



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

February 19, 2025

In Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 115-932-509

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of January 15, 2025 Meeting Minutes	Nicole Hahn	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Updates	Tom Moore, RAQC	-	1:10
5	APCD Updates	Brendan Cicione, APCD	-	1:15

Metropolitan Planning Organization Agenda

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	National Performance Measures 4-Year Target (2025) Adjustments	Becky Karasko	8	1:20

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	CDOT 2025 Active Transportation Plan	Medora Bornhoft, CDOT	Handout	1:25



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Freight Northern Colorado Plan Update	Jonathan Stockburger	Handout	1:40
9	NFRMPO 10-Year Priority List	Becky Karasko	12	1:55
10	SS4A Funding Roundtable	Nicole Hahn	-	2:25

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
11	NoCo Bike & Ped Collaborative	Written Report	Handout	-
12	Regional Transit Agencies	Verbal Report	-	-
13	Mobility Updates	Aaron Hull	-	2:45

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	February Planning Council Meeting Summary Draft	Written Report	16	-
15	Mobility Committee Updates	Written Report	18	-
16	Legislative Updates Report	Written Report	22	-
17	Roundtable	All	-	2:50

Meeting Wrap Up:

- Final Public Comment – 2 min each
- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: March 19, 2025

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
January 15, 2025
1:01 – 2:03 p.m.**

TAC MEMBERS PRESENT:

Nicole Hahn, Chair – Loveland
Aaron Bustow – FHWA
Omar Herrera – Windsor
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Tom Moore – RAQC
Evan Pinkham, Vice Chair – Weld County
Shani Porter – Severance
Eric Tracy – Larimer County

NFRMPO STAFF:

Aaron Hull
Becky Karasko
Mykayla Marek
Mark Northrop
Jerome Rouser
Paul Sizemore
Jonathan Stockburger

TAC MEMBERS ABSENT:

City of Evans
Rick Coffin – CDPHE-APCD
Jason Elkins – Johnstown
Tawn Hillenbrand – Berthoud
Pepper McClenahan – Milliken
Victoria Leonhardt – Greeley
Town of Garden City
Town of LaSalle

IN ATTENDANCE:

Candice Folkers – COLT
Phil von Hake – CDOT
Jacob Kershner – CDOT
Joshua Ma – Fort Collins
Dee McIntosh – CDOT
Hanna Feldmann – Greeley
Keith Wakefield – Loveland
Brendan Cicione – CDPHE
Brittany Hanson – CDOT
Scott Pearson – Windsor
Elizabeth Relford – Weld County
William Johnson- CDOT
Drew Pearson - Wilson

CALL TO ORDER

Chair Hahn called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE December 18, 2024 TAC MINUTES

Tracy moved to approve the December 18, 2024 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore gave an overview of the Indirect Source Emission Reductions Work Group. Moore noted this workgroup aims to reduce emissions from indirect sources of pollution which include warehouses, industrial and commercial developments, and construction sites. The Work Group will look at different potential new emission reductions via longer-term strategies in the 2027 through 2030 timeframe. Moore stated the Work Group will meet monthly with final Board discussion in June. Moore noted there was a wide variety of perspectives included in the analysis that will influence the proposed strategies. Work Group goals include identifying and reviewing existing Indirect Source Rules or Programs in other regions and identifying potential benefits and roadblocks for establishing various types of Indirect Source Emissions Reductions Programs. Moore stated RAQC can support up to three sub-Work Group areas in the first half of 2025. RAQC staff recommend creating a warehouses, entertainment & recreation, and airports & universities subgroups.

Hahn asked if RAQC has reached out to local Chamber of Commerce for warehouse contacts. Moore said yes and they were able to get some contacts through chamber of commerce.

Cicione noted the AQCC set a public hearing to consider a designation recommendation for the EPA’s revised PM 2.5 NAAQS standard. The AQCC will have a hearing for Regulations 3 and 7 to address air toxics reporting requirements and potential increases to emissions, permitting fees in response to HB22-1244. Rulemaking hearing is set for April this year. The Commission adopted revisions to Regulation 7 to include the midstream segment emission reduction plan. Midstream operations include facilities that gather, compress, and process natural gas.

