



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

March 6, 2025

In Person: Larimer County Offices Building, First Floor Hearing Room, 200 W. Oak St, Fort Collins, CO 80521

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 – February 6, 2025	Johnny Olson, Chair	9	6:05
4	National Performance Measures 4-Year Target (2025) Adjustments Resolution 2025-09	Becky Karasko, Transportation Planning Director	14	

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	19	6: 10
7	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair, Larimer County Commissioner	24	-



8	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
9	Report of the Chair	Johnny Olson, Chair	-	6:25
10	Executive Director Report	Paul Sizemore, Executive Director	-	6:30
11	Legislative Updates Report	Written	Handout	-
12	TAC	Written	32	-
13	Mobility	Written	Handout	-

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	Front Range Passenger Rail District Board NFRMPO Representation Resolution 2025-10	Johnny Olson	Handout	6:45

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	NFRMPO 10-Year Priority List	Becky Karasko	Handout	6:50

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:15
17	STAC Report	Written Report	33	-
18	Colorado Transportation Investment Office (CTIO)	Written Report	36	-
19	I-25 Coalition	Scott James, Weld County Commissioner	-	-
20	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-



21	Host Council Member Report	Kristin Stephens	-	7:25
----	----------------------------	------------------	---	------

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: April 3, 2025 – Hosted by the City of Evans



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 Shadduck-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

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)
O₃	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 (see TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (previously STP-Metro)	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 (previously TAP)	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

February 6, 2025 Hybrid Meeting in Weld County, CO

Voting Members Present:

Kristen Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Dan Dean	-Milliken
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Liz Heid	-Eaton
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud

Voting Members Absent:

Fil Archuleta	-Garden City
Mark Clark	-Evans
Jessica Ferko	-APCD
Matthew Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Johnny Olson- Chair	-Greeley
Andrew Paranto	-Johnstown

MPO Staff: **Paul Sizemore**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Jerome Rouser**, Transportation Planner II; **Jonathan Stockburger**, Transportation Planner I; **Mykayla Marek**, Transportation Planner I; **Aaron Hull**, Mobility Planner.

In Attendance: Bill Becker; Brad Buckman; Ray Cundiff; Jim Eussen; Omar Herrera; William Johnson; Will Jones; Jacob Kershner; Katrina Kloberdanz; Victoria Leonhardt; Evan Pinkham; Lynette Pepler; Justin Stone; Josie Thomas; Eric Tracy; Keith Wakefield; Solveig Williams;

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

PUBLIC COMMENT

Steve Teets, Greeley, encouraged the NFRMPO to become more involved in local city council meetings to discuss the importance of transportation for veterans and people with disabilities. Teets requested the Weld County Mobility Committee (WCMC) to become a hybrid meeting and encouraged the WCMC to give verbal updates to Planning Council.

CONSENT AGENDA

James requested pulling MMOF Call for Projects from consent agenda.

Karspeck **moved to APPROVE THE MINUTES AND RESOLUTION 2025-03**. The motion was **seconded** by Heid and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Vice Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Ferko outlined the AQCD's public participation opportunities, including online tutorials on the new environmental justice summary dashboard. Ferko noted the APCD intends to propose a rule to the AQCC to reduce methane pollution from municipal solid waste landfills. The AQCC adopted AQCD's recommended "in-attainment" designation for the revised 2024 PM2.5 NAAQS.

NFRMPO Air Quality Program Updates

Sizemore noted there was an error in the NFRMPO Air Quality Program Updates report about the two different SIP standards. The report should say the SIP that is due in January 2026 is for the 2015 standard. Colorado is currently working to develop the SIP for the 2015 standard. Sizemore stated that SIP will likely be submitted late due to the legislative review process. This SIP is anticipated to be completed in March 2026.

Regional Air Quality Council (RAQC) – Stephens stated that RAQC is working with AQCC to develop the SIP. RAQC will be discussing landscape maintenance.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted the deadline for the Community Clean Transportation Assistance Program (CCTAP) is February 25th. There is a live informational webinar on February 14th. Heid asked if there have been many applicants. Stephens stated she is not aware of the number but it is still early in the call.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair Stephens opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Vice Chair Stephens noted STAC discussed the Governor's Colorado Transportation Vision 2035 and discussed the 2050 Statewide Plan.

