/24 Control Strategy Committee Meeting discussing oil and gas regulations adopted by the Energy and Carbon Management Commission and how they related to AQCC oil and gas regulations, potential next steps in adopting indirect source rules, landscaping emission reduction opportunities, and potential consumer products' reduction strategies. The RAQC continues to identify setting mobile source emission targets, indirect source rules, and zero-emission forklifts as longer-term emission strategies. More information will be presented on indirect source rules and data from the Phase 2 report at the RAQC's December 3, 2024 meeting.

Other Air Quality Initiatives:

<https://cohealthviz.dphe.state.co.us/t/APCDPublic/views/GHGInventory/Snapshot?%3Aembed=y&%3AisGuestRedirectFromVizportal=y>

⁷ Colorado Department of Public Health and Environment, Air Pollution Control Division's Updated Final Release "2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks with Historical Emissions from 2005 through 2020 and Projected Emissions from 2021 through 2050." November 2024. Table 2.12, "Energy Sector Historical and Projected Emissions by Scenario and Subsector (MMT CO₂eq)", p. 2-33.

⁸ Ibid.



The Governor’s Office released the “Colorado Transportation Vision 2035” on November 19, 2024, identifying transportation related strategies to reduce pollution, advance affordability, and improve quality of life that interrelate to Colorado’s climate, affordability, safety and equity goals.⁹ Mode shift, or changing traveler’s transportation choice is critical to reaching the 65% reduction of GHG emissions from transportation from 2005 levels by 2035. Again, transportation is projected to be largest GHG emitting segment of Colorado’s economy in 2030. This vision document identifies that an additional 1.2 MMT reductions – beyond transportation strategies already being planned and implemented - from non-auto modes of travel (transit, active transportation and walking), including a “near doubling of transit ridership over the next 10 years” are needed to meet Colorado’s overall goal of reducing GHG emissions by 65% from 2005 levels by 2035.¹⁰ While existing revenue sources are listed, it clearly states that additional funding will be required.

The Air Quality Enterprise (AQE) met on November 5, discussing potential topics for the next round of air quality funding (a.k.a. Round 3). In particular, the AQE Administrator mentioned having solicited input from their fee payers on air quality topics on which to focus and reported not having received any feedback. The AQE meets again in January and intends to move forward with Round 3, in 2025. This meeting will provide an opportunity to weigh in on potential air quality projects in need of funding. At the same time, this might be a good opportunity to advocate for projects that align with the request of the Intermountain West MPO group outlined in the September 2024 joint letter to EPA.

Upcoming Activities:

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

Meetings TRE Plans to Attend (or screen)

- 12/3/24 RAQC ISR Control Strategy Subcommittee Meeting
- 12/5/24 NFRMPO Council Meeting
- 12/6/24 RAQC Board Meeting
- 12/13/24 EPA’s CASAC Mobile Sources Technical Review Subcommittee Meeting⁵
- 12/18-20/24 AQCC Meeting

Other Anticipated Air Quality Activities

- EPA’s guidance on Contingency Measures
- EPA’s Review of the Ozone Standard

⁹ Colorado Governor’s Office, “Colorado Transportation Vision 2035.” November 2024. Downloaded 11/19/24 at: <https://drive.google.com/file/d/1vRitrR04pT3jlf70KktbNKG6XZdXZptq/view>

¹⁰ Ibid, at p. 20.




Nonattainment Area Air Pollution Mitigation Enterprise



COLORADO
Department of Transportation


“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Fall 2024

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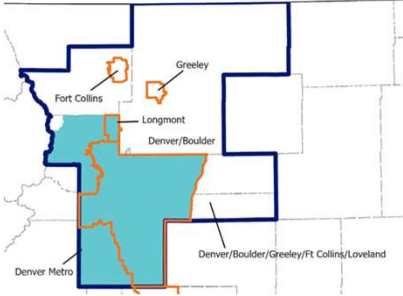



“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Overview

- Colorado Senate Bill 21-260 created the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME): naapme.codot.gov
- NAAPME funds projects that help address traffic congestion and reduce environmental and health impacts of transportation in Colorado’s Nonattainment areas (currently Metro Denver, North Front Range, and Upper Front Range).
- CCTAP is the first NAAPME grant funding program, with \$17 million available.



