



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

February 6, 2025

In Person: Weld County Administration Building Events Center, 1150 O Street, Greeley, CO 80613

Virtual: Call-in Number: (872) 240-3212 **Access Code:** 187-535-685

Weblink: <https://meet.goto.com/NFRMPO/2025nfrmcouncil>

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	Johnny Olson, 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>	-	-

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – January 9, 2025	Johnny Olson, Chair	9	6:05
4	2021-2025 NFRMPO Targets for Safety Performance Measures Resolution 2025-03	Mykayla Marek, Transportation Planner I	15	-
5	2024 MMOF Call for Projects Resolution 2025-04	Becky Karasko, Transportation Planning Director	19	-

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	Air Pollution Control Division (APCD)	Jessica Ferko, Manager, Planning & Policy Program, CDPHE-APCD	Handout	6:10

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7	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	22	6:20
8	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair, Larimer County Commissioner	26	-
9	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
10	Report of the Chair	Johnny Olson, Chair	-	6:35
11	Executive Director Report	Paul Sizemore, Executive Director	-	6:40
12	Finance Committee: FY2024-2025 UPWP FY2025 Budget Modification Memo	Written	32	-
13	Legislative Report	Written	Handout	-
14	TAC	Written	33	-
15	Q4 2024 TIP Modifications	Written	34	-
16	Mobility	Written	Handout	-

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	2024 MMOF Call for Projects: Weld County Local Match Reduction Request Resolution 2025-05	Becky Karasko	35	6:50
18	January 2025 TIP Amendment Resolution 2025-06	Jonathan Stockburger, Transportation Planner I	39	6:55
19	FY2023 & FY2024 Transfort POP Update Resolution 2025-07	Joshua Ma, Transfort	42	7:00
20	FY2025 Transfort POP Resolution 2025-08	Joshua Ma	47	7:05
21	NFRMPO 10-Year Priority List	Becky Karasko	Handout	7:10



Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	National Performance Measures 4-Year Target (2025) Adjustments	Becky Karasko	51	7:20

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
23	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:25
24	STAC Report	Written Report	55	-
25	Colorado Transportation Investment Office (CTIO)	Written Report	57	-
26	I-25 Coalition	Paul Sizemore	-	-
27	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	60	-
28	Host Council Member Report	Perry Buck, Weld County Commissioner	-	7:35

Meeting Wrap Up:

- Next Month’s Agenda Topic Suggestions
- Next NFRMPO Council Meeting: March 5, 2025 – Hosted by Larimer County



MPO Planning Council

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember –Chair

Alternate- Brett Payton, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner – Vice Chair

Alternate- Jody Shaddock-McNally, Commissioner

City of Loveland

Jon Mallo, Mayor Pro Tem – Past Chair

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

Weld County

Scott James, Commissioner

Alternate- Perry Buck, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, 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
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)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
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

GLOSSARY (cont'd)

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
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
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
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)
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
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 Options Fund (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)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
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
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized 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
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA 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
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
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)
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
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

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

MEMORANDUM

To: NFRMPO Planning Council

From: Mykayla Marek

Date: February 6, 2025

Re: Action - 2021-2025 NFRMPO Targets for Safety Performance Measures

Objective

Planning Council adoption of regionally-specific targets for the five federally required Safety Performance Measures for 2021-2025.

Summary

Per federal requirements, the NFRMPO must set targets for five Safety Performance Measures for the 2021-2025 period by February 28, 2025. CDOT set statewide targets for 2021-2025 in August 2024.

To set Targets, the NFRMPO can either:

- A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or
- B. Set targets specific to the NFRMPO region.

The statewide targets set by CDOT for the 2021-2025 period include:

- Number of Fatalities – **740**
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – **1.363**
- Number of Serious Injuries – **3,640**
- Rate of Serious Injuries per 100M VMT – **6.701**
- Number of Non-motorized Fatalities and Serious injuries – **659**

The NFRMPO used the same methodology CDOT used to set the 2021-2025 safety targets to present the status of safety in the NFRMPO and potentially set regional targets for the 2021-2025 period rather than support the statewide Targets. The state target option and the regional target option is presented in **Table 1**.

Analysis

Requirements and Considerations:

- Targets for the Safety Performance Measures are set based on a rolling 5-year average.
- CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2024 and 2025. The 5-year average was calculated using actual fatality and serious injury numbers for 2021-2023 and the forecasted numbers for 2024-2025. NFRMPO Staff duplicated this methodology using crash data for the region.



- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets.
- The NFRMPO and CDOT must set targets for the five Safety Performance Measures annually.
- The NFRMPO's targets for 2021-2025 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
- The CDOT targets for the National Performance Measures are not aspirational targets, such as those established in the *2020-2021 Strategic Transportation Safety Plan* or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required targets are data driven in accordance with the FHWA requirements for target setting.
- The NFRMPO has set Safety Performance Measure targets by supporting CDOT's targets through 2023. All statewide targets are presented in **Table 2**. In 2024, the NFRMPO set its own regional targets instead of supporting the statewide targets. The 2024 regional targets and 2025 regional targets option are presented in **Table 3**.

Advantages:

- Adopting the state's targets aligns with historical safety target setting at the NFRMPO.
- Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range.

Disadvantages:

- The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

Recommendation

At their meeting on January 15, 2025, TAC recommended Planning Council set regionally-specific targets for the 2021-2025 Safety Performance Measures.

Attachments

- **Table 1:** 2021-2025 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets
- **Table 3:** Historical NFRMPO Safety Performance Measure Targets
- ***Resolution #2025-03***



Table 1: 2021-2025 Safety Performance Measure Target Options

Measure	2021-2025 CDOT Statewide Target Option	2021-2025 NFRMPO Regional Target Option
Fatalities	740	36
Fatality Rate Per 100M VMT	1.363	0.943
Serious Injuries	3,640	298
Serious Injury Rate Per 100M VMT	6.701	7.671
Non-Motorized Fatalities and Serious Injuries	659	41

Table 2 :Historical CDOT Safety Performance Measure Targets

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatalities	610	644	618	603	597	668	716	740
Fatality Rate Per 100M VMT	1.2	1.21	1.143	1.113	1.093	1.262	1.358	1.363
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507	3,640
Serious Injury Rate Per 100M VMT	6.79	5.575	6.075	5.828	5.846	5.794	6.528	6.701
Non-Motorized Fatalities and Serious Injuries	586	514	670	551	571	548	572	659

Table 3: Historical NFRMPO Safety Performance Measure Targets

Measure	2020-2024	2021-2025 Option
Fatalities	39	36
Fatality Rate Per 100M VMT	1.11	0.943
Serious Injuries	238	298
Serious Injury Rate Per 100M VMT	6.73	7.671
Non-Motorized Fatalities and Serious Injuries	36	41



**RESOLUTION NO. 2025-03
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO SET REGIONAL TARGETS FOR THE 2020-2024 SAFETY PERFORMANCE MEASURES**

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

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

WHEREAS, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths in accordance with the NFRMPO Safety Vision: Towards Zero Deaths adopted on September 3rd, 2020 and will continue to pursue planning and funding opportunities to carry out this vision; and

WHEREAS, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

WHEREAS, the Colorado Department of Transportation (CDOT) set statewide targets and the NFRT & AQPC has elected to set regionally specific targets for the 2021-2025 performance period; and

WHEREAS, NFRT & AQPC sets the following targets for the 2021-2025 performance period:

- (1) Number of Fatalities – 36
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 0.943
- (3) Number of Serious Injuries – 298
- (4) Rate of Serious Injuries per 100 million VMT – 7.671
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 41; and

WHEREAS, the CDOT and the NFRT & AQPC set the 2021-2025 safety targets with a data-driven approach and in collaboration with planning partners; and

WHEREAS, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region; and

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby sets safety targets for the NFRMPO region for 2021-2025 and agrees to plan and program projects to contribute toward the accomplishment of the regional safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director



MEMORANDUM

To: NFRMPO Planning Council
From: Becky Karasko
Date: February 6, 2025
Re: Action – MMOF Call for Projects

Objective

To approve the 2024 MMOF Call for Projects funding recommendations.

Summary

The 2024 Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects was open from October 4 through November 15, 2024. The NFRMPO received applications for 14 projects from 9 local agencies. The Scoring Committee for the MMOF program, consisting of voting members of NFRMPO Member communities, was held on December 13, 2024.

The scoring committee recommended fully funding 4 requests and partially funding one request. All recommendations from the scoring committee is presented in **Attachment 1**. Projects above the red line are being recommended for funding.

The Planning Council discussed the Scoring Committee recommendations at their meeting on January 9, 2025.

At their February 20, 2025 meeting, the CDOT Transportation Commission will take action on the match reduction request from Weld County for the *Weld County On-demand Transit* project.

Recommendation

TAC recommended Planning Council approval of the 2024 MMOF Call for Projects funding recommendations as presented in the attached table.