Executive Director Report

Sizemore outlined his annual goals that were determined by Planning Council during the January Planning Council Meeting Executive Session. Sizemore noted there was a UPWP budget modification to adjust how funding for one project was represented in the budget. Since these adjustments are budget neutral, they can be done through Finance Committee approval. Sizemore gave an overview of some of the changes in federal transportation funding requirements due to the change in administration. Sizemore noted NFRMPO staff will continue to monitor changes and will inform Planning Council of any major changes.

Finance Committee: FY2024-2025 UPWP Budget Modification Memo

A written report was provided.

Legislative Report

A written report was provided.

TAC

A written report was provided.

Q4 2024 TIP Modifications

A written report was provided.

Mobility

A written report was provided.

ACTION ITEM:

2024 MMOF Call for Projects –

James expressed concerns about funding the *FRPR Fort Collins and Loveland Station* Project during this call since voters have not approved the tax to fund the project. James is concerned funding this project without knowing if the Front Range Passenger Rail project will be moving forward would be a misuse of taxpayer dollars. Planning Council discussed the merits of the *FRPR Fort Collins and Loveland Station* project. Stephens noted a lot of the work the NFRMPO does is around planning and visioning, so there is precedent for funding studies for projects that are not guaranteed to move forward. Canonico noted there is polling that suggests there will be strong support for funding Front Range Passenger Rail. Jenkins stated this project would benefit the whole region, including reducing traffic on north/south routes and aiding in the North Front Range's air quality efforts.

James **moved to** amend *RESOLUTION 2025-04* to remove \$567,661 from *FRPR Fort Collins and Loveland Station* and add \$450,000 to the *10th Street Transit Vision* and \$117,661 to the *Greeley Active Modes Plan*. The motion was **seconded** by Heid and **passed** by a 5 to 4 vote.

James **moved to** approve *RESOLUTION 2024-04 ADOPTING THE 2024 MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) CALL FOR PROJECTS as amended*. The motion was **seconded** by Karspeck and **passed** by a 5 to 4 vote.

2024 MMOF Call for Projects: Weld County Local Match Reduction Request – Karasko noted Weld County has requested a reduction of the match request for MMOF from 50% to 25%. Planning Council approved this during a previous MMOF call. Karasko stated the Transportation Commission must also approve. Pinkham noted this match reduction makes this project more feasible.

Karspeck **moved to** approve *RESOLUTION 2025-05 APPROVING THE MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH RELIEF REQUEST FOR THE WELD COUNTY ON-DEMAND TRANSIT PROGRAM PROJECT*. The motion was **seconded** by James and **passed** 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. TAC recommended Planning Council approval.

James **moved to** approve *RESOLUTION 2025-06 APPROVING THE OFF-CYCLE DECEMBER 2024 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Heid and **passed** unanimously.

FY2023 & FY2024 Transfort POP Update – Karasko noted the funding amounts for the listed projects have increased due to IIJA funding which requires an update to the FY2023 & FY2024 POP.

Canonico **moved to** approve *RESOLUTION 2025-07 REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT (TMA) PROGRAM OF PROJECTS FOR FFY23 AND FFY24*. The motion was **seconded** by Jenkins and **passed** unanimously.

FY2025 Transfort POP – Karasko noted the FY2025 is a new POP. Transfort completed the public involvement process and held a public meeting in December.

James **moved to** approve *RESOLUTION 2025-08 REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307, \$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT (TMA) PROGRAM OF PROJECTS FOR FFY25*. The motion was **seconded** by Canonico and **passed** unanimously.

DISCUSSION ITEMS:

NFRMPO 10-Year Priority List – Karasko noted the first next step is to have a discussion with TAC in February to discuss data needs and revisit the priority corridors. There was a request to add Harmony Road/WCR74. Karasko noted Planning Council can add as many corridors to the priority corridor list as needed. Karasko stated there will be a TAC workshop in March and a second joint Planning Council and TAC workshop in April or May.

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. James asked if CDOT can confirm if this target is achievable. Kershner noted the NFRMPO's good bridge condition is at 56.5% and statewide is 37% currently. Kershner believes CDOT can achieve this target.

COUNCIL REPORTS:

Transportation Commission – No update.

STAC Report – A written report was provided.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

I-25 Coalition – James noted the I-25 Coalition met, and the meeting went well. James requested Councilmembers to check their email to schedule an in-person meeting to discuss future visioning for the I-25 coalition.

Front Range Passenger Rail District –Karspeck noted the last meeting they discussed train speeds. FRPR is aiming for 90mph with an average of 79 MPH. Stephens asked if there is an executive director. Chrissy Breit is the interim executive director.