COLORADO
Department of Transportation
Nonattainment Area Air Pollution Mitigation Enterprise



 Ozone Nonattainment Area

Fall 2024

“Community Clean Transportation Assistance” Grant Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - NOFO

Notice of Funding Opportunity

- [The NAAPME 10-Year Plan](#) identifies these funding focus areas:
 - **Projects that sustainably reduce traffic congestion** (transit services, mobility hubs, sidewalks & bike paths, car-/van-pools, etc.);
 - **Projects that reduce the environmental and health impacts of transportation** (lowering construction impacts, roadside vegetation, etc.); and/or
 - **Projects that improve neighborhood connectivity for communities adjacent to highways** (sidewalks, bike/ped connectivity, reduce urban traffic speeds, etc.).
- [Federal “Congestion Mitigation and Air Quality \(CMAQ\)” Project types](#) are also eligible for this funding.
- Project awards of \$500,000 to \$17,000,000

Fall 2024

“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Eligibility

CCTAP Eligibility Criteria

- Eligible project sponsors meet criteria under [43-4-1302 C.R.S.](#)
- Eligible project sponsors are [in good standing with the Colorado Secretary of State](#), have no projects on the federal inactive list, and have not had a non-compliance determination on a sub-allocated recipient audit/visit.
- Projects must demonstrate and report emissions reduction benefits in ozone precursors (CDOT can provide technical assistance).
- Proposed transportation infrastructure must complete a review of the project proposal for feasibility of their scope.
- 20% local match (hardship waivers possible)
- Infrastructure projects are open to the general public, ADA-compliant, and comply with with any other applicable rules and regulations.

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“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Evaluation

CCTAP Evaluation Criteria (Points)

- Emissions reduction benefits in ozone precursors (25)
- Project is located within or supports a disproportionately impacted community, demonstrated outreach to engage with those communities, and how the project would help address community needs and/or issues (25)
- Project meets NAAPME business purpose and funding focus areas (15)
- Project is prioritized in an approved transportation improvement plan (15)
- Demonstrates likelihood of successful project delivery, including commitment for long-term maintenance of infrastructure projects (5)
- Demonstrates that the project improves traveling safety, especially for vulnerable road users (5)
- Demonstrates improvement/expansion of transportation choice or neighborhood connectivity (5)
- Quality of the Application (5)

Fall 2024

“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Timeline

CCTAP Application Timeline

- **November 2024 through February 2025:** Open period for questions, technical assistance, and identification of engineering review of proposed project.
- **5:00 p.m., Feb. 25, 2025:** Deadline to Submit Draft Applications for Review
- **March through April 2025:** Technical review of applications review for project feasibility.
- **5:00 p.m., April 30, 2025:** Deadline to Submit Final Applications.
- **May 2025:** Applications evaluated by Enterprise staff
- **4:30 p.m., June 26, 2025:** Board of Directors review and award projects.
- **No later than July 31, 2025:** Award Notices Sent to Applicable Parties

Fall 2024

“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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“Community Clean Transportation Assistance” Grant Funding Program (CCTAP) - Engagement

CCTAP Plans for Public Engagement

- Website launch (November 4, 2024):
codot.gov/programs/naapme/naapme-community-clean-transportation-assistance-grant-funding-program
- Press Releases for Start and Close of Grant
- Presentations to DRCOG, NFRMPO and Upper Front Range TPR
- Email messages to potential communities in the nonattainment area.
- NOFO in Spanish
- At least one CCTAP webinar
- FAQs on website (updated monthly)

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“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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CCTAP - Thank You, and Questions?



COLORADO

Department of Transportation

Nonattainment Area Air Pollution
Mitigation Enterprise

naapme.codot.gov

codot_nonattainmententerprise@state.co.us

Fall 2024

“Community Clean Transportation Assistance” Grant
Funding Program (CCTAP)

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

November 21, 2024
3:00 p.m.
Microsoft Teams

Members	Staff
Johnny Olson	Paul Sizemore
Bill Jenkins	Becky Karasko
Kristin Stephens	Cory Schmitt
Matthew Fries	Michelle Edgerly, Go Figure
	Barbara Bills

The meeting was called to order by Olson at 3:01 p.m.

Approval of Minutes:

Fries made the motion to approve the August 22, 2024, meeting minutes, and Stephens seconded. The motion passed by acclamation.

2024-2025 UPWP FY 2025 Budget Amendment:

Sizemore discussed the reasoning behind the need for a FY 2025 Amendment. First, the actual CPG revenue is greater than estimated. Staff is proposing to use \$25,000 of this additional revenue for Travel Demand Model software training and technical support.