Attachments

Attachment 1: Award Recommendations

Attachment 2: *Resolution 2025-04*



Attachment 1: Award Recommendations

Multimodal Transportation and Mitigation Options Fund (MMOF): Category A				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	85.63	US 34 Transit Sidewalk Connectivity Project	\$1,388,297	\$1,388,297
2	82.94	Foothills Transit Station and Roundabout	\$539,547	\$317,669
3	82.75	Taft Hill Road Corridor Project	\$1,700,000	\$1,700,000
4	80.06	Connecting North College	\$313,437	
5	73.63	Battery Electric Bus Purchase	\$850,000	
6	67.00	Windsor Sidewalk Improvements at Railroad Crossings	\$815,580	
7	64.69	Great Western Trail Paving	\$658,000	
8	58.25	Roundabout WCR13 and Roosevelt Pkwy	\$116,819	
Multimodal Transportation and Mitigation Options Fund (MMOF): Category B				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	83.00	FRPR Fort Collins and Loveland Station	\$567,661	\$567,661
2	82.88	Weld County On-demand Transit Program	\$567,661	\$567,661
3	76.50	10th Street Transit Vision	\$450,000	
4	72.13	Greeley Active Modes Plan	\$150,000	
5	71.63	Highway 34 Bypass Trail West	\$465,000	
6	70.33	Collins St. (WCR74) Corridor Design	\$275,000	



RESOLUTION NO. 2025-04
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2024 MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) CALL
FOR PROJECTS

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

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, transportation projects selected in the 2024 MMOF Call for Projects were submitted to the NFRMPO and were scored on December 13, 2024; and

WHEREAS, 5 projects have been recommended for funding, including:

- o *US 34 Transit Sidewalk Connectivity Project - \$1,388,297*
- o *Foothills Transit Station and Roundabout - \$317,669*
- o *Taft Hill Road Corridor Project - \$1,700,000*
- o *FRPR Fort Collins and Loveland Station - \$567,661*
- o *Weld County - Weld County On-demand Transit Program - \$567,661*

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

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 1/27/25

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 February 6, 2025 Meeting.

Summary:

In January, TRE tracking activities at the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), as well as federal activities. Highlights include the AQCC's adopting the APCD's recommendation to EPA regarding areas meeting the new 2024 lower PM_{2.5} National Ambient Air Quality Standard (NAAQS), the AQCC's adoption of revisions to their Vehicle Inspection & Maintenance (I&M) Program, and list of five priority toxic air contaminants (PTACs) which will require further investigation, monitoring and reporting for future emission reduction strategy development.

Air Quality Activities:

AQCC Activities:

At the AQCC's January 2025 meeting, the AQCC adopted a recommendation to be sent to EPA that all of Colorado is currently meeting EPA's January 2024 revised 9 µg/m³ PM_{2.5} NAAQS, and should therefore be designated as attainment.¹ Air Pollution Control Division (APCD) staff shared monitoring data for 2021-2023 (the most current set of certified data), demonstrating the entire state's three-year average falls below the 9 µg/m³ standard. In addition, APCD staff identified several implemented reduction strategies that will continue to reduce man-made PM_{2.5} emissions throughout the state. These control strategies include closures of coal-fired power plants, vehicle fleet emissions controls and related fuel requirements, and several other internal combustion engine related reduction strategies implemented in Colorado. EPA will likely act on this recommendation after 2024 data has been certified, and thus will use a different 3-year average. TRE will continue to track this EPA designation progress.

The AQCC also adopted revisions to their Vehicle I&M Program improving efficiency, addressing engine/emissions control system modifications or replacements, and tightening emission standards for both diesel and gasoline-powered vehicles. These revisions apply in the existing Program area and will allow non-diesel fueled motor vehicles registered in the program area have the option to complete vehicle emissions tests at Division-approved automated Kiosks and diesel heavy duty fleets of at least nine vehicles to self-certify compliance. Further, emission standards for diesel-fueled vehicles were tightened. These rules are anticipated to take effect in February 2025.

Finally, the AQCC identified five priority toxic air contaminants (PTACs) which will require further investigation, monitoring and reporting for future emission reduction strategy development in response to HB22-1244. PTACs include benzene, formaldehyde, hexavalent chromium

¹ EPA's 2024 PM_{2.5} National Ambient Air Quality Standard of 9 µg/m³ is the three-year average of the maximum 24 hour



compounds, and hydrogen sulfide. These pollutants were identified due to their potential health risk and impacts to communities already disproportionately impacted by pollution. Later in 2025, the APCD is anticipated to request a rulemaking before the AQCC to establish emission control regulations for these PTACs.²

Notably, the APCD initially proposed that acrolein (a pollutant related to oil and gas operations) be identified as a PTAC and not formaldehyde. However, rulemaking parties and public input asked the AQCC to instead focus on formaldehyde. Further, Commissioners questioned why the process used to select these five pollutants excluded pollutants emitted from mobile sources. Thus, acrolein as well as air toxics emitted from mobile sources are anticipated to be considered for inclusion as a PTAC in future rulemakings.

RAQC Activities

The RAQC Board met on 1/3/25, focusing discussions on the Serious State Implementation Plan (SIP) development schedule and control strategies being explored. Notably, the RAQC staff and APCD staff appear to be taking different approaches in terms of regulating oil and gas sector blowdowns and venting activities. The RAQC staff posted developed concept papers for all control strategies being considered (including for blowdowns and venting, as well as mobile source emission targets) on their website.³

Per the RAQC's concept paper for Motor Vehicle Emission Caps, emission targets in terms of maximum annual average daily NO_x and VOC emissions from each on-road and non-road equipment class. These targets would then decrease every five years by "no less than 10%" to achieve at least 50% reductions (from what appears to be 2025 levels) by 2050.⁴ The paper further describes routine modeling assessments, reporting of those assessments to the AQCC and the APCD taking corrective measures for any equipment class not meeting their respective target that would be adopted by the AQCC. It is recommended that NFRMPO staff review this concept paper and provide comments to the RAQC as soon as possible. The concept is scheduled for discussion during the April 2025 Control Strategy Committee meeting and the May 2025 RAQC Board meeting.

At the RAQC's 1/14/25 ISR Work Group Meeting, the long-awaited Phase 2 Study had not yet been released (but has since been published).⁵ No public comments were taken on this report, and the 1/10/25 deadline to provide comments on staff's selection of warehouses, entertainment and recreation, and airports and universities (anticipated to inform this decision) has passed. Staff solicited stakeholder involvement for each of these three categories, and announced several working groups to further explore potential regulations.

² Colorado Department of Public Health and Environment's Press Release, "Colorado takes action towards reducing pollution from air toxics." 1/17/25. Downloaded 1/27/25, here: <https://cdphe.colorado.gov/press-release/colorado-takes-action-towards-reducing-pollution-from-air-toxics>

³ See Regional Air Quality Council Control Strategy Concept Overview Documents, posted at: <https://raqc.org/control-strategy-concept-overviews/>

⁴ See Regional Air Quality Council's "Control Concept: Mobile Source Emissions Targets."p.2. Downloaded 1/27/25, here: <https://raqc.egnyte.com/dl/ovNmdZ17tQ>

⁵ See Regional Air Quality Council's "Phase 2: Traffic Analysis of Indirect Sources [Colorado Indirect Source Market Study." November 2024. Downloaded 1/15/25, here: <https://raqc.egnyte.com/dl/TA8HMgr00u>



During the 1/15/25 Control Strategy Committee Meeting, staff indicated that EPA's 2026v3 data platform (used to inform emission inventories and modeling) was not yet publicly available. This delay compounds the already tight timeline for Colorado to develop its Serious Ozone SIP for the 2015 Ozone NAAQS (due to EPA in 2026). Thus, planners continue to rely upon data used in previous SIP efforts to understand sources contributing to ozone levels in the Denver Metro North Front Range Ozone Nonattainment Area that does not account for changes to date. This makes selecting control strategies difficult.

Other Air Quality Initiatives:

EPA finalized deadlines for submission of state implementation plan (SIP) revisions and implementation of the relevant control requirements that will apply for nonattainment areas reclassified as Moderate, Serious, and Severe under the current and any future ozone National Ambient Air Quality Standards.⁶ This action stipulates that Colorado must submit its Severe 15 Ozone SIP (under the 2008 Ozone NAAQS) by 18 months from the effective date of the reclassification to Severe 15 or by 1/1/26, whichever comes first.⁷ Given the voluntary reclassification to Severe 15 took effect on July 30, 2024, Colorado's deadline to submit that SIP is 1/1/26. Thus, Colorado's on-going SIP efforts related to the Serious SIP under the 2015 Ozone NAAQS are anticipated to overlap with the Severe 15 SIP development under the 2008 Ozone NAAQS. Further, EPA finalized approval of Colorado's rule revisions pertaining to excess emissions during startup/shutdown/malfunction events.⁸

EPA also finalized amendments to the National Volatile Organic Compound Emission Standards for Aerosol Coatings that should reduce VOC content of these consumer and commercial products.⁹

Several bills have been introduced in the 2025 General Assembly. At this time, TRE is tracking HB25-1039 relating to Commercial Vehicle Muffler Requirements, HB25-1042 relating to Air Quality Control Regulation Workforce Impact, HB25-1046 relating to Increase Maximum Number of Transportation Planning Regions, and SB25-039 relating to Agricultural Buildings Exempt from Energy Use Requirements.

TRE has begun tracking recent Presidential Executive Orders being issued for potential air quality rule, regulation, policy or administrative impacts.

Further, TRE is reviewing various scientific studies, federal actions and court actions pertaining to background ozone and wildfires, exceptional events demonstrations and international contributions in support of the Intermountain West MPO Air Quality Workgroup. One recently published study asserts that man-made air pollution has decreased over the past four decades, while US background levels have increased. The paper notes that the US Southwest now

⁶ EPA's "State Implementation Plan Submittal Deadlines and Implementation Requirements for Reclassified Nonattainment Areas Under the Ozone National Ambient Air Quality Standards." *90 Fed Reg 5651*; 1/17/25.

