

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

January 9, 2025
Hybrid Meeting in Windsor, CO

Voting Members Present:

Johnny Olson – Chair
Kristin Stephens – Vice Chair
John Mallo – Past Chair
Tricia Canonico
Julie Cline
Paula Cochran
Dan Dean
Scott James
Bill Jenkins
Matt Fries
Will Karspeck

-Greeley
-Larimer County
-Loveland
-Fort Collins
-Windsor
-LaSalle
-Milliken
-Weld County
-Timnath
-Severance
-Berthoud

Voting Members Absent:

Fil Archuleta
Mark Clark
Jessica Ferko
Liz Heid
Andrew Paranto
Vacant

-Garden City
-Evans
-APCD
-Eaton
-Johnstown
-Transportation Commission

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

In Attendance: Dan Betts, Brad Buckman, Rich Christy, Michelle Edgerley, Jim Eussen, Hanna Feldmann, Gina Fox, Nicole Hahn, Dana Hornkohl, Will Jones, Scott Kemper, Katrina Kloberdanz, Joshua Ma, David Martinez, Dee McIntosh, Dan Meyers, Heather Paddock, Scott Pearson, Lainie Peltz, Lynette Pepples, Evan Pinkham, Justin Stone, Josie Thomas, Eric Tracy, Keith Wakefield, Dena Wojtach

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

Public Comment

No comments were submitted.

Move to Approve Minutes

Stephens **moved** to *APPROVE THE DECEMBER 5, 2024 MEETING MINUTES*. The motion was **seconded** by James and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Olson 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 explained that the EPA set a new, lower PM2.5 National Ambient Air Quality Standard (NAAQS) in early 2024 of 9 µg/m³. She stated that this set into motion a process to determine which areas are or are not meeting this standard. She explained that as a result of this process, it was found that the three-year averages for PM2.5 monitoring sites are below the 9 µg/m³ standard. Therefore, the APCD is recommending that the AQCC support its recommendation to the EPA that all areas within the state meet the new, lower standard. The public hearing for this will take place in January 2025.

The Council discussed the locations of PM2.5 monitors, as well as the correlation between higher polluting vehicle use and disproportionately impacted populations.

Wojtach then explained that at the December 18, 2024 RAQC Control Strategy meeting, they discussed potential control strategies for mobile source emission caps and are considering setting future emission targets for mobile source emissions. She stated that the RAQC will have more information on this over the next few months as they have more detailed conversations about this potential strategy.

Regional Air Quality Council (RAQC)

Stephens stated that there have been 2 RAQC meetings since the last NFRMPO Planning Council meeting, and they have been discussing potential control strategies for reducing ozone.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens discussed the new Community Clean Transportation Assistance Grant Funding Program (CCTAP), which is now accepting applications. The program has approximately \$17M available, with a minimum request of \$500,000. She mentioned the application takes into consideration disproportionately impacted communities. Draft applications are due at the end of February. She explained that this funding can be used for multimodal projects.

Olson asked if this funding can be used for a TMO. Stephens responded by saying she did not believe that this funding can go directly to a TMO, however, if a project is being done on the same corridor that would benefit a TMO that should be okay.

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson requested a volunteer for the vacancy on the NFRMPO's Finance Committee. He explained Stephens stepped into the Vice Chair position and she moves off of the Committee, which created this vacancy. Mallo then nominated himself to serve on the Finance Committee.

Executive Director Report

Sizemore discussed the Greeley MERGE project, which went to the Transportation Commission in December. He let the Council know the UPWP Amendment was approved by FHWA. He explained that in September, he cosigned a letter to the EPA explaining concerns for ozone in the Intermountain West region. A response was received from the EPA, which acknowledged the concerns and discussed a study they are currently conducting related to the concerns. He announced that the new Transportation Commissioner for District 5 is Cecil Gutierrez.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

CONSENT AGENDA:

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

ACTION ITEMS:

Off-Cycle December 2024 TIP Amendment – Stockburger described that the Off-Cycle December 2024 TIP Amendment includes the addition of a CDOT Region 4 new project titled US 287 Median Safety Berthoud South. He stated the funding amounts and sources for the project for FY25-27. He explained the purpose of the project is to help reduce head-on collisions and that approximately 3 miles of the project is located within the NFRMPO region. He stated that the 30-day public comment period opened on December 11 and will close on January 10, and the approval of this amendment is contingent on there being no comments by the end of the public comment period. He mentioned that an equity analysis was conducted for this project, and information on that can be found in the handouts packet. He stated that NFRMPO Staff found no disadvantages and support adding this to the Off-Cycle December 2024 TIP Amendment to the F20Y24-2027 TIP.

Karspeck **moved to** approve *RESOLUTION NO. 2025-02 OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL APPROVING THE OFF-CYCLE DECEMBER 2024 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEMS:

2021-2025 NFRMPO Targets for Safety Performance Measures – Marek discussed the 2021-2025 NFRMPO Targets for Safety Performance Measures. She explained the federal requirements for the targets and that the NFRMPO can either support the state’s targets or set regional targets. Marek noted safety targets are established as an amount not to be exceeded rather than a reflection of the desired outcome. She also explained that targets cannot be aspirational and must be data driven, therefore the numbers presented cannot be changed and one of the options must be selected. She mentioned that setting regional targets may be the best course of action due to the region’s desire to improve safety. She noted the NFRMPO’s history of supporting the state’s targets until 2024, which is when the NFRMPO adopted regionally specific targets. She presented the state targets option and the NFRMPO regional targets option as well as the methodologies used to create these targets. She explained that CDOT’s targets have increased in all areas, and the NFRMPO’s targets have seen a decrease in fatalities and the fatality rate but increases in the other categories. She explained the timeline for the target setting process. TAC will take action on the targets at their January meeting, Planning Council will adopt the targets at their February meeting, and the targets will be submitted to CDOT by the end of February 2025.