Second, is the application of “Advanced Federal CPG Funds” or toll credits. These credits will be used to offset the customary local match. It was left to the discretion of the MPO whether to continue invoicing the communities for the entire match amount. It was determined that the MPO would not bill for the local match for FY 2025 and FY 2026.

Thirdly, the rollover amount from FY 2024 is less than estimated.

Finally, the UPWP has changed its required format for Complete Streets. They now require the allocation to be displayed separately. This will not have any effect on the budget.

Stephens moved and Jenkins seconded the motion to recommend approval to the Planning Council. It passed unanimously.

Quarterly Mobility Program Update:

Schmitt announced his resignation from the MPO effective December 5, 2024.

As of about a week and a half ago, RideNoCo is completely implemented. They have received more calls in the first three quarters of 2024 than in the entire year of 2023.

The meeting was adjourned at 3:44 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
November 20, 2024**

PRESENTATION

NAAPME Community Clean Transportation Assistance Small Grant Funding Program – Darius Pakbaz, CDOT, discussed the NAAPME Community Clean Transportation Assistance Small Grant Funding Program. He discussed the creation of NAAPME, the source and purpose of NAAPME funds, and the grant funding program. Pakbaz provided a high-level overview of the Notice of Funding Opportunity (NOFO) including funding focus areas, eligible project types, and project award range. He then discussed details about eligibility criteria, evaluation criteria, and the points associated with the evaluation criteria. Pakbaz concluded with the application timeline and plans for public engagement.

Climate Smart Future Ready – Heidi Pruess, Larimer County, discussed the Climate Smart Future Ready plan. She talked about the three interconnected focus areas associated with the 5-year plan. Pruess provided background on the plan including the County’s approach and role in developing the Plan, the strategies in the plan, and the collaboration between County staff and plan action teams. She discussed accomplishments associated with the plan including Greenhouse Gas (GHG) reduction and the collaboration that has occurred between County staff and action teams to address focus areas in the plan.

DISCUSSION ITEM

FY2024 TIP Delay Review – Stockburger discussed TIP projects subject to the TIP Delay Procedure for FY2024. Projects awarded by the NFRMPO Planning Council are subject to the annual Delay Procedure. He went over a list of 3rd delay, 2nd delay, and 1st delay projects. Some projects, subject to the Delay Review, met the milestone deadline and are not delayed.

NFRMPO 10-Year Priority List Update – Karasko provided an update on the NFRMPO’s 10-Year Priority List. Karasko reminded TAC members that a doodle poll was sent out for the January 2025 in-person NFRMPO 10-Year Priority List Workshop. The list of priority projects was sent out to TAC members to make sure the list was accurate and to see if their project needed to be moved to a different tier or added to the priority list. Weld County, Greeley, Fort Collins, and Berthoud representatives discussed their projects and why they requested the project be moved to a different tier or added to the project priority list.

MMOF Call for Projects – Northrop provided an update on the 2024 MMOF Call for Projects process. He discussed draft project applications, the CDOT review process, the GHG analysis, final project applications, and scoring committee review. Northrop then provided details on the final applications including project categories, primary application components, location of project sponsors, and a review of funding requests. He then discussed next steps including the scoring committee review and meeting, and TAC discussion on recommended projects in December. Northrop concluded with a review of the remaining MMOF schedule.

MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: December 5, 2024
Re: Discussion – FY2024 TIP Project Delay Review

Objective

To discuss TIP projects subject to the TIP Delay Procedure, including:

- Whether or not to grant extensions to delayed projects.

Summary

- Projects awarded funding (federal or state) by the NFRMPO Planning Council are subject to the annual TIP Project Delay Procedure.
- In November 2024, sponsors provided project status information for projects with a milestone deadline of FY2024 or earlier, summarized in **Tables 1-3**.
 - Twenty-eight projects were subject to the FY2024 delay review
 - Two projects are delayed for the third time shown in **Table 1**;
 - Nine projects are delayed for the second time shown in **Table 2**;
 - Seven projects are delayed for the first time shown in **Table 3**;
 - Ten projects were subject to the delay review, met the milestone deadline, and not delayed as shown in **Table 4**

Eighteen delayed projects are requesting consideration for extensions, seven for the first one-year extension, nine projects are requesting a second one-year extension, and two are requesting a third one-year extension.

Supporting Information

- The TIP delay procedure, as identified in the *FY2024-2027 Transportation Improvement Program* (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, TA, CRP and MMOF programs (or their successors/equivalents in future or past federal surface transportation legislation and state transportation legislation).
- The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects.
- The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.
- Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.
- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.