⁷ *Ibid*, at p. 5675.

⁸ EPA's "Air Plan Approval; Revisions to Colorado Common Provisions Regulation." *89 Fed Reg 105461*; 12/27/24.

⁹ EPA's "National Volatile Organic Compound Emission Standards for Aerosol Coatings Amendments." *90 Fed Reg 5697*; 1/1/25.

experiences background ozone at levels roughly 64-70 ppb, and wildfires contribute approximately 2- 6 ppb in that region, precluding attainment of the 70 and 75 ppb. ¹⁰

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)

- 1/28/25 ISR Subcategory Work Group Meetings
- 2/4/25 Air Quality Enterprise Meeting
- 2/6/25 NFRMPO Council Meeting
- 2/7/25 RAQC Board Meeting
- 2/19/25 RAQC Control Strategy Committee Meeting
- 2/20-21/25 AQCC Meeting
- 2/25/25 RAQC ISR Control Strategy Subcommittee Meeting
- 2/26/25 APCD Landfill Methane Reduction Stakeholder Meeting
- 3/6/25 NFRMPO Council Meeting

Other Anticipated Air Quality Activities

- EPA's Review of the Ozone NAAQS

¹⁰ Parrish, D; Faloona, I.; Derwent, R. Maximum ozone concentrations in the southwestern US and Texas: Implications of the growing predominance of the background contribution. Atmospheric Chemistry and Physics, 25, 263-289, 2025. Published 1/9/25. Downloaded 1/27/24, here: <https://doi.org/10.5194/acp-25-263-2025>

INDIRECT SOURCE EMISSION REDUCTIONS WORK GROUP

UPDATE FOR NFRMPO TAC

JANUARY 15, 2025



INDIRECT SOURCE DEFINITIONS

Indirect Sources of Pollution - Facilities or installations that cause substantial mobile emissions activity



Common Examples:

- Warehouses
- Industrial or commercial developments
- Residential structures
- Construction sites

STRATEGIES IN DEVELOPMENT AS PART OF A SLATE TO SUSTAIN OZONE MAINTENANCE

Potential new emission reductions via longer-term strategies in the 2027 through 2030 timeframe

(Regulations to be adopted by AQCC by end of 2026, include options for phased approaches)

- Mobile source emission targets
- Indirect source emission reductions
- Zero-emission forklifts
- Addtl. new strategies to be proposed

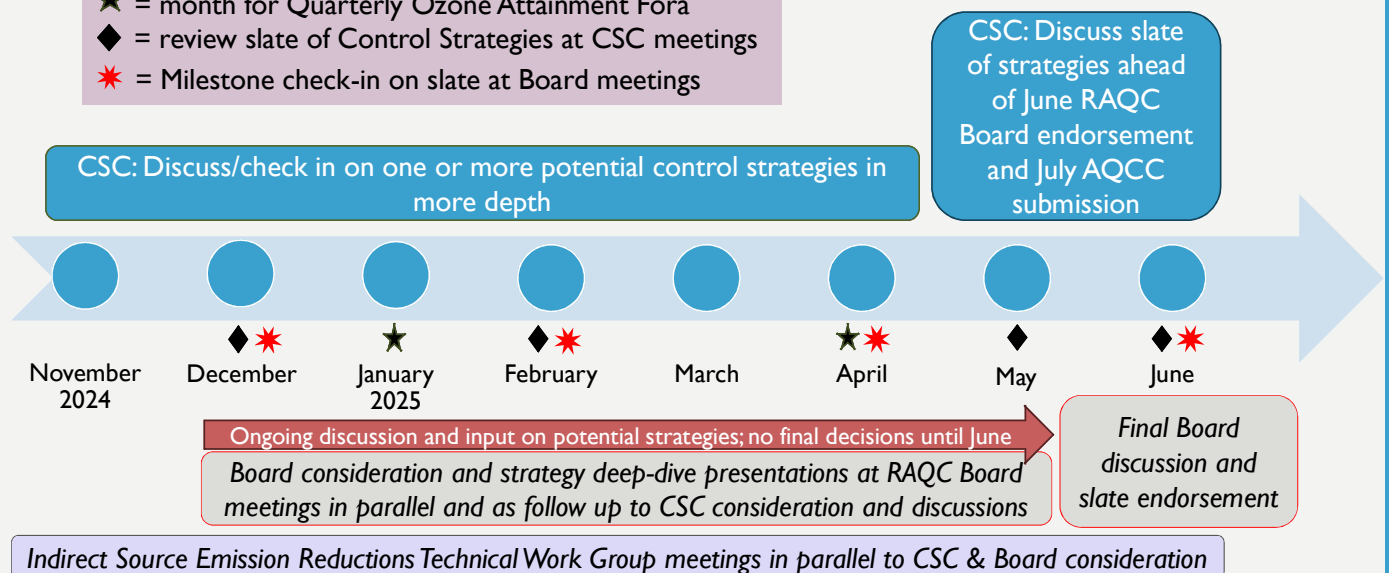
Adopted regulations on-the-books reducing emissions in the 2027 through 2030 timeframe

- Electrical generating units re-powering or closure
- Advanced Clean Cars / Clean Trucks
- Addtl. already-adopted strategies to be quantified



CSC AND BOARD CONTROL STRATEGY CONSIDERATION TIMELINE

- ★ = month for Quarterly Ozone Attainment Fora
- ◆ = review slate of Control Strategies at CSC meetings
- ★ = Milestone check-in on slate at Board meetings



INDIRECT SOURCE EMISSION REDUCTIONS WORK GROUP MEETING RECAPS

Goals of Fall 2024 meetings:

- Indirect sources presentations:
Understanding where we are, what work has been done so far, and options to explore going forward
- Introductions of interested stakeholders, sharing of perspectives, and discussion

<https://raqc.org/subcommittee/control-strategy-committee-indirect-sources-work-group/>

September, October, and December meeting topics:

- Background information
- Existing Indirect Source Program presentations
- Stakeholder perspectives
- Discussions on the above, as well as:
 - Group goals
 - Possible topics at future meetings
 - Engaging relevant stakeholders
 - Q&A



FALL 2024 WORK GROUP PRESENTATIONS

- RAQC staff presentations
 - Background on Indirect Sources in Colorado and the Interagency Indirect Sources Project
 - San Joaquin Valley Indirect Source Review Program
 - Legal considerations
 - Data analysis considerations
- Existing programs
 - South Coast Air Quality Management District: WAIRE Program
 - California Air Resources Board: Zero Emission Forklifts
- Stakeholder perspectives
 - Dr. Jana Milford, University of Colorado Boulder
 - Earthjustice
 - Southwest Energy Efficiency Project
 - Denver Airport
 - Boulder County
 - North American Council for Freight Efficiency
 - Metropolitan Planning Organizations
 - GreenLatinos
 - Colorado Motor Carriers Association





PRELIMINARY WORK GROUP GOALS EMERGING FROM FALL 2024 MEETINGS

- Identify and review existing Indirect Source Rules or Programs in other regions around the country
- Identify potential benefits and roadblocks for establishing various types of Indirect Source Emissions Reductions (ISER) Programs in the Denver Metro/North Front Range
- If appropriate measures are developed, work together on a proposed framework to establish a program in the DM/NFR

Raised by work group participants:

- Understanding indirect source program costs and benefits
- Developing tangible solutions, making them federally enforceable in the SIP
- Ensuring a collaborative process

Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025



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WHAT STAKEHOLDERS SHOULD WE SEEK TO ENGAGE? WHO CAN YOU HELP US CONNECT WITH?

- Community and environmental groups
 - GreenLatinos*
 - Other environmental justice groups
- Industry
 - Warehouse owners and operators*
 - Trucking industry*
 - Low/zero-emissions heavy equipment manufacturers (forklifts, yard tractors, etc)
 - Freight carriers
 - Agriculture
 - Travel reps*
 - Other affected parties*
- Government
 - CDPHE/APCD*
 - other State agencies – CEO, CDOT*
 - other local governments*
 - Commerce City
 - Denver DOTI
 - City/county zoning/land use planning
- Transit & transportation
 - RTD and other transit providers*
 - Transportation MPOs*
 - Northeast Transportation Connection and other TMA's
 - Railroads*
 - Multimodal operators

Please help us connect with stakeholders!

** = invited to participate in work group*



Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025

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RESOURCES NOW AVAILABLE

- Materials from yesterday's ISER WG meeting:
 - [Indirect Sources Technical Work Group Meeting – January 14, 2025](#)
 - Presentations and Recording
 - Updated [Indirect Sources Legal Authority memo](#)
 - Interagency Indirect Sources Project [Phase 2 report](#)
 - Posted on the [Indirect Sources page of the RAQC website](#) under "Phase 2 reports and research"

Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025



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FORMATION OF SUB-WORK GROUPS

RAQC can support up to three sub-work group areas in the first half of 2025. Our staff recommendation is the following:

1. Warehouses
2. Entertainment & Recreation
3. Airports & Universities

Stakeholder input/feedback on this recommendation was welcome until January 10th.

How were these proposed areas selected?