METROPOLITAN PLANNING ORGANIZATION AGENDA

Consent Agenda

No items this month.

ACTION ITEM

2021-2025 NFRMPO Targets for Safety Performance Measures – Marek noted there are two options for these targets: Support the state or adopt regionally specific targets. The goal is to not exceed the targets. These numbers must be data driven and cannot be aspirational. Staff recommend TAC recommend Planning Council adopt regionally specific targets.

Moore asked why the regional serious injury rate is higher than the State’s serious injury rate target. Marek noted they consider VMT, but our regional serious injury rate is higher than the state’s average. Feldmann noted Planning Council discussed having regional datasets or some sort of dashboard. Marek stated NFRMPO are discussing how this would work internally and will keep TAC updated on those efforts. Hahn noted the NFRMPO previously had the Safety Data Working Group which allowed for crash data sharing.

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 provided a brief overview of the MMOF program goals and funding amounts available in FY2024-2028 funds. For Category A, the Scoring Committee is recommending the US34 Transit Sidewalk Connectivity Project and Taft Hill Road Corridor Project be fully funded and the Foothills Transit Station and Roundabout project be partially funded. For Category B, the Scoring Committee is recommending fully funding the FRPR Fort Collins and Loveland Station and Weld County On-demand Transit Program projects.

Hornkohl moved to recommend the Planning Council approve the MMOF Call for Projects. Tracy seconded the motion, which was approved unanimously.

FY2023 & FY2024 Transfort POP Update – Joshua Ma, Fort Collins, noted Transfort must update their FY2023 and FY2024 POPs due to a change to funding amounts and format to maintain compliance with FTA. Ma stated the original projects are unchanged.

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 – Joshua Ma, Fort Collins, stated there was a public meeting held on December 20th with a virtual attendance option. Ma noted the FY2025 Transfort POP includes FTA Sections 5307, 5310, and 5339 apportionments for the Fort Collins TMA.

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

January 2025 TIP Amendment – Stockburger noted the amendment includes CDOT Region 4 new project *US85 UPRR Gaps Projects* with \$43,785 Federal TCC funding and \$458,000 Federal RPP funding. Stockburger noted NFRMPO staff recommend approval.

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 CDOT has adjusted the Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition from 36 percent to 38.5 percent. The NFRMPO must either support CDOT’s target or set a regionally specific target. Historically, the NFRMPO has supported CDOT’s target, and NFRMPO staff recommend supporting CDOT’s 38.5 percent target.

NFRMPO 10-Year Priority List – Karasko stated she will send out the materials for the workshop a week before the workshop. If there are any changes to projects, send them to her by Tuesday, January 21st. The workshop will be held at the Weld County Administrative Building, and this will be an exclusively in-person meeting.

FY2026-2029 NFRMPO TIP – Karasko noted NFRMPO staff was originally anticipating bringing the new TIP projects at this meeting, but one project requires conformity and a GHG report. The new TIP will be

adopted in September. This gives NFRMPO staff time to include additional projects in the new FY2026-2029 TIP. She emphasized capacity projects and other projects that require conformity so they can be included in this conformity run and GHG report. Karasko noted there were only six new projects to be included in the TIP. She requested TAC member send any new projects that must be included in the new TIP to her and Stockburger.

Moore asked how the UPWP fit in the TIP process. Karasko noted the UPWP is the work program for the NFRMPO, and the TIP is projects for all RSCs and regionally significant projects. Moore asked if the UPWP is updated with the TIP. Karasko noted the TIP is one of the work products included in the UPWP. Moore asked if TAC is involved in the UPWP. Karasko responded TAC provides input on the work tasks.

OUTSIDE PARTNER REPORTS

NoCo Bike and Ped Collaborative – Written report was provided.