Host Council Member Report – James stated Weld County has committed \$5 million for section 5 of I-25. High Plains Blvd is nearing 90% completion on design, and Weld County is looking to go to construction in April. Construction is anticipated to be completed by the end of the year.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – Legislative Rundown.

The meeting was adjourned at 7:29 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: March 6, 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

TAC recommends 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

Attachment 2: *Resolution 2025-09*



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.



**RESOLUTION NO. 2025-09
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO ADJUST THE PERCENTAGE OF NATIONAL HIGHWAY SYSTEM BRIDGES, BY DECK AREA, CLASSIFIED IN
GOOD CONDITION TARGET**

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 Federal Highway Administration (FHWA) established regulations (23 CFR 490.703) states the CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population of over one million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS); and

WHEREAS, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set joint targets for 2-and 4-year reporting periods and adjustments to the targets are to be included in the Mid Performance Period Progress Report to FHWA; and

WHEREAS, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set the following adjusted National Performance Measure 4-year target:

- Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition
Adjusted 4 Year Target: 38.5%

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs adopt the state’s target or establish their own within 180 days of the state’s new target and in close coordination with CDOT;

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set target the adjusted 4-year target for Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition and agrees to plan and program projects to contribute toward the accomplishment of the target. Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of March 2025.

Johnny Olson, Chair

ATTEST:

Paul Sizemore, Executive Director



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 2/25/25

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 the March 6, 2025 Meeting.

Summary:

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

Air Quality Activities:

AQCC Activities:

At the AQCC's February 2025 meeting, the AQCC adopted additional oil and gas regulations for pneumatic devices, reducing methane, VOCs and air toxics from pre-production and production activities. These regulations are intended to address EPA requirements for oil and gas facilities, and are phased in sooner in the Denver Metropolitan North Front Range Ozone Nonattainment Area than required by the EPA, beginning in May 2026 and ending in March 2029. Portions of the adopted regulations were adopted for inclusion into Colorado's State Implementation Plan, specific to ozone. The AQCC also held an informational hearing discussing setting health-based standards for Priority Air Toxic Contaminants (PTACs) in preparation for anticipated rulemaking hearing in September 2025.

RAQC Activities

The RAQC Board met on 2/7/25. CMAQ funding came up early in the conversation, and CDOT representative Pakbaz was quick to share that CMAQ funding was secure and not believed to be in jeopardy. Board Member Pakbaz indicated that "it would take an act of Congress to withhold CMAQ funding" from state and local authorities.

The RAQC held a 2/19/25 Control Strategies Committee Meeting discussing the contributions of volatile consumer products to ozone levels in Colorado, and inclusion in Colorado's Serious Ozone SIP under the 2015 Ozone National Ambient Air Quality Standard (NAAQS). Notably, volatile emissions from consumer products are increasing despite regulatory mandates on VOC content of these products adopted in different states, including Colorado. In part, this is due to population growth in those same states. Colorado has implemented the majority of model rules developed by the Ozone Transport Commission (a group of eastern states). Further, Colorado has adopted the last subset of these rules to go into effect should the current DMNFR Ozone Nonattainment Area not attain the 70 ppb by 2027, as required to meet "Contingency Measure" SIP requirements. RAQC staff suggested expediting the implementation date to realize those reductions sooner, and perhaps before 2026. Industry advocates indicated needing time to transition, given current inventories of such products and low product turnover rates; both lowering the likelihood of realizing reductions by 2027. The Air Pollution Control Division (APCD) staff hinted that if this strategy were to move forward and were included as a reduction strategy for this Serious SIP under the 2015 Ozone NAAQS, commensurate reductions would

have to be identified and adopted into previous Ozone SIPs to satisfy Contingency Measure requirements of those previous SIPs.

RAQC staff indicated having received EPA’s 2026 data platform and planning a Spring forum to discuss emissions inventories and related modeling required to supplement any SIP Colorado adopts.


The RAQC staff shared this slide, identifying “slates” of emission reduction strategies they are considering for inclusion in the Serious SIP under the 2015 Ozone NAAQS.