The RAQC's goal is to home in on evaluating and developing next steps on indirect sources where:

- We believe we can guide the development of programs and/or regulations that produce effective reductions in the near- to medium-term
 - Incorporating environmental justice considerations
- Sources have high trip generation, number of vehicle miles traveled, and/or are associated with high emitting vehicles
 - Existent data or estimations of square footage, emissions, total trips, and/or total mileage
 - Measurable, notable economic activity
- Of interest to stakeholders, based on discussions of the full work group



Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025

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NEXT WORK GROUP MEETING

- **January 28, 9am-12pm:** All are welcome to participate in one or more work group
 1. Warehouses: 9-10am
 2. Entertainment & Recreation: 10-11am
 3. Airports & Universities: 11am-12pm

Which work group(s) would you like to participate in?

- RAQC staff will develop draft charge statements for each group, including further defining the area of focus, topics for exploration and discussion, and relevant stakeholders
- Subgroups will meet monthly on 4th Tuesdays, 9am-12pm, going forward

Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025



QUESTIONS

Indirect Sources Work Group Update for NFRMPO TAC – January 15, 2025





MEMORANDUM

To: NFRMPO Planning Council

From: Paul Sizemore, Executive Director

Date: February 6, 2025

Re: Finance Committee approval of FY 2025 UPWP Budget Modification

Background

The NFRMPO Finance Committee did not hold a meeting in January 2025; however, the Committee did consider and take action on a Budget Modification to the FY2025 Budget of the FY2024-2025 UPWP by email. Pursuant to the Articles of Association, the Finance Committee is the decision-maker on budget modifications that do not increase or decrease the total budget.

Budget Modification

Each project or expense in the FY2025 UPWP Budget is assigned to a Task within the FY2024-2025 UPWP. The Tasks are: 1) Plan Monitoring, 2) Plan Development, 3) Planning Services, 4) Plan Implementation, 5) Mobility, and 6) Administrative. While working in the FY2025 Budget Spreadsheet, staff noticed that in the original FY2025 Budget (as adopted by Planning Council in May 2024), the expense for Phase 2 of the US34 Transit Plan had been placed in the incorrect "Task" column.

Staff proposed a modification to move the \$112,500 for this project from the "**Task 3: Planning Services**" column to the "**Task 2: Plan Development**" column. This is the most appropriate place for this expense to be located. The change is budget neutral and the only effect is to place the expense in the appropriate UPWP task.

Finance Committee Action

Finance Committee members responded by email and unanimously approved the modification.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
January 16, 2025**

ACTION ITEMS

2021-2025 NFRMPO Targets for Safety Performance Measures – Marek reviewed the discussion regarding target setting for either regional or supporting the statewide targets for the five federally required Safety Performance Measures. Planning Council was in favor of setting regionally specific targets. Hornkohl moved to recommend the Planning Council approve the 2021-2025 NFRMPO regionally specific Targets for Safety Performance Measures. Koivuniemi seconded the motion, which was approved unanimously.

2024 MMOF Call for Projects – Northrop gave an overview of the MMOF program goals and available funding in this Call. Northrop discussed the projects selected for funding and noted Planning Council had positive comments on the selected projects. Hornkohl moved to recommend the Planning Council approve the MMOF Call for Projects. Tracy seconded the motion, which was approved unanimously.

FY2023 & 2024 Transfort POP Update – Tracy moved to recommend the Planning Council approve the FY2023 & FY2024 Transfort POP Update. Pinkham seconded the motion, which was approved unanimously

FY2025 Transfort POP Update – Tracy moved to recommend the Planning Council approve the FY2025. Pinkham seconded the motion, which was approved unanimously.

January 2025 TIP Amendment – Stockburger noted the January 2025 TIP Amendment includes the addition of the CDOT Region 4's *US85 UPRR Gaps Project* with \$43,785 Federal TCC funding and \$458,000 Federal RPP funding. Hornkohl moved to recommend the Planning Council approve the January 2025 TIP Amendment. Koivuniemi seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

National Performance Measures 4-year Target (2025) Adjustments – Karasko noted the NFRMPO must set targets for each of the federal performance measures, and the NFRMPO must either support CDOT's targets or adopt regionally specific targets. Karasko stated State DOTs have the option to update 4-year targets halfway through the 4-year performance period. CDOT adjusted the Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition target from 36% to 38.5%. Historically, the NFRMPO has supported CDOT's target due to a lack of direct influence on bridge construction and maintenance funds.

NFRMPO 10-Year Priority List – Karasko stated she will send out the materials for the January 30th workshop a week prior to the workshop. Karasko requested TAC members send her any project updates by Tuesday, January 21st to be included in the materials sent out prior to the workshop.

FY2026-2029 NFRMPO TIP – Karasko noted the FY2026-2029 TIP's adoption will be delayed until September due to the addition of a project that will trigger the need to complete the conformity process and a GHG Transportation Report. This delay allows more time to include additional projects in the new TIP. Karasko emphasized this is an opportunity to include projects that would require a conformity determination and requests TAC send any new projects to her or Stockburger. Karasko noted there were only six new projects submitted for the FY2026-2029 TIP.



MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: February 6, 2025

Re: Report – Q4 2024 TIP Modifications

Summary

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

- October 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m10-tip-modification-full.pdf>
- November 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m11-tip-modification.pdf>
- December 2024 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2024-m12-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q4 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: February 6, 2025

Re: MMOF Match Relief Request: Weld County On-Demand Transit Program

Background

As outlined in SB21-260, the Multimodal Transportation and Mitigation Options Fund (MMOF) program requires a match rate of 50 percent for every MMOF project but allows the Transportation Commission (TC) to create a formula for reducing the match requirement for local governments or agencies. The TC may consider match reductions beyond the formula-driven reductions if requested by the local agency and recommended by both the NFRMPO Planning Council and CDOT staff.

During the 2024 MMOF Call for Projects the NFRMPO received one request for a reduced match rate. Weld County submitted an application for the *Weld County On-demand Transit Program* project with a request to reduce the match rate from 50 percent to 25 percent. An overview of the project is provided below.

Project: *Weld County On-demand Transit Program*

Sponsor: Weld County

Partners: Towns of Eaton, Johnstown, LaSalle, Milliken, Timnath, and Windsor

Description: The program application is for Weld County to contract on-demand transit program for individuals that are 60+ and/or disabled individuals. The program will allow for unincorporated Weld County residents (in the service area), and individuals residing in Johnstown, Milliken, LaSalle, Windsor, and Eaton to schedule fare free transportation to get to local/regional destinations. Weld County will manage the on-demand transit provider, who will operate one bus at 50 hours a week (40 hours of service time). If granted MMOF funding, the program will operate from 9/1/2025-8/31/2028. Weld County and the project partners will promote the program to the community in order to increase ridership. This program will continue the program that we are currently operating in Weld County, and will add additional jurisdictions to the service area. We are requesting a match rate reduction to 25%, which is what was granted to Weld County when we applied for this funding in the FY22 call for projects.

With the project application, Weld County submitted a letter and documentation outlining why they have requested a match reduction along with justification.



The MMOF Scoring Committee has recommended the *Weld County On-demand Transit Program* be fully funded with the reduced match rate. Upon approval of the reduced match rate by the NFRMPO Planning Council, CDOT staff will present the request to the TC who will make the final decision on the request.

NFRMPO Staff support Weld County's match reduction request.

Action

Staff requests Planning Council review and approve the match reduction request from Weld County for the *Weld County On-demand Transit Program* project.

Attachments

Attachment 1: On-demand Transit Program Local Match Reduction Letter and Attachments

Attachment 2: *Resolution 2025-05*



DEPARTMENT OF PUBLIC WORKS

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Greeley, Colorado 80631
Website: www.weldgov.com
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October 25, 2024

RE: FY 2024-2028 MMOF Call for Projects – On-demand Transit Program Local Match Reduction

Dear North Front Range MPO Chair,

Weld County is formally requesting a reduction to the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. Weld County is looking to contract transportation service to continue to deliver a much-needed mobility program to Johnstown, Milliken, LaSalle, Eaton, Timnath, Windsor, as well as unincorporated Weld County residents in the North Front Range MPO region. The program will continue our existing on-demand transit program and will serve our 60+ community as well as individuals living with a disability with transportation to a variety of regional destinations at no cost to the rider. This much needed program will promote a complete and integrated multimodal system in the North Front Range MPO region. The program meets several of the funding goals of MMOF including:

- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and disproportionately impacted communities by providing them with more access and flexible public transportation services.
- Provides enhanced mobility for persons with disabilities.
- Reduces emissions of air pollutants and greenhouse gases.

Weld County is proposing a lowered local match amount due to budget constraints from our participating communities for this program. According to the MMOF Program Overview, Weld County is required to match MMOF funding at 50%. We are requesting this amount be reduced to 25% to align with Larimer and Morgan Counties.

Weld County and our partnering communities look forward to providing this service to our residents. Thank you for your consideration of reducing Weld County's MMOF local match from 50% to 25% to be able to contract this very important transportation service.

Sincerely,

Evan Pinkham, MPA
Transportation Planner
Weld County Public Works



RESOLUTION NO. 2025-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH
RELIEF REQUEST FOR THE *WELD COUNTY ON-DEMAND TRANSIT PROGRAM* PROJECT

WHEREAS, Colorado Senate Bill (SB) 21-260 requires a match rate of 50 percent for every Multimodal Transportation and Mitigation Options Fund (MMOF) project; and

WHEREAS, the Transportation Commission (TC) is allowed to create a formula for reducing the match requirement for local agencies; and

WHEREAS, with the *Weld County On-Demand Transit Program* project application submitted during the 2024 MMOF Call for Projects, Weld County submitted a letter and documentation requesting a match rate reduction from 50 percent to 25 percent; and

WHEREAS, NFRMPO Staff have deemed the request reasonable; and

WHEREAS, the MMOF Scoring Committee have recommended the project be funded with the requested match rate with the understanding that if the requested rate is not approved Weld County and project partners must either meet the required match rate of 50 percent of the award will be revised.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby requests the TC grant the *Weld County On-Demand Transit Program* project a 25 percent match rate.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: February 6, 2025

Re: Action – January 2025 TIP Amendment

Objective

To approve the January 2025 Transportation Improvement Program (TIP) Amendment for the *FY2024-FY2027 TIP*.