- Planning Council may approve 2nd and 3rd extensions if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted 3rd and subsequent extensions if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd and 3rd delays.

Staff requests Planning Council to review the FY2024 Project Status Reports and be prepared to discuss providing extensions to projects with delays.

Attachments

- **Table 1. FY2024 Project Status Report – 3rd Delay**
- **Table 2. FY2024 Project Status Report – 2nd Delay**
- **Table 3. FY2024 Project Status Report – 1st Delay**
- **Table 4. FY2024 Project Status Report – Not Delayed**

Table 1. FY2024 Project Status Report – 3rd Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2024 Project Status Comments	2023 Review Outcome	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
US 287 Intersection Improvements	Fort Collins	STBG	FY22	March 2025	Design has reached the Final Office Review (FOR) stage. The City is pursuing an amicable acquisition needed for one location with Colorado State University (CSU).	2 nd Extension	3rd Delay	\$2,044
59th Avenue and O Street Roundabout	Greeley	STBG	FY22	Late 2023	Discussions continue with the Great Western Railroad to determine an agreement between the City's Water department and the railroad for a crossing agreement. Construction is anticipated to begin and be completed in 2025.	2 nd Extension	3rd Delay	\$1,329

Table 2. FY2024 Project Status Report – 2nd Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2024 Project Status Comments	2023 Review Outcome	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
Poudre River Regional Trail Windsor to Timnath Connection	Larimer	MMOF	FY22	Early 2025	A new alignment was negotiated with a landowner and new ROW plans were submitted to CDOT. Once we receive approval from CDOT on the new ROW plan, the project will proceed.	1 st Extension	2 nd Delay	\$399
WCR 13 Alignment Improvements	Windsor	STBG	FY23	August 2024	Much of the roadway is within a floodplain/floodway FEMA map boundaries which Larimer County is in the process of revising. Map revisions aren't anticipated to be complete until Spring 2025.	1 st Extension	2 nd Delay	\$1,187
CR 19 (Taft Hill Road) Improvements	Fort Collins	STBG	FY23	Late 2025	Reviewing comments on final design plan set from stakeholders and relevant agencies. Larimer County is pursuing acquisitions needed for construction.	1 st Extension	2 nd Delay	\$3,834
Us 287 & Trilby Intersection Improvements	Fort Collins	CMAQ, STBG	FY23	March 2025	CP1 is substantially complete. Continued Construction Manager/General Contractor (CM/GC) negotiation and budget modifications for Construction Package 2 (CP2).	1 st Extension	2 nd Delay	\$3,977
83rd Ave Roadway Improvements	Greeley	STBG	FY23	April 2024	Contract was signed 4/19/2024 to begin design on the improvements. Construction to be completed in 2026.	1 st Extension	2 nd Delay	\$1,873

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2024 Project Status Comments	2023 Review Outcome	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
Citywide Signal Retiming	Greeley	CMAQ	FY23	April 2024	Work is ongoing with selected consultant (anticipated completion date – March 2025)	1 st Extension	2 nd Delay	\$273
Poudre River Trail Realignment Improvements	Windsor	TA	FY23	December 2024	The Town is anticipating the final Easement dedication very soon and is ready to move forward with advertisement of the project for construction.	1 st Extension	2 nd Delay	\$544
SH 287 West Sidewalk Gap	Loveland	MMOF	FY23	April 2025	Finishing up Easement Acquisitions, utility relocations and final plans and specifications	1 st Extension	2 nd Delay	\$292
US 34 Widening - Boise to Rocky Mountain	Loveland	STBG	FY23	May 2025	Awaiting environmental clearance, ROW Easement Acquisition and Utility Relocations	1 st Extension	2 nd Delay	\$1,536