SLATE OPTIONS: AN EXAMPLE

	Slate option 1* (Highest Emission Benefits by 2026)	Slate option 2* (Less/Limited 2026 Emission Reductions)
Strategies with 2026 emission reductions (ER)	Venting & blowdowns: full RAQC proposal implementation Landscape maintenance: commercial use restrictions + reporting requirement starting in 2026 Consumer products: full implementation in 2026	Venting & blowdowns: full RAQC proposal implementation Landscape maintenance: commercial use restrictions starting in 2027 + reporting req. starting in 2026 Consumer products: keep as contingency measure only
Strategies w/ ER in 2027 and beyond	Indirect sources: Reporting req. starting in 2026, phased strategies starting in 2027 Mobile source emission targets and zero emission forklifts: implementation starting in 2026	Mobile source emission targets: phased in starting in 2026 (no emission reductions expected until 2027) Indirect sources and zero emission forklifts: phased strategies starting in 2027

- All slate options will include Sufficient and Timely combinations of Emission Reductions Needed (STERN) to reach attainment
- RAQC will provide more information alongside slate options about:
 - Expected emission reductions from each slate option as a whole
 - How control strategies included in one or more slate(s) align with evaluation criteria
 - Process to develop these slate options and control strategies, including stakeholder engagement

*Options shown here are for illustrative purposes only



RAQC Control Strategy Committee Meeting – February 19, 2025

22

Transportation strategies relate to indirect sources and mobile source emission targets. The RAQC has ongoing monthly meetings exploring regulation of indirect sources, focusing on warehouses, entertainment and recreation, and airports and universities. Notably, few stakeholders representing these types of indirect sources are attending these RAQC meetings. Some proponents are suggesting that Colorado adopt other states’ rules regulating warehouses by setting expectations for owners and operators of these warehouses to reduce emissions from vehicles, in a variety of ways, including transitioning fleet vehicles to low emission vehicles and zero emission vehicles. Regarding entertainment and recreation facilities, control strategies to reduce vehicle traffic to and from those venues – including both ticket holders, employees and vendors supplying those venues – are being discussed. Finally, strategies to reduce emissions from vehicles traveling to and from airports and universities are also being discussed. Two such entities referenced existing plans during those discussions that may help identify best management practices. During all of these indirect source meetings, the question of making these rules legally enforceable came up, given the number of entities involved and the primary venue’s owner or operator’s authority in limiting transportation by all of the entities involved.



The RAQC is not scheduled to discuss mobile source emission targets until the April Control Strategy Committee Meeting and May RAQC Board Meeting. In the meantime, the RAQC has posted a concept paper that outlines setting 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 2050.¹ 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.

Other Air Quality Initiatives:

EPA Actions

Mark Smith is now the Acting EPA Region 8 Administrator, as KC Becker resigned as Region 8 Administrator in late January. Mark has worked for EPA for 33 years in a variety of roles, in Region 8 and Region 7, and at EPA Headquarters.

Also EPA issued the Third Triennial Report to Congress in a final document titled, "Biofuels and the Environment: Third Triennial Report to Congress" that assesses the environmental impacts of the Renewable Fuels Program.²

New Federal Executive Orders

TRE is tracking at a high level recent Presidential Executive Orders being issued for potential air quality rule, regulation, policy or administrative impacts. It is important to understand that there are a great many Executive Orders and federal actions affecting the federal staffing, funding and services, and will have broad implications which cannot be fully understood yet. Several of these actions remove previous Executive Orders and/or outline this Federal Administration's priorities, postpone imminent rules, delay rules that have not yet take effect, re-open for public comment rules were finalized recently. The "Regulatory Freeze Pending Review," "Initial Recissions of Harmful Executive Orders and Actions", and "Unleashing Prosperity Through Deregulation" Executive Orders are just a few examples of these orders that touch upon energy, climate change and environmental justice.^{3, 4, 5}

Colorado General Assembly Actions

Several air quality-related bills have been introduced in the 2025 General Assembly, and several are also transportation related. HB25-1054 repealing audits of CDPHE's Air Program (aka vehicle inspection and maintenance program) passed. HB25-1118 allows for EPA

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

² See 90 Fed Reg 7135, 1/21/25, for the Notice of availability of the report, here: <https://www.govinfo.gov/content/pkg/FR-2025-01-21/pdf/2025-01385.pdf>. This document references EPA's "Biofuels and the Environment: Third Triennial Report to Congress" (EPA/ 600/R-24/343F).