Summary

The January 2025 TIP Amendment includes one addition by CDOT Region 4:

- Adding the CDOT Region 4 new project *US85 UPRR Gaps Project* with \$43,785 Federal TCC funding and \$458,000 Federal RPP funding in Previous Funding.

The 30-day Public Comment period for the January 2025 TIP Amendment began on January 13, 2025, and concludes on February 11, 2025.

Funding Types and Uses

Transportation Commission Contingency (TCC) is a state or federal funding source for emergencies for debt service payments on outstanding bonds or similar debt programs.

The objective of the **Regional Priority Program (RPP)** is to supplement the formula-driven funding allocations to the five CDOT engineering regions with flexible funding. This funding is used at the discretion of each Regional Transportation Director, in consultation with local elected officials and other stakeholders in each region.

Analysis

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.
- **Disadvantages:** None

Recommendation

TAC recommended Planning Council approval of the January TIP Amendment to the *FY2024-2027 TIP* at their meeting on January 15, 2025.

Attachments

- January 2025 Policy Amendment Form

NEW ENTRY

Title: US85 UPRR Gaps Project
Sponsor: CDOT Region 4
STIP ID: SR46600.072
TIP ID: 2025-013
Type: Safety
Air Quality: Exempt from conformity analysis
Description: Clean up WCR/UPRR crossing closures

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	TCC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,785	\$0
Federal	RPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$458,000	\$0
Local		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$501,785	\$0

Revision # **Revision Description**
 2025-A1 New Project

RESOLUTION NO. 2025-006
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)

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

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

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the January 2025 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following project:

- Adding the CDOT Region 4 new project *US85 UPRR Gaps Project* with \$43,785 Federal TCC funding and \$458,000 Federal RPP funding in Previous Funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director



MEMORANDUM

To: NFRMPO Planning Council

From: Joshua Ma, Transfort

Date: February 6, 2025

Re: Action - FY2023 & FY2024 Program of Projects (POP) Update

Objective

Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2023 and 2024 FTA sections 5307, 5310, and 5339 apportionments Update for the Fort Collins Transportation Management Area (TMA).

Summary

The City of Fort Collins / Transfort is updating their Program of Projects (POP) for FFY 2023 & FFY 2024 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 formula grants for the Fort Collins Transportation Management Area (TMA). Updates include changes to funding amounts and format to maintain compliance with FTA; however, the identified projects remain fundamentally unchanged. Originally, program funding amounts were estimated in December based on prior year apportionments, with actual apportionments released the following year. FTA requires a revision to the POP if changes in cumulative project funds exceed 20 percent.

The FTA Section 5310 program has specific requirements for the POP, different from those for Sections 5307 and 5339. These include specifying the counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects.

Transfort initially consolidated the POP under Section 5307 guidance, which did not fully address the specific requirements for 5310. The current revision updates funding amounts and aligns the format with the more stringent Section 5310 guidelines. This adjustment ensures that Transfort not only meets federal compliance standards but also improves the effectiveness and transparency of their POP.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



Analysis

- **Advantages:** Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.
- **Disadvantages:** None noted.

Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment. Transfort and TAC request Planning Council approval of the FY2023 and FY2024 POP Update.

Attachments

- Transfort FY23 Program of Projects – Revised
- Transfort FY24 Program of Projects – Revised
- *Resolution 2025-07*

2023 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY23 Apportionment - City of Fort Collins		\$4,802,305			Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,580,776	\$2,790,388	\$2,790,388	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,777,075	\$1,421,659	\$355,416	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$133,120	\$106,496	\$26,624	20%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$184,175	\$147,340	\$36,835	20%
	Total Project			\$8,516,201			
	Total Federal			\$4,802,305			
5339 - FY23 Apportionment - City of Fort Collins		\$342,906			Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$399,554	\$342,906	\$56,648	14%
	Total Project			\$399,554			
	Total Federal			\$342,906			
5310 - FY23 Apportionment - City of Fort Collins		\$357,608			Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Category A							
<i>Traditional 5310 Projects</i>							
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Eligibility Application Web Form	Fort Collins	Larimer	Capital	\$41,310	\$33,048	\$8,262	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$130,346	\$104,277	\$26,070	20%
Category B							
<i>Other 5310 Projects</i>							
ADA Bus Stop Updates	Fort Collins	Larimer	Capital	\$178,804	\$160,923	\$17,881	10%
	Total Project			\$424,660			
	Total Federal			\$357,608			
	Total Traditional 55%			55.00%			

2024 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY24 Apportionment - City of Fort Collins		\$4,863,991			Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$6,153,042	\$3,076,521	\$3,076,521	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,500,000	\$1,200,000	\$300,000	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$150,208	\$85,120	\$65,088	43%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$207,410	\$165,928	\$41,482	20%
	Total Project			\$8,851,715			
	Total Federal			\$4,863,991			

5339 - FY24 Apportionment - City of Fort Collins		\$345,901			Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$432,377	\$345,901	\$86,476	20%
	Total Project			\$432,377			
	Total Federal			\$345,901			

5310 - FY24 Apportionment - City of Fort Collins		\$395,008			Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Category A							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$146,000	\$116,800	\$29,200	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$72,998	\$58,398	\$14,600	20%
Category B							
<i>Other 5310 Projects</i>							
ADA Bus Stop Updates	Fort Collins	Larimer	Capital	\$178,278	\$160,450	\$17,828	10%
	Total Project			\$471,476			
	Total Federal			\$395,008			
	Total Traditional 55%			59.38%			



RESOLUTION NO. 2025-07
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA §5307,
§5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)
PROGRAM OF PROJECTS FOR FFY23 AND FFY24

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

WHEREAS, transportation projects programmed in the FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all of the projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA §5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, Fixed-Route Operating Expenses, and Transit Planning, Design, and Capital
 - FY23 Apportionment of \$4,802,305 (Federal)
 - FY24 Apportionment of \$4,863,991 (Federal)
- FTA §5310 – Dial-a-Taxi, Paratransit Cutaway Vehicles Purchase, and Bus stop Electrical and Metering
 - FY23 Apportionment of \$357,608 (Federal)
 - FY24 Apportionment of \$395,008 (Federal)
- FTA §5339 –Replace In-Ground Lift
 - FY23 Apportionment of \$342,906 (Federal)
 - FY24 Apportionment of \$345,901 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY23 and FFY24 Program of Projects Update as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Joshua Ma, Transfort

Date: February 6, 2025

Re: Action - FY2025 Program of Projects (POP)

Objective

Recommend approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2025 FTA sections 5307, 5310, and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).

Summary

The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2025 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA.

Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.

Of particular note with the FFY 2025 funding:

- A public meeting was held from 12:00pm - 1:00 pm at the Downtown Transit Center in Fort Collins on December 20, 2024. A virtual attendance option was offered. Public notice of the meeting was published in the primary Fort Collins newspaper.
- An online notice was on the Transfort website for two weeks with contact information to provide feedback.
- There have been no question or concerns on the program to date.
- City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient.
- Full FY25 apportionments have not yet been released, program funding amounts were estimated using FY24 full apportionments, minus COLT's share.
- Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.



FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.

Analysis

- **Advantages:** Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.
- **Disadvantages:** None noted.

Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment. Transfort and TAC request Planning Council approval of the FY2025 POP.

Attachments

- Transfort FY25 Program of Projects
- *Resolution 2025-08*

2025 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY25 Apportionment - City of Fort Collins		\$4,863,991			Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,684,898	\$2,842,449	\$2,842,449	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,500,000	\$1,200,000	\$300,000	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$170,240	\$85,120	\$85,120	50%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$500,000	\$400,000	\$100,000	20%
	Total Project			\$8,696,193			
	Total Federal			\$4,863,991			

5339 - FY25 Apportionment - City of Fort Collins		\$345,901			Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$432,377	\$345,901	\$86,476	20%
	Total Project			\$432,377			
	Total Federal			\$345,901			

5310 - FY25 Apportionment - City of Fort Collins		\$395,008			Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Category A							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$146,000	\$116,800	\$29,200	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$74,200	\$59,360	\$14,840	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$123,342	\$98,673	\$24,669	20%
Category B							
<i>Other 5310 Projects</i>							
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Larimer	Capital	\$150,219	\$120,175	\$30,044	20%
	Total Project			\$493,761			
	Total Federal			\$395,008			
	Total Traditional 55%			69.58%			



RESOLUTION NO. 2025-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,
\$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)
PROGRAM OF PROJECTS FOR FFY25

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

WHEREAS, transportation projects programmed in the FY2024-2027 TIP are consistent with the adopted 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all of the projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
 - FY24 Apportionment of \$4,863,991 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
 - FY24 Apportionment of \$395,008 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
 - FY24 Apportionment of \$345,901 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY25 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of February 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: February 6, 2025

**Re: Discussion - National Performance Measures 4-Year Target (2025)
Adjustments**

Objective

To discuss the adjustment of the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target.