Table 3. FY2024 Project Status Report – 1st Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2024 Project Status Comments	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
Phemister Trail and Bridge	Larimer	MMOF	FY24	1/11/24	Delays in ROW acquisition delayed the concurrence to advertise resulting in an expected construction in Early 2025. The project is largely located within a floodplain which further limits our window for construction outside of April - September.	1 st Delay	\$466
E Harmony Road/WCR19 Intersection Improvements	Severance	STBG	FY24	Early 2025	Design delays due to additional design information required, additional field studies and potholing activities.	1 st Delay	\$1,163
US287 Signal Coordination Improvements	Loveland	CMAQ	FY24	February 2024	Project is currently on hold awaiting a decision by CDOT HQ Signals and ITS about Systems Engineering Requirement	1 st Delay	\$620
West Elizabeth Corridor Design – 100%	Fort Collins	MMOF	FY24	July 2023	Completed 60% design in June. Continuing design efforts with a focus on the transit station and roundabout at Overland Trail/West Elizabeth. (New Notice to Proceed not issued, per CDOT).	1 st Delay	\$1,232
Mulberry Street Traffic Signal Synchronization	Fort Collins	CMAQ	FY24	May 2025	Intergovernmental Agreement (IGA) approved by City Council on 09/17/2024. Project design first quarter of 2025. Construction plans are being finalized.	1 st Delay	\$440
Power Trail Harmony Grade Separated Crossing	Fort Collins	CMAQ	FY24	March 2025	Design has reached the Final office review (FOR) stage.	1 st Delay	\$5,939

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2024 Project Status Comments	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
35th Avenue Adaptive Signal Control Technology	Greeley	CMAQ	FY24	January 2026	Slated to begin in 2026 when funding is appropriated per the 2025 CIP budget	1 st Delay	\$604

Table 4. FY2024 Project Status Report – Not Delayed

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2024 Project Status Comments	2023 Review Outcome	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
Phase 3 Fiber	Greeley	CMAQ	FY23	August 2023	Project construction complete. \$150k is remaining to be reimbursed for construction costs.	1 st Extension	Not Delayed	\$2,375
Timberline Road Corridor Improvements	Fort Collins	PNF	9/30/2024	September 2022	CDOT closeout underway.	N/A	Not Delayed	\$2,964
Intersection Improvements at SH 257 & Eastman Park Dr	Windsor	PNF	9/30/2024	June 2023	Construction completed end of 2023. CDOT documentation LA closeout is underway.	N/A	Not Delayed	\$1,000
North LCR 17 Expansion	Larimer	STBG, TA, CRP, PNF	FY23, 9/30/2024	October 2023	This project is complete. We are working on the closeout documentation with CDOT. There may be one RFR that will get submitted, but we anticipate the project should be closed out by the end of year or shortly after.	1 st Extension	Not Delayed	\$594
11th St Multimodal Design	Windsor	MMOF, CRP	FY23	May 2024	Advertised for Construction in April 2024 and construction was completed in August 2024. CDOT Documentation LA closeout is underway.	1 st Extension	Not Delayed	\$740
North Taft Ave & US 34 Intersection Widening/Improvements	Loveland	CMAQ	FY22	April 2024	Project in Construction. Expected completion 7/1/2025	2 nd Extension	Not Delayed	\$3,330
Transfort Electric Bus Purchase	Fort Collins	CMAQ	FY22	Q4 2023	Final 5 buses utilizing FY2023 CMAQ funds have been ordered with an anticipated delivery in Q2 of 2026.	1 st Extension	Not Delayed	\$4,366

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2024 Project Status Comments	2023 Review Outcome	2024 Delay Status	NFRMPO Awarded Funds (in thousands)
Laporte Ave Improvements – Fishback to Sunset	Fort Collins	MMOF	FY24	November 2024	Constructed has started as of 11/06/2024 between Taft Hill and Sunset and anticipate completion late spring/early summer of 2025. Construction between Fishback to Taft Hill is complete.	N/A	Not Delayed	\$250
Poudre Trail Wayfinding – I-25 to Island Grove Park	Windsor	TA	FY23	January 2025		1 st Extension	Not Delayed	\$85
COLT Route Expansion	Loveland	MMOF	FY24	August 2023	Ongoing - four years of operating funding	N/A	Not Delayed	\$461

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, November 7, 2024; 8:30 a.m. - 11:30 p.m.

General Legislative Update

- No updates on the District 5 Transportation Commissioner appointment yet.

State Legislative Update

- State legislative session to start in January 2025.
- Significant budget deficit identified for the State of Colorado (see budget discussion for details)
 - However, no discussion of administrative cuts or furloughs occurred.
- Continuous Spending Authority is being sought for SB 260 programs, including MMOF program funds which are currently annually appropriated.
- CDOT is seeking other transportation fees to cover maintenance and asset management programs.

Federal Legislative Update

- The Transportation sector and IIJA may have substantial changes with the new federal administration.
- On December 20, the 2024 Budget expires and will need a continuing resolution to keep the budget active for FFY 2025-2026.
- Transportation reauthorization package anticipated to look different at the federal level.
- CDOT does not specifically know when FHWA is to release the notification of rural surface transportation program awards, but it is anticipated in a couple months.
- CDOT was awarded \$47M for safety improvements on US 287 from Boulder County up to the Wyoming border. CDOT also received \$66M in a Consolidated Rail Infrastructure and Safety Improvements (CRISI) FRA grant to improve the rail corridor from Union Station to Longmont.