Regional Transit Agencies – No reports were provided.

Mobility Updates – Hull noted the Northern Colorado Mobility Committee will be a joint meeting with Boulder in February. In 2024, RideNoCo received 368 calls, approximately 5,000 website visits, attended 29 outreach events, two travel trainings, and 24 presentations. RideNoCo distributed over 700 riders' guides. Hull noted RideNoCo has multiple outreach events planned for 2025 and are in discussions with health organizations to attend additional events.

REPORTS

January Planning Council Meeting Summary Draft – Written report provided.

Mobility Committee Updates – Written report provided.

2024 Q4 TIP Mods - Written report provided.

ROUNDTABLE

Northrop noted he is leaving the NFRMPO, with his last day being January 24th.

Feldmann noted the Greeley Vision Zero plan will be going to Greeley City Council next week and staff is finalizing the Mobility Development Plan.

Rouser noted NFRMPO staff will be following transportation-related legislation in the Colorado General Assembly and will be providing written updates to TAC and Planning Council.

Hahn noted Loveland is hiring a new transportation planner.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: CDOT Air Quality Monitoring on I-25 construction, Vision Zero Action Plans.

Meeting adjourned at 2:03 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

The next meeting will be held at 1:00 p. m. on Wednesday, February 19, 2025, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: February 19, 2025

**Re: *CONSENT* Action - 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 TAC recommend Planning Council approve the adjustment of the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* Target for the NFRMPO from 36% to 38.5%.

Attachments

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



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.



MEMORANDUM

To: NFRMPO TAC

From: Becky Karasko

Date: February 19, 2025

Re: Discussion – NFRMPO 10-Year Priority List Update

Objective

Planning Council feedback on the proposed process for the NFRMPO 10-Year Priority List of projects process moving forward.

Summary

On January 30, 2025, the NFRMPO Planning Council held a joint workshop with TAC members and NFRMPO staff to score projects for the NFRMPO's 10-Year Priority List across three categories: roadway, transit, and non-motorized. During the workshop, it was determined that a workshop with the NFRMPO TAC to determine scoring criteria and an additional joint workshop in the Spring would be scheduled. Attached is the list of projects which received votes during the voting exercise.

Additionally, it was requested that NFRMPO Staff and TAC members review the Regionally Significant Corridors (RSCs) to determine which corridors might be added to the original six priority corridors (N I-25, US34, US85, US 287, SH392, and SH14).

Recommendation

NFRMPO Staff requests TAC member feedback on the projects instead as well as the plan of action to move forward.

NFRMPO Priorities List

2025 Roadway

Corridor	Project Limits	Improvement Type	Community	Funding needed (2024 \$M)	Votes Received
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	Loveland/Johnstown	\$50	1
	US34/US287	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$10.6	4
	US34 and WCR 17	Interchange	Greeley/Windsor/Weld County/Johnstown	\$50	8
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	Greeley	\$22	2
	US34 Corridor within the NFRMPO boundary	US34 Corridor Planning	TBD	\$1	3
	Rocky Mountain to Centerra Parkway along US 34	Three grade separated interchanges. Rocky Mountain and US 34, I-25 and US 34 and US 34 and Centerra/Thompson Parkway. These projects will include multimodal improvements along with the interchanges.	Loveland/Johnstown	\$211	4
	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	1
	US34 and 131st Street	Multimodal, safety, and operations improvements with intermodal mobility hub	Greeley	\$50.0	1
	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	1
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes and active modes improvements	Fort Collins/Larimer County	\$23.0	1
	US287 (College Ave) and Drake Rd	Intersection and active modes improvements	Fort Collins	\$5.9	1
	SH287 and LCR17 (North Berthoud Parkway)	Intersection improvements	Berthoud	\$5.7	1
	US287 Bridge over Big Thompson River	Bridge Reconstruction	Loveland	\$55.0	3
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County/Severance	\$7.0	3
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	2
	I-25 to US287	Active modes improvements/low stress trail including RATC5, widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	4
	Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$35.0	2
	SH392/Timberline Road	Intersection/Roundabout	Fort Collins	\$11.0	1
SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	2
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Fort Collins	\$52.20	9