Summary

Performance management was introduced as part of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which set seven national goal areas. These goal areas were clarified in the FAST Act and further guidance, which identified the following categories, each with their own update schedule:

- PM1: Highway Safety
- PM2: Pavement and Bridge Condition
- PM3: System Performance
- Transit Asset Management/TAM
- Transit Safety

As part of the guidance from the USDOT, the NFRMPO must set targets for each of the federal performance measures. There are two options for setting targets: adopting regional targets or supporting CDOT's statewide targets. To date, the NFRMPO Planning Council has adopted the statewide targets for PM2 and PM3. Adoption of targets for PM2 and PM3 are set for 2-year and 4-year increments, with state DOTs having the option to adjust their 4-year targets at the halfway point. MPOs have 180 days to adopt the state's targets or adopt their own targets. CDOT has updated their targets (**Attachment 1**), and the NFRMPO must adopt a new target for the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target, a change from 36% to 38.5%.

Recommendation

Staff requests Planning Council review the attached memo and provide feedback on the adjustment of the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target from 36% to 38.5%.

Attachments

Attachment 1: Memorandum on National Performance Measure 4-Year Target Adjustments



COLORADO

Department of Transportation

Division of Transportation Development

Memorandum on National Performance Measure 4-Year Target Adjustments

To: Colorado Metropolitan Planning Organizations

From: William Johnson, Performance and Asset Management Branch Manager; Jacob Kershner, CDOT Performance Program Manager

Date: October 1, 2024

Subject: National Performance Measures 4-Year Target (2025) Adjustments

Purpose

The memorandum outlines the mid-performance period adjustments for the 4-year (2025) Infrastructure Condition and System Performance targets. The purpose is to document these adjustments and provide guidance to MPOs on the required steps to adopt the revised state targets, establish MPO-specific targets, or maintain current targets to comply with FHWA's National Performance Measure requirements.

Action

Please review the proposed PM2 and PM3 target adjustments. MPOs must decide whether to adopt the state's performance targets, establish MPO-specific targets, or maintain current targets. CDOT requests MPOs finalize their decision by October 31, 2024, to allow sufficient time for approval by MPO oversight committees if target adjustments are made.

Background

The National Performance Measures were established by FHWA under 23 CFR Part 490 as part of the Transportation Performance Management framework. These measures require states to establish performance targets in 2- and 4-year increments, reporting progress to FHWA through mid- and full-performance period progress reports. On October 1, 2022, CDOT established targets for 2023 and 2025.

The mid-performance period progress report, covering 2022 and 2023, provides states with an opportunity to assess progress and adjust targets as necessary. CDOT has reviewed current data and forecasted performance, and based on this analysis, proposed target adjustments. These adjustments were approved by the CDOT Executive Director and submitted to FHWA on October 1, 2024.

Per FHWA requirements, MPOs have 180 days (until March 30, 2025) to adopt the state's targets or establish their own. Additionally, FHWA requires close coordination between state DOTs and MPOs to ensure targets are consistent across the state and region. This coordination should include:

- **Collaborative target setting and reporting** with CDOT and regional stakeholders.
- **Alignment of regional targets** with state goals and Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).
- **Documentation of target adoption** in the Regional Transportation Plan (RTP) and sharing of resolutions with CDOT for FHWA submission (if applicable).

Details

Infrastructure Condition Target Adjustments

Pavement Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percentage of pavements of the Interstate System in Good condition	Above or at 47.0%	Maintain 47.0%
Percentage of pavements of the Interstate System in Poor condition	Below or at 3.5%	Maintain 3.5%
Percentage of pavements of the non-Interstate NHS in Good condition	Above or at 43.0%	Maintain 43.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	Below or at 3.5%	Maintain 3.5%

Bridge Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition	Above or at 36.0%	Adjust to 38.5%
Percentage of National Highway System Bridges, by Deck Area, Classified in Poor Condition	Below or at 4.0%	Maintain 4.0%

System Performance Target Adjustments

System Reliability Performance Measures	Original 4-year Target (2025)	Target Adjustment
Percent of person-miles traveled on the Interstate that are reliable	Above or at 79%	Maintain 79%
Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable	Above or at 94%	Maintain 94%
Truck Travel Time Reliability (TTTR) Index	Below or at 1.46	Maintain 1.46

Traffic Congestion Performance Measures	Original 4-year Target (2025)	Target Adjustment
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (Denver-Aurora Urbanized Area)	Below or at 17.4	Maintain 17.4
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (Fort Collins Urbanized Area)	Below or at 3.7	Adjust to 3.9
Percent of Non-Single Occupancy Vehicle (SOV) Travel (Denver-Aurora Urbanized Area)	Above or at 27.7%	Maintain 27.7%
Percent of Non-Single Occupancy Vehicle (SOV) Travel (Fort Collins Urbanized Area)	Above or at 25.6%	Adjust to 31.1%

Note: DRCOG and NFRMPO must work with CDOT to establish joint targets for congestion since their planning areas include parts of urbanized areas with over 200,000 people and are in air quality nonattainment or maintenance zones. GVMPO, PACOG and PPACG are not required to establish traffic congestion performance measures.

CMAQ (PM3) Performance Measures	Original 4-year Target (2025)	Target Adjustment
Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) - (kg/day)	Above or at 482	Maintain 482
Total emissions reduction from CMAQ-funded projects Carbon Monoxide (CO) - (kg/day)	Above or at 5,393	*Maintain 5,393
Total emissions reduction from CMAQ-funded projects Nitrogen Oxides (NOx) - (kg/day)	Above or at 1,086	Maintain 1,086
Total emissions reduction from CMAQ-funded projects Particulate Matter—10 microns or less (PM10) - (kg/day)	Above or at 71	Maintain 71

Note: As of October 1, 2023, CDOT is no longer designated as nonattainment for carbon monoxide (CO) and is not required to report CO emissions reductions to FHWA. DRCOG is required to develop a CMAQ Performance Plan and NFRMPO is required to develop 4-year targets for CMAQ performance measures. GVMPO, PACOG and PPACG are not required to establish CMAQ performance measures.

Next Steps

- **Review** PM2 and PM3 target adjustments and determine whether to adopt the state targets, establish MPO-specific targets, or maintain current targets.
- **Communicate** your decision to CDOT by October 31, 2024.
- **If applicable**, present target adjustments to MPO oversight committees for resolution by March 30, 2025.

Statewide Transportation Advisory Committee (STAC)

Meeting Summary

Date/Time: Thursday, January 9, 2025; 8:30 a.m. - 10:30 p.m.

State Legislative Update

- The legislative session kicked off yesterday. There were about 130 bills introduced. Of those, CDOT is tracking 5 or 6, especially the Transportation Legislative Review Committee (TLRC) bills.
- CDOT is continuing to track the budget closely, including the two budget balance measures.
- The TC heard a proposal for a 2 cent diesel fee and a registration fee.
- The governor's office is supporting a modal choice bill. In addition there is a vulnerable road user bill, wildlife crossing bill, outdoor advertising, and others. These will be added to weekly reports starting next week.
- There is new bill tracking software that will generate automatic reports.
- The bill to permit the formation of 16 vs. 15 Transportation Planning Regions (TPRs) was introduced. It permits, but doesn't direct, the TC from creating a 16th TPR.

Federal Legislative Update

- The 119th Congress was sworn in on 1/3/25. Colorado has 3 new members of congress and 5 returning members.
- The house is currently making committee assignments, so we don't know yet whether anyone from the Colorado delegation will be on the Transportation and Infrastructure (TNI) committee. There is no Colorado member on the senate commerce committee. The senate commerce committee's first meeting will be next Wednesday

STAC Onboarding/Work Plan Discussion - Marissa Gaughan and Darius Pakbaz

- An overview of the STAC, its member composition, purpose, meeting schedule and roles and responsibility were outlined. The [STAC Bylaws](#) define the roles and responsibilities of the STAC.
- Any changes to STAC Representatives must be submitted in writing to the DTD Director within 30 days, and include the name, title, mailing address, telephone number, and email address of the new member representative.
- A STAC work plan is developed at the beginning of each calendar year. The current work plan is included in this month's STAC packet.
- The [STAC Website](#) contains more information including current meeting materials, and an archive of past meeting documents.

Discussion

- Vice Chair Williams commented that she was surprised to learn that FASTER fees were TABOR limited, even when Enterprise funds are not TABOR limited. Is there a method, such as moving the FASTER fees into an enterprise, to make them not subject to TABOR?

2050 Statewide Plan Update - Marissa Gaughan and Darius Pakbaz

- Marissa Gaughan, CDOT Multimodal Planning Branch Manager, and Darius Pakbaz gave an update on the development of the 2050 Statewide Transportation Plan (SWP). CDOT is about 1/3rd of the way through the planning process that will be followed up with an update to the 10-Year Plan anticipated to finish at the end of 2025.
- Key Planning Documents include Long-Range Regional Transportation Plans, Long-Range Statewide Transportation Plans, and 4-year STIP, and the 10-Year Plans.
- Progress on the Current 10-Year Plan
 - 100% of projects in the first four years 2019-2023 are complete or underway
 - Over 50% of the full 10-year plan is now complete or in progress at the start of the 2025 construction season
 - The department completed 40 projects from its 10-year plan in 2024 and had 56 projects from the plan start this construction season.