Fiscal Year 2026 Proposed Budget Review - Jeff Sudmeier, CDOT Chief Financial Officer

- CDOT is updating FY 2026 budget to respond to state budget deficit in the next two weeks for the TC.
- TC adopts a draft budget in November 2024 and the final budget in March 2025.
- A number of budget adjustments are forthcoming, and two main changes based on the state budget deficit are:
 - Reduction in Road Safety surcharge - roughly \$65M of HUTF.
 - \$39M less from the SB 260 General Fund transfer.
 - Overall impact to the budget would be \$2.2B to \$2.1B
- The current budget is estimated to be roughly \$1.7B for CDOT and \$470M for Enterprises.
- An overview of the update to the 10-Year Plan was provided.

STAC Action: STAC voted to recommend the TC approve the proposed budget.

STAC Work Plan Discussion - Gary Beedy and Darius Pakbaz

- A draft 2025 STAC work plan was presented that includes standing agenda items.
- Workplan considers: Training and onboarding, 2050 SWP, 10-Year Plan, Enterprise Updates, Winter Maintenance, FY 26 Budget Overview, STIP Update and Adoption, TPR RPA Grants, Rest Area Program Update, and Aeronautics Update.

Discussion

- Several STAC members commented on the need for STAC to add value and be better integrated and aligned with TC decision making. STAC working in unison before advising the TC is one approach noted.

- Policy Directives planned would be good to add: PD 1602 (Bike and Ped) is one known for a need to update, Annual Update of PD 14, Update PD 1601(TDM requirements for intersection approvals), Add GHG Rule 2 CCR 601-22, PD 1610, cover a briefing of one PD at each meeting. Another suggestion was to discuss the Interagency Consultation Team (IACT) and their role in implementing GHG PD 1610.
- Consider making FASTER an enterprise as one approach to keeping these funds available.
- The 10-Year Plan will be critical over the next years to monitor closely.
- STAC requested CDOT to forward a copy of PD 1602 to STAC membership as a follow up item to today's meeting.
- CDOT will bring back a revised STAC Work Plan for 2025 and post it on the CDOT website.

Statewide Travel Survey Update - Erik Sabina, DTD Deputy Director

- The survey work is going well, and we are heading towards the conclusion of this statewide project, with a plan to finish the survey in March 2025, and the project report in September 2025.
- MPOs and CDOT all have contributed funds for this project.
- Attempting to identify the impacts of various types of transportation projects on travel behavior.
- New data gathering from cell phones, and including weekend travel patterns, and multiple new modes of transportation.
- Shared a live feed from the survey via a live portal including over 12,700 households participating.

Discussion

- Eastern Colorado and low population areas may have a low response, was a concern of Chair Beedy. However, the numbers are looking pretty good in the Eastern Plains to date, but Erik will check on the status of the response rate for Eastern Colorado.
 - CDOT is using big data from survey consultant team, Locust data to track travel in, out and through Colorado.

2050 Statewide Plan Update - Darius Pakbaz

- Active Transportation and Transit Plan Discussion
 - This plan promotes intentional integration of active transportation modes and transit into the Colorado transportation system.
 - Presentations covered key information regarding active transportation and transit planning activities occurring at CDOT.
 - Both elements will be rolled up into the 2050 Statewide Transportation Plan.
- Next Steps for Active Transportation and Transit Plan
 - Long-range plan modal integration will be ongoing topics of STAC meetings
 - Other topics integrated into the statewide long-range plan include: freight, asset management, resilience, and safety.
- Discussion:
 - Pueblo Area asked for their region's ATP survey results. CDOT is in the process of compiling results based on MPOs and TPRs.
- PD 14 Letter from NFRMPO
 - As a result of the comments in the letter from NFRMPO regarding the revised PD 14, draft text changes to PD 14 were submitted to the 2050 SWP Subcommittee of the Transportation Commission for their review. PD 14 is a potential living document. The TC will discuss these changes to PD 14 at their November meeting.
 - STAC requested to be informed of the results of the 2050 SWP TC Subcommittee review of PD 14 text changes and to keep the STAC posted. CDOT agreed to report back on this.

Other Business - Gary Beedy

- Next STAC meeting is scheduled for January 9, 2025