³ See 90 Fed Reg 8249, 1/20/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-01-28/pdf/2025-01906.pdf>

⁴ See 90 Fed Reg 8237, 1/28/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-01-28/pdf/2025-01901.pdf>

⁵ See 90 Fed Reg 9065, 2/6/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-02-06/pdf/2025-02345.pdf>



approved alternative catalytic converters to be installed in limited cases. HB25-1198 establishes a new 15 member Regional Planning Commission, establishing a state-wide authority in coordinating housing, land use and other planning. HB25-1267 directs the adoption of rules that govern retail electric vehicle charging equipment and methods of sale. HB25-1281 allows small Japanese KEI vehicles to be treated as a motor vehicle, but not allowed on roads with greater than 55 mph speed limits. SB25-052 – RTD Operating Costs defines operating costs to mean all operating expenditures, and SB25-161 – Transit Reform outlines study, planning and coordination requirements for RTD.

There are two bills addressing different air quality related enterprises to watch: SB25-030 – Increase Mode Choice Reduce Emissions and Nonattainment Area Air Pollution Mitigation Enterprise and SB25-126 – Reducing Costs of State Regulation. This last bill repeals substantial air quality statutes in recent years.

Other air quality related bills still being considered include: HB25-1119 - Require Disclosures of Climate Emissions that requires reporting of owned or operated sources of GHG emissions, based on revenue exceeding \$1,000,000,000 in the previous year. The deadline for reporting these emissions depends on the activity that generated those emissions (i.e. burning fossil-fuels, use/purchase of electricity) and includes emissions from a reporting entity's supply chain, business travel, employee commutes, procurement, waste, water use, regardless of location. HB25-1269 directs compliance with 2040 building energy performance standards set by the AQCC. HB25-1277 requires labeling of fuel products regarding the combustion of which emits GHGs. HB25-1280 directs the PUC to adopt pipeline leak detection and repair requirements.

Air quality related bills specific to vehicle registration include: HB25-1039 - Commercial Vehicle Muffler Requirements, HB25-1112 – Local Authorities Enforce Vehicle Registration, HB25-1127 - Register & Drive Surplus Military Vehicles. Other,

Other notable bills still being considered include: HB25-1042 relating to Air Quality Control Regulation Workforce Impact; HB25-1046 relating to Increase Maximum Number of Transportation Planning Regions; and SB25-039 - Agricultural Buildings Exempt from Energy Use Requirements defines “agricultural buildings,” and exempts them from energy efficiency mandates.

There are two bills relating to energy code requirements. SB25-141 – Municipal Government Exemption from Energy Code Requirements and SB25-156 – Reducing Costs of State Regulation both reduce or repeal certain energy code requirements.

Other State Actions, Court Actions and More

The California Air Resources Board (CARB) withdrew requests for EPA to waive federal preemption for their Advanced Clean Fleets (ACF) requiring zero-emission trucks, In-use Locomotives Regulation requiring cleaner locomotive engines, and portions of Commercial Harbor Craft (CHC) Regulation requiring cleaner harbor craft. Note that EPA already issued the waiver for CA's Advanced Clean Trucks (ACT) rule. EPA previously approved waivers for CARB's Advanced Clean Cars II (ACC II), heavy-truck NOx standards and transport refrigeration unit emission standards, off-road diesel vehicle fleet rules, and small off-road engine emission regulations. These actions are subject to new Executive Orders allowing the new Administration to reconsider those actions and potentially take a different position.

Separately, the State of Utah filed suit 2/7/25, challenging EPA's Ozone Nonattainment downgrade of the Salt Lake City Area, alleging that EPA improperly finalized the action.

The Supreme Court denied hearing challenge to Good Neighbor Plan. This means that Colorado will not reap the rule's benefits of upwind states' emission reductions at Colorado's ozone monitors.

The Intermountain West MPO Air Quality Workgroup continues to research air quality studies that improve the understanding of air quality in the intermountain west. Two important studies were conducted in 2024, the National Oceanic and Atmospheric Administration's (NOAA) 2024 Airborne Methane Mass Balance Emissions (AMMBEC) 2024 study along the Denver Front Range and NOAA's 2024 Utah Summer Ozone Study (USOS). The results have not yet been published. There has been some signaling from the new Federal Administration that NOAA may undergo changes, which have the potential to directly affect these specific beneficial studies, and more.