- CDOT maintains web pages for many major projects and publishes a monthly dashboard for the 10-year plan, produces quarterly 10-year plan project status updates, an annual 10-year plan report, and annual department accomplishments reports.
- [2050 Long Range Transportation Visualizer](#) is also available for everyone to use to compare data with observations.

Overview of Colorado's Greenhouse Gas Pollution Reduction Planning Standard - Chris Laplante

- Key Legislation:
 - [House Bill 19-1261](#): Climate Action Plan to Reduce Pollution
 - [House Bill 23-016](#): Greenhouse Gas Reduction Measures
 - [Colorado Greenhouse Gas Roadmaps](#): list of near term actions the state will pursue.
 - [Senate Bill 21-260](#): Sustainability of the Transportation System
- Roadmap 1.0: Near Term Actions for Transportation: The goal is the reduction of GHG pollution by 12.7 million metric tons by 2030.
- The GHG Transportation Planning standard was adopted by the TC in 2021. Requires CDOT and Colorado's five metropolitan planning organizations (MPOs) to create transportation plans that improve travel choice. CDOT is responsible for the GHG emissions in all non-MPO areas.
- Emissions are calculated using two inputs: the CDOT Travel Model and the EPA MOVES Model.
- Long Range Planning documents' project lists are used to determine GHG impacts. If the plan meets the standard, it is approved, if not, it goes through additional processes.
- Compliance Determination: GHG Transportation Reports are submitted to the Transportation Commission for their approval.
- Policy Directive 1610, GHG Mitigation Strategies are a key concept within the GHG Rule providing another pathway toward meeting the GHG reduction levels

Discussion

- STAC Members expressed concerns on the economic impacts of the models on their regions and questioned the validity of modeling versus measuring actual emissions.
- STAC Members expressed concerns on how CDOT determines whether an intervention, once completed, actually achieves the result it was built for.
- Communication to elected officials and the public on models can be improved to help build trust around this process.

Rural Planning Assistance (RPA) Program Update - Marissa Gaughan and Darius Pakbaz

- Funds provided by CDOT to assist with rural planning
- TPR Administrator Meeting is scheduled for 2/6/25 at 1pm virtually to provide a refresher and update on the RPA program.
- RPA uses federal State Planning and Research funds to reimburse rural TPRs for administrative activities.
- Contracts are executed July 1- June 30 annually.
- Total funded about for FY 2025 is \$204,000
- RPA funds are distributed based on distance from CDOT HQ and responsibilities of STAC members, with the STAC Chair receiving \$15,000 and STAC Vice Chair receiving \$3,000

Other Business - Gary Beedy

- The next STAC meeting is scheduled for February 6, 2025 (virtual only).
- TPR Administrator Meeting scheduled for February 6, 2025 at 1:00pm.



Colorado Transportation Investment Office (CTIO)¹ Board of Directors Minutes

Held: Wednesday, November 20, 2024, 11:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the first part of the meeting can be found [here](#), and the second part [here](#), for six months after it was held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Karen Stuart, Chair (in-person)
- Cecil Gutierrez, Vice-Chair (in-person)
- Nellie Moran (in-person)
- Nissa Erickson (in-person)
- Eula Adams (in-person)
- Shelly Cook (in-person)
- Gina Sacripanti (remote)

Roll Call Regular Meeting

All board members were present. The meeting began at 11:02 a.m.

Public Comment

There were no requests for public comment.

Comments from Directors

CTIO Directors provided brief comments related to the I-25 North Berthoud to Fort Collins Express Lanes comments on social media and discussed issues that had been brought up to them. CTIO staff confirmed they would bring additional information to board members to share with their stakeholders.

Director's Report

Piper Darlington, CTIO Director, provided the Director's Report, which included information on the following:

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

- Attendance at the executive partnering meeting on the Central 70 project.
- Participated in the North Front Range Metropolitan Planning Organization meeting.
- Progress on amending the memorandum of understanding related to the hours and days of operation on the I-70 Peak Period Shoulder Lanes (PPSL).

Discussion

- CTIO board members and staff discussed the I-70 PPSL engagement with Clear Creek County and other stakeholders and progress.

Consent Agenda

CTIO board members and staff discussed the timing of the board retreat and why it was not reflected in the schedule for next year.

ACTION: Upon a motion by Director Adams and second by Director Cook, a vote was conducted, and Resolution #456, October 16, 2024 minutes, and Resolution #457, 2025 board schedule, were unanimously approved.

Senate Bill 24-184 (Support Surface Transportation Infrastructure Development update

Piper Darlington, CTIO Director, provided a short overview of the key activities related to the implementation of Senate Bill 24-184, which included:

- Winter Park Express service expansion and reduction in ticket prices (up to 43%) thanks to revenue from SB 24-184 congestion impact fee.
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant successful application.
- Progress towards developing an interim multimodal strategic capital plan and federal funding analysis.

Discussion

- Board members and staff discussed the possible changes in the federal funding opportunities in the future and the Winter Park Express ticket sales.

Sixth Amendment to the Tolling Services Agreement (TSA)

Kelly Brown, Chief Toll Operations Officer, provided a short overview of the amendment and requested board approval of resolution #458.

ACTION: Upon a motion by Vice-Chair Gutierrez and second by Director Adams, a vote was conducted, and Resolution #458, Sixth Amendment to the TSA, was unanimously approved.

Safety and Toll Enforcement Program (STEP) Communications Strategy Update

Tim Hoover, Deputy Communications Director, provided a brief presentation and a video to the CTIO Board related to the STEP program. The presentation focused on the following:

- STEP program timing
- Paid media timing
- 2025 STEP education and outreach
- Overview of traditional advertising

- Media partnership advertising
- Additional Outreach

Discussion

- CTIO Board members and staff discussed motorcycle weaving, the warning period associated with the communication campaigns, and the stakeholder outreach list.

Executive Session (Closed to the public)

CTIO Board Chair Stuart proposed a motion to convene the Board in a joint executive session to discuss confidential negotiations and discussions surrounding passenger rail, the Moffat Tunnel lease, and Burnham Yard and to receive legal advice from counsel on these topics, pursuant to C.R.S. Section 24-6-402(a)(II)-(III) and C.R.S. Section 24-72-204(3)(a)(IV). Upon a motion by Vice-Chair Gutierrez and second by Director Adams, the CTIO Board entered the Executive Session at 12:13 am. Members of the public were excused.

The executive session discussion is required to be kept confidential pursuant to Section 24-6-402(a)(II)-(III) and 24-72-204(3)(a)(IV) of the Colorado Revised Statutes.

Director Sacripanti left the meeting at 12:30 p.m.

The CTIO Board exited the executive session at 12:54 a.m.

Burnham Yard Joint Briefing with the Transportation Commission

Piper Darlington, CTIO Director, provided a short presentation on Burnham Yard, which included information on the following:

- About Burnham Yard
- Ownership details
- Track alignment project vision
- Engagement framework
- Stakeholder engagement process
- Study findings
- UP track easement
- Next steps

Discussion

- Transportation Commissioners, CTIO Board members, and staff discuss the environmental assessment of the property and Front Range Passenger Rail considerations.

Adjourn

The CTIO Board adjourned at 1:20 p.m.



Front Range Passenger Rail District

A NEW TRANSPORTATION OPTION
FOR COLORADO'S FRONT RANGE



[RIDETHEFRONTRANGE.COM](https://www.ridethefrontrange.com)

Our Mission

THE FRONT RANGE PASSENGER RAIL DISTRICT, WAS CREATED BY THE COLORADO STATE LEGISLATURE TO PLAN, DESIGN, FINANCE, CONSTRUCT, OPERATE, AND MAINTAIN A NEW PASSENGER RAIL SYSTEM ALONG COLORADO'S FRONT RANGE.

How Intercity Rail Connects Us All



Check out this video to learn more about FRPR

[BIT.LY/FRPRVIDEO](https://bit.ly/frprvideo)



LETTER FROM THE GENERAL MANAGER

The District's 2024 Journey To Provide Passenger Rail Service along the Front Range Corridor

This past year was fast paced and began with a focus towards a 2024 ballot measure. The District board voted to instead look to a 2026 ballot measure to obtain additional modeling and allow for the completion of the Service Development Plan in an effort to be more transparent to voters.

The Board adopted the official route for the project and primary station markets along the corridor. Staff collaborated with local governments to advance local station planning to “put a pin in the map” for platform locations.

With support from dedicated staff, consultants and external partners, the District provided presentations and updates to business and community organizations along the corridor.

The District invested in robust fiscal modeling this year. Originally designed to inform 2024 ballot language, this analysis will now provide data for future modeling and planning for the ballot measure in 2026.

A demonstration train from Denver to Longmont was organized at the beginning of the year. This provided a unique opportunity for stakeholders, elected officials, and dignitaries to experience intercity passenger rail travel.

Looking ahead, the District has more decisions to make to bring passenger rail to fruition. Passenger rail provides a relaxing, reliable travel option that offers connectivity, economic benefits and offers increased housing accessibility and workforce along the Front Range, which supports increased economic activity.

Thank you to everyone that supported the District's goals over the past year. The District looks forward to continuing efforts to produce a reliable, sustainable, alternative travel option.