NFRMPO Priorities List

2025 Tiers 1-3: Transit

	Facility	Project Limits	Improvement Type	Community	Funding needed (2024 \$M)	Votes Received
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan and LinkNoCo)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	3
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	2
TIER 2	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$10.0 (C) / \$3.0 (O)	1
	US287	US287/North College Ave	New BRT service (North College MAX Route)	Fort Collins	\$25.0 (C) / \$2 (O)	2
TIER 3	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)	1
	Various	North Front Range Regional Rail	New rail service	TBD	TBD	

NFRMPO Priorities List

2025 Tiers 1-3: Non-Motorized

Facility	Project Limits	Improvement Type	Community	Funding needed (2024 \$M)	Votes Received
US34	RATC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	
	RATC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	5
	RATC #11: Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	Sidewalk Construction and gap filling	Loveland	\$3-4M	1
	RATC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80	
I-25	RATC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	2
US287	US287 and LCR17 (North Berthoud Parkway)	Pedestrian underpass at SH 287 & North Berthoud Parkway.	Berthoud	\$7.25	1

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
January 9, 2025

Move to Approve Agenda and Minutes

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

AIR QUALITY AGENDA

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. She then explained that at the December 18 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. Draft applications are due at the end of February.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

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 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.

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 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. Karspeck **moved** to approve the Off-Cycle December 2024 TIP Amendment. 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. 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.

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. Project sponsors then gave a brief presentation of their project.

EXECUTIVE SESSION:

Planning Council went into Executive Session to discuss the performance of the Executive Director.

Larimer County Mobility Committee (LCMC) MINUTES

January 28, 2025

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Ari Edgely, Foothills Gateway
- Bridie Smith, COLT
- Hannah Shelley, Transfort
- Melaine Royalty, Transfort
- Jenna Robinson, SAINT
- Megan Kaliczak, zTrip
- Steve Conaway, RAFT
- Katlyn Kelly, Transfort
- Hannah Groves, Larimer County Health District
- Lorye McLeod, PAFC
- Kristi Swasko, RAFT
- Dana Klein, Town of Estes Park
- JoAnn Herkenhoff, UCHealth
- Jaclynn Streeter, Steer
- Lorye McCloud, PAFC
- Nichole Limoge, Larimer County Office on Aging
- John Matis, Member of the Public

NFRMPO staff: Paul Sizemore, Lisa Deaton,
Aaron Hull, Jerome Rouser

Approval of Last Meeting's Minutes: October 22, 2024 minutes approved by Kelly and seconded by Swasko.

Activity

Group Introductions and speed networking.

Both virtual and in-person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know each other and learn more about each other's respective organizations and services.

Announcement of Co-Chair Elections



Sizemore announced that it was time for co-chair elections and discussed the by-laws. Kelly Volunteered to be a co-chair.

Presentations - GoNoCo34 TMO Update & Introduction

Streeter introduced herself and discussed her background. Streeter defined what Transportation Demand Management (TDM) is and explained its strategies and goals. She discussed what the Transportation Management Organization (TMO) does, how they collect and share information, the activities they participate in, and how to become a member of the TMO. She asked the group how the LCMC supports the TMO with membership recruitment and asked about projects, initiatives, and policies the TMO could advocate for. Conaway said that he wants to set up a meeting with the mayor, the city manager, and town trustees in Berthoud hopefully within the next 5-6 weeks. He invited Streeter to meet town trustees and political appointees and discuss transportation needs. Kaliczak talked about how we present to others outside of the transportation realm that we need to highlight the gaps between cities, rural areas, and in growing communities that do not have any current infrastructure for mass transit. Streeter asked how the TMO can advocate for the Mobility Committee, Klein said that the GoNoCo34 is advocating for connectivity and communication. Streeter offered that we could contact her at any time regardless of membership at director@gonoco34.org.