Stephens asked if the reason behind some of the big dips in the number of fatalities and serious injuries from year to year could be attributed to bad weather events. Marek responded that she is unsure if these dips are due to weather events and would need to take a closer look at the data to respond to that. Stephens then voiced support for setting regionally specific targets and asked what advantages or additional funding would be available by adopting regional targets. Marek explained that there are no penalties if the MPO adopts its own targets and there is no additional funding available if we adopt regional targets. She reminded everyone that the NFRMPO Planning Council adopted a Towards Zero Deaths safety vision a few years ago and ultimately that is the region’s goal regardless of statewide targets or regional targets being adopted.

Jenkins brought up the point that the state uses data from a larger sample size compared to the NFRMPO region, therefore the state’s targets could have more statistical significance. Jenkins then highlighted some projects happening throughout the region that are likely to improve safety, therefore he supports regionally specific targets despite the lower statistical significance and higher risk of variability of the regional data.

Olson mentioned that the region will not know if we achieved our targets for at least 2 years due to the time lag in crash data being available. He stated that despite this, he still supports regionally specific targets. Canonico agreed and offered support for regional targets as well.

Mallo mentioned that from a practical standpoint, the region has more control over its own crash statistics whereas the region does not have as much control when considering the entire state.

Multiple Planning Council members expressed support for a regional crash data dashboard that would include more up-to-date data than what is available from CDOT. They expressed that this would help make safety target setting more meaningful and help the region know if they are meeting their targets or not much quicker than the current process.

NFRMPO 10-Year Priority List – Karasko provided an update on the agenda and logistics for the upcoming January 30th 10-Year Priority List Workshop.

2024 MMOF Call for Projects – Northrop provided an update on the 2024 MMOF Call for Projects Scoring Committee’s funding recommendations. He provided a brief overview of the MMOF program goals and funding amounts available in FY24-28 funds. He explained that for Category A, the Scoring Committee is recommending the US34 Transit Sidewalk Connectivity Project, the Taft Hill Road Corridor Project, and the Foothills Transit Station and Roundabout Project be funded. For Category B, the Scoring Committee is recommending the FRPR Fort Collins and Loveland Station Project and the Weld County On-Demand Transit Program Project be funded.

Olson wanted to know regarding the FRPR project, if it takes many years for FRPR to come then what would happen with the money. Canonico specified that the project is a station identification study, not money to build the stations.

Wakefield discussed the US 34 Transit Sidewalk Connectivity Project in Loveland, which would build a multi-use trail along US 34. He explained where the project is happening in Loveland, and that this is an area with lots of businesses, residences, traffic, bus stops, and is near the Recreation Trail Loop but there is no sidewalk on one side of the road. He discussed the benefits of the project and mentioned the existing plans that the project would support.

Ma discussed the Foothills Transit Station and Roundabout Project at the intersection of Overland trail and West Elizabeth Street. He mentioned that the project would create a much-needed mobility hub for the west side of Fort Collins. Additional project benefits and costs were also explained by Ma.

Tracy discussed the Taft Hill Road Corridor Project and how it would upgrade LCR 19 (Taft Hill Road) to a four-lane arterial with multimodal improvements between Brixton Road and West Horsetooth Road. He explained the benefits as well as costs for the project. Jenkins asked if the bike lane is supposed to be protected on one side and not the other. Tracy confirmed that this is correct.

Hornkohl discussed the FRPR Foco and Loveland Stations Project which would include station area planning and the identification of station locations. He explained the project costs, benefits, coordination required between multiple agencies, and the project timeline.

Pinkham discussed the Weld County On-Demand Transit Project. He explained the purpose of the project is to fund on-demand transit service for seniors aged 60+ and for people with disabilities. Pinkham stated that this is a continuation of the current on-demand transit service and would fund 3 additional years at no cost to riders. He explained the project partners, the service area boundary, and the project goals and benefits. Cline stated that Windsor is excited for this project as there is a need for on-demand transit service for seniors.

COUNCIL REPORTS:

Transportation Commission – None.

I-25 Coalition – None.

US-34 Coalition – James announced the new chairperson for the US 34 Coalition is Julie Kline.

Front Range Passenger Rail District – Canonico stated that at the last meeting, the action items that passed included appointing an interim director and a budget.

Host Council Member Report – Cline mentioned that Windsor is focusing on widening state highway 392 and this project is still undergoing preliminary design. She also mentioned that Windsor was awarded a \$120,000 SS4A planning grant to develop roadway safety action plan, and so far they have conducted a crash data analysis, identified unsafe intersection, and conducted safety audits at those intersections. Anticipated adoption of the roadway safety action plan is spring 2025. She mentioned that the cost for their upcoming 7th Street Bridge Rehabilitation Project is around \$1.6 million, and they have already received a grant from CDOT for \$330,000. At Crossroads Boulevard and Colorado Boulevard, Windsor will be relocating utilities so they can put in a roundabout in the future. She stated the town will also be working on railroad crossing improvements.

EXECUTIVE SESSION

Chair Olson entertained a motion to enter into Executive Session.

Jenkins **moved** the Council enter into an Executive Session pursuant to section C.R.S. 24-6-402(4)(f) for discussion of a personnel matter regarding the Executive Director's Performance Evaluation Process for the current year and potential salary and benefits contract 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. The motion was **seconded** and **passed** unanimously.

Chair Olson initiated a short recess at 7:54 p.m.

Council entered Executive Session following the recess. The session ended at 8:12 p.m.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The MPO Council meeting was adjourned at 8:14 p.m.

Meeting minutes submitted by: Mykayla Marek, NFRMPO Staff