FINANCIALS

**FRONT RANGE PASSENGER RAIL DISTRICT
GENERAL FUND
2025 BUDGET
WITH 2023 ACTUAL AND 2024 ESTIMATED
For the Years Ended and Ending December 31,**

As we move into 2025, the District is prioritizing the following:

- Outreach
- Coalition Building
- Service Planning
- Station Locations
- Grant Writing
- Ballot Initiative Development

	ACTUAL	BUDGET	ACTUAL	ESTIMATED	BUDGET
BEGINNING FUND BALANCES	\$ 16,316,864	\$ 15,861,401	\$ 17,200,443	\$ 17,200,443	\$ 13,972,371
REVENUES					
Intergovernmental - State - CDOT	2,348,480	2,000,000	-	-	-
Interest Income	-	50,000	430,324	700,000	60,000
Other Revenue	5,843	-	-	-	-
Total revenues	2,354,323	2,050,000	430,324	700,000	60,000
Total funds available	18,671,187	17,911,401	17,630,767	17,900,443	14,032,371
EXPENDITURES					
General and administrative					
Payroll & Benefits	221,970	531,000	394,667	685,000	451,948
Accounting	31,255	70,000	42,264	70,000	70,000
	-	10,000	8,000	8,000	10,000
PR Advocacy, Meetings, Lobbying	121,476	-	-	-	-
Outreach/marketing	-	500,000	311,035	400,000	152,500
Legislative Services	-	-	58,333	100,000	100,000
Dues and Membership	4,090	5,000	3,138	5,000	5,000
Insurance	5,841	7,500	5,893	5,893	7,500
Legal	323,563	165,000	207,423	285,000	150,000
IT Services	16,549	20,000	34,116	60,000	23,000
Miscellaneous	973	10,000	2,119	2,500	-
Office Supplies - General	9,232	7,500	6,543	7,500	2,500
Office Supplies - Software	-	-	-	-	18,000
Ballot costs	-	250,000	13,400	13,400	-
Conferences/Travel - Staff	13,201	22,500	10,254	12,500	13,500
Conferences/Travel - Board	-	-	-	8,000	6,000
Board Expense	70,540	10,000	6,085	40,000	47,250
	40,146	60,000	984	20,000	50,000
Technical Assistance	-	-	-	-	100,000
Contingency	-	25,500	-	-	123,097
Contingency Support	-	125,000	-	-	-
Operations and maintenance					
Office Space	-	36,000	40,000	76,500	107,850
Utilities	-	-	562	1,300	1,855
Grant Writing	22,819	100,000	19,317	40,000	-
Service Development Plan	589,089	1,640,000	423,202	1,640,000	-
Financial Modeling	-	250,000	250,000	447,479	-
Transfer of Dedicated Funds	-	-	-	-	12,000,000
Total expenditures	1,470,744	3,845,000	1,837,335	3,928,072	13,440,000
Total expenditures and transfers out requiring appropriation	1,470,744	3,845,000	1,837,335	3,928,072	13,440,000
EMERGENCY RESERVE	\$ 70,600	\$ 61,500	\$ 13,000	\$ 21,000	\$ 1,800
DEDICATED FUNDS	12,159,000	12,159,000	12,159,000	12,159,000	159,000
DISTRICT RESERVE	-	102,500	102,500	102,500	102,500
AVAILABLE FOR OPERATIONS	4,970,843	1,743,401	3,518,932	1,689,871	329,071



Front Range Passenger Rail

Annual Report 2024

FRPR FRONT RANGE
PASSENGER RAIL

5



6

Colorado's Opportunity

- Intercity passenger rail is fast, safe and reliable
- Bipartisan Infrastructure Law offers federal funding opportunities
- Creation of District to build upon partnerships with CDOT and RTD
- Headquarters of rail innovation outside Pueblo at the Transportation Technology Center
- Effectively serve Coloradans' transportation needs now and in the future

FRPR FRONT RANGE
PASSENGER RAIL



7

Overview

- Using existing rail to expedite service to begin within the decade
- Nine primary stations from Fort Collins to Pueblo
- Long-term vision of connecting to Wyoming and New Mexico
- Initial service start in 2029 and ten round trips daily by 2035
- Intercity rail service is faster; up to 79 MPH
- Travel time estimate from Fort Collins to Pueblo is just over three hours (includes stopping at stations)

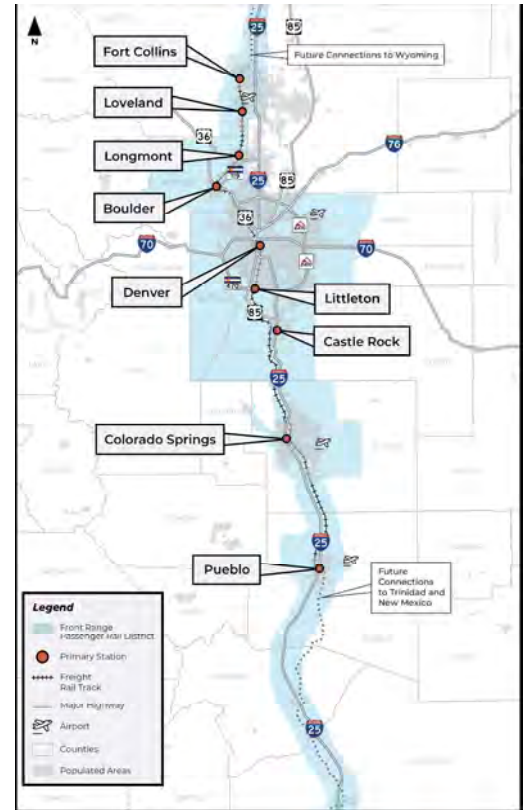
FRPR FRONT RANGE
PASSENGER RAIL



8

What is FRPR District?

- Legislature created the largest taxing district in the state (two years, three staff, 24-member board, 17 voting members)
- New special district with the mission to finance, design, construct, operate a passenger rail service along the Front Range
- Implementation of a ballot measure to generate sales tax funding for the project



Accomplishments

- District was created in 2022
- Accepted into Federal Railroad Administration's CIDP program (Step 2) - one of two projects nationwide
- Developed and distributed Station Location criteria to primary station jurisdictions
- Outreach throughout the District in 13 counties
- Board adopted route and station location resolutions
- Workshops featuring operators
- Latest financial model available for the project (\$3.2B with a \$.23 on \$100 purchase sales tax)



Station Locations



- Key activity centers
- Multimodal connectivity - transit, rideshare, bike and pedestrian options
- Locals lead in the identification of the station location and develop parking options
- Increased economic activity and transit-oriented development bolsters property values and development potential



Environmental and Safety Benefits

- Sustainable travel option to maintain the quality of life for present and future generations
- Starting with Tier 4 locomotives and exploring Zero Emission (ZE) technology for the future
- Reduced emissions supports Colorado's air quality goals
- Congestion reduction on highways
- Reduced traffic crashes and fatalities
- Reduced road maintenance costs
- Minimal visual intrusion on the landscape
- NEPA study – local community and environmental impacts with public input

Benefits Community and Local Businesses

- Increases employee pool
- Reduces parking needs
- Increases visitors with additional spending opportunities support area businesses through sales tax revenue
- An investment of \$1 billion in public transportation supports 36,000 jobs (USDOT)
- Local share back to communities



2024 Legislative Session

HB 1012

- Front Range Passenger Rail District Efficiency Clean-Up Bill
 - Clarify Board terms and nominating timeline for MPOs
 - Quorum clarification
 - More efficient elections
 - Board delegation of authority
 - Service plan for ballot

SB 184

- New funding for transit and rail capital needs
- Financing opportunities important for federal grant funding and capital construction
- Advancing operations with FRPRD, RTD, and CDOT around passenger rail service from Denver to Fort Collins

SB 230

- Three new funds for transit
- Supports operations and capital needs
- Funding designed to connect existing and new transit services statewide

Colorado SB 24-184

- Discussions around northern portion for initial phase from Denver to Fort Collins
- Funds from new fees go to CTIO (within CDOT) for bus and rail services
- Funds allocated to finance capital infrastructure
- Dependent upon negotiations with the host railroads and environmental clearance
- FISA discussion – Funds are for "unfinished business" - requires RTD board approval



Partnerships and Local Coordination

Multimodal Connectivity



- Local governments
- MPOs/COGs
- CDOT
- Transit agencies

Planning, Design, Engineering, Implementation



- Freight railroads
- FRA
- CDOT
- RTD

Station Planning and Station Improvement Districts



- Local governments
- Downtown business organizations and chambers
- Landowners
- Developers

Financial Support



- Local governments
- State legislature
- Governor's office
- Colorado DC delegation
- USDOT and FRA

Generating Public Support for Ballot Measure



- Chambers of commerce
- Environmental, Accessibility, Active Transportation, and Equity Orgs
- Local governments
- State legislature
- Governor's office

It's Time to Invest in Colorado's Future

- Next generation seeks sustainable alternatives to personal automobile
- Mitigates traffic congestion to assist with better air quality
- Enhances local economic development and provides workforce opportunities and job creation
- Infrastructure Investment and Jobs Act federal funding opportunities are available
- Opportunity to invest and serve Coloradans' transportation needs now and in the future



FRPR FRONT RANGE PASSENGER RAIL

What matters most to you?

FRONT RANGE PASSENGER RAIL

TRAIN RIDE

FORT COLLINS	BOULDER	CASTLE ROCK
LOVELAND	DENVER	COLORADO SPRINGS
LONGMONT	LITTLETON	PUEBLO

ADMIT ONE

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HOW WILL YOU USE THE TRAIN?

FRPR FRONT RANGE PASSENGER RAIL

info@frprdistrict.com