Presentation – Transportation Planning Updates

Rouser introduced the 2025 Active Transportation Plan (ATP). The ATP serves as the bike and pedestrian element of the Regional Transportation Plan. The focus of the plan is to look at our regional bike and pedestrian network and provide resources for our local agencies to assist in their bike and ped planning efforts. The MPO considers all types of active transportation such as walking, biking, scooters, and the use of mobility devices as well. He discussed outreach strategies, survey responses, and the overall ATP themes from the surveys. Rouser shared the Regional Active Transportation Corridors (RATC's) maps, visioning and next steps. Robinson asked how this year's survey responses compare to previous participation numbers and Rouser said that it was higher this time compared to the last, likely due to COVID. If anyone would like to reach out to Jerome, you can email him at jrouser@nfrmpo.org.

Presentation – RideNoCo Updates

Deaton gave a review of the RideNoCo call center statistics for 2024 including program records for calls and website visits, outreach events that were attended, and trips provided by the NFRMPO's subrecipient program. She shared that the RideNoCo TDS project was awarded the Transit Project of the Year at the fall CASTA conference in October 2024. Discussed what's to come in for the RideNoCo program including the evolution of RideNoCo becoming a regional TDM program, the expansion of DRCOG's My Way to Go platform, expanding the TDS to more additional agencies, and continuing to identify and address regional transportation gaps. Limoge asked if we could expand on the My Way to Go Platform, Hull discussed that My Way to Go is a ride matching program that allows you to trip plan by entering beginning and ending points and it will provide



various transit options such as vanpooling, carpooling, and transit. Robinson asked what the target audience was, Hull said that its target is commuters, but it is open to all. Streeter added that anyone can access My Way to Go, and it offers all multi-modal solutions such as biking, walking, and single occupancy vehicles in addition to vanpool and carpool options.

Presentation-2025 Coordinated Plan

Hull presented the 2025 Coordinated Plan and asked the group to prepare to participate in an online poll towards the end of the presentation. He discussed the plan's background, older adult and disabled populations, transit availability, and gaps. He asked polling questions about mobility gaps, what projects or strategies would be helpful to identify gaps, and who should be a part of this conversation. Matis spoke about the gaps and shared his story about his wife who used a wheelchair and the difficulties in finding transportation from one town to another. He also discussed the reliability of services and the 2-hour wait times to get picked up. Matis talked about people who are "mobility disabled" and cannot get out of their own homes. He suggested agencies that may be able to help if we reach out to them. Matis talked about the aging population and how it's only going to grow, and we all need to act. Conaway shared that RAFT has only one wheelchair accessible vehicle, but the biggest gap in service is the town-to-town gaps because there are jurisdictions in most organizations. He added that another big gap is getting people to the fixed transportation stops, it would be helpful if there was more communication and coordination between agencies. Matis discussed the issues with getting picked up at the Loveland/Fort Collins airport. Conaway said that we need people to get out there and figure this issue out. Suggested that agencies like the MPO designate that this is part of their strategy with the goal of creating a place for people to meet and get phone numbers out there and start communicating. He also discussed that the State of Colorado is constantly planning and if a portion of that money that goes into the planning could go to the people doing the work, it could potentially solve a lot of transportation problems. He said that we need to talk with the people in charge that have the money and who are making the decisions and invite them to these conversations. Matis recommended contacting the Salvation Army, Catholic Charities and churches. Talked about a Colorado State University School of Public Health program where there is a graduate program where they work with people with disabilities and how we need to think outside the box and network with agencies other than government agencies and look towards the community. In closing, Hull briefly discussed the timeline of the development of the plan for 2025.

Case Studies

None

Wrap-Up + Member Updates

COLT & Transfort News & Updates

Kelly put in the chat about the Transportation Projects Fair at the Lincoln Center in Fort Collins March 6, 2025 5:00-7:00pm. <https://www.fcgov.com/fcmoves/projectsfair>



LCMC Member Updates

None

Conaway motioned to adjourn meeting; Shelley seconded.

Upcoming Meetings:

- **Northern Colorado Mobility Committee (NCMC):** February 25, 2025. Joint meeting with Boulder County at the Berthoud Town Hall | 807 Mountain Ave. Berthoud, CO 80513
- **Larimer County Mobility Committee (LCMC):** April 22, 2025

Legislative Report

February 2025

Direct NFRMPO Impact:

Title	SB25-030 : Increase Transportation Mode Choice Reduce Emissions
Description	Concerning measures to increase transportation mode choice to reduce emissions.
Summary	<ul style="list-style-type: none"> • Requires CDOT to present a statewide mode choice assessment to the transportation legislation review committee (TLRC), Transportation Commission (TC), and the Colorado Energy Office (CEO) with recommendations for mode choice targets for 2030 ,2035, 2040, 2045, and 2050 for CDOT, MPOs, and transit providers that provide public transit to a population of 100,000 or more. • Requires CDOT, in coordination with MPOs, to present a report to TLRC to track the implementation of mode choice targets through mode choice implementation plans. • Requires CDOT, MPOs, subject transit providers, and local governments with a population of 25,000 or more to complete a mode choice implementation plan no later than December 31, 2026. These plans must be updated every 5 years. • Mode choice implementation plans must include information about mode choice targets, a multimodal transportation gaps summary, and an analysis of projected GHG emissions • Allow NAAPME to award grants for the development of mode choice implementation plans • Allow MMOF funds to be used for the development of mode choice implementation plans
Status	<ul style="list-style-type: none"> • 1/08/2025: Introduced in Senate – Assigned to Transportation, & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Require the NFRMPO, transit agencies, and local governments with population of 25,000 or more to complete mode choice implementation plans

Title	HB25-1144 : Repeal Retail Delivery Fees
Description	Concerning the repeal of retail delivery fees.
Summary	<ul style="list-style-type: none"> • Eliminates the retail delivery fees.
Status	<ul style="list-style-type: none"> • 1/29/2025: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Limit funding opportunities through NAAPME and other enterprises formed by SB21-260.

Title	HB25-1044 : Local Funding for Vulnerable Road User Protection
Description	Concerning authorization for local governments to generate additional fee-based funding for local vulnerable road user protection strategies.
Summary	<ul style="list-style-type: none"> • Authorizes a county, municipality, or a TABOR exempt enterprise created by a local government to generate additional fee-based funding for vulnerable road user protection strategies. • Authorizes local governments to impose additional local motor vehicle registration fees.
Status	<ul style="list-style-type: none"> • 1/08/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local communities to generate additional revenue for eligible safety projects.

Title	HB25-1007 : Paratransit Services
Description	Concerning paratransit services.
Summary	<ul style="list-style-type: none"> • Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> ○ Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies ○ Ensure that fare collection technology for paratransit services is comparable to that offered for regular or fixed route services ○ Consult with affected community members and conduct an impact analysis before reducing the service area • Create the paratransit task force <ul style="list-style-type: none"> ○ Housed in CDOT and will consist of 16 members
Status	<ul style="list-style-type: none"> • 1/08/2025: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Requires Transfort, COLT, GET, and other agencies that provide paratransit services to establish a plan to continue services during an emergency and to consult with affected community members when changing the service area.

Transportation-Related Bills – Limited NFRMPO Impact

- [SB25-117](#): Reduce Transportation Costs Imposed by Government
 - Eliminate the road usage fee, short-term motor vehicle rentals fee, passenger per-ride fees, and the waste tire enterprise fee. Requires NAAPME to establish a reformulated gasoline cost stabilization program.
- [HB25-1110](#): Railroad Crossing Maintenance Costs
 - Requires the public utilities commission to adopt rules requiring that, unless the applicable road authority is a local government, the total costs to maintain an existing railroad crossing are shared equally between the railroad, railroad corporation, rail fixed guideway, transit agency, or owner of the track and the applicable road authority.