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)

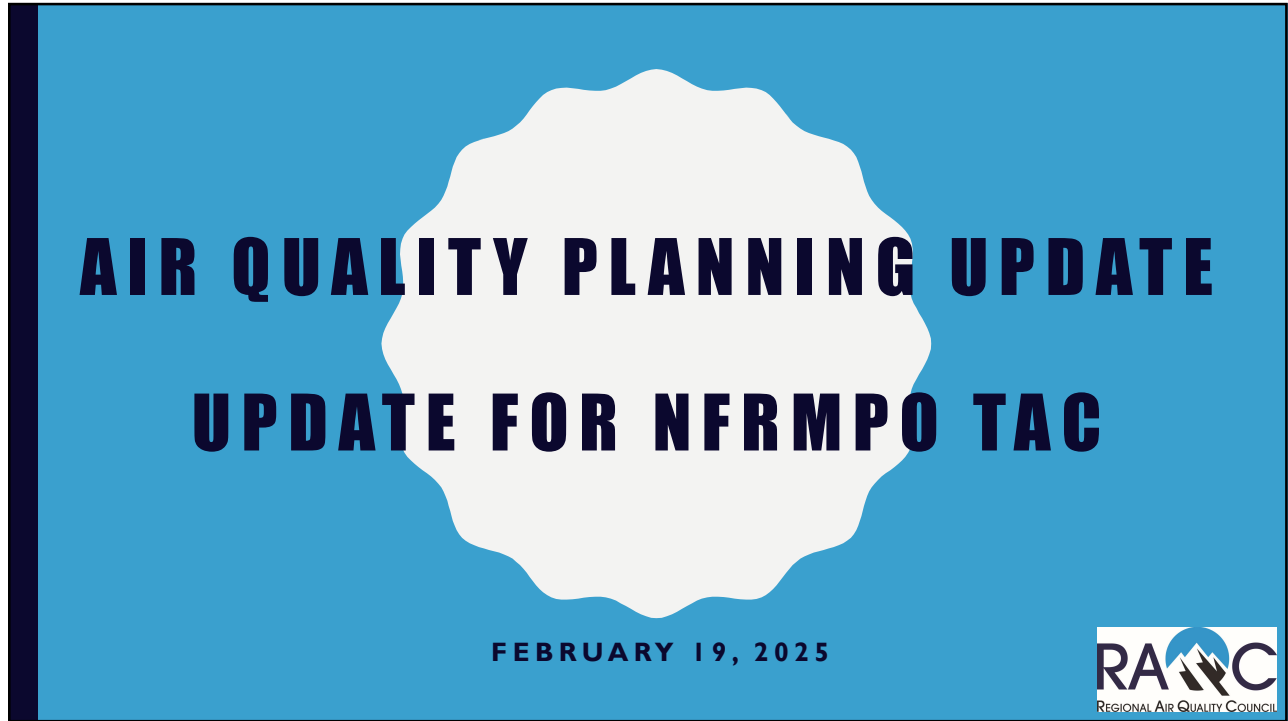
- 2/25/25 ISR Subcategory Work Group Meetings
- 2/26/25 APCD Landfill Methane Reduction Stakeholder Meeting
- 3/4/25 Air Quality Enterprise Meeting
- 3/6/25 NFRMPO Council Meeting
- 3/7/25 RAQC Board Meeting
- 3/19/25 RAQC Control Strategy Committee Meeting
- 3/20-21/25 AQCC Meeting
- 3/25/25 RAQC ISR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

Other Anticipated Air Quality Activities

- RAQC Discussion of Motor Vehicle Emission Caps in April and May
- EPA's Review of the Ozone NAAQS
- EPA's Designation of Attainment for the PM2.5 NAAQS

Recommendations:


- NFRMPO staff should review the RAQC's Motor Vehicle Emissions Caps concept paper and provide comments to the RAQC as soon as possible.



1



2




2025 SERIOUS OZONE ATTAINMENT PLAN (2015 NAAQS): TENTATIVE CHAPTER DEVELOPMENT TIMELINE

RAQC Board Meeting	Chapters for Review & Endorsement
February 7*	<ul style="list-style-type: none"> Chapter 7: Reasonably Available Control Measures Chapter 9: New Source Review Chapter 12: Clean Fuel Fleet
March 7	<ul style="list-style-type: none"> Chapter 1: Background/overview Chapter 2: Monitor info Chapter 6: Reasonably Available Control Technology
April 4*	<ul style="list-style-type: none"> Chapter 3: 2017 Base & 2023 milestone year inventories Chapter 8: Motor vehicle inspection and maintenance
May 2	<ul style="list-style-type: none"> Chapter 4: 2026 Attainment year inventory & reasonable further progress Chapter 11: Motor vehicle emission budgets
June 6*	<ul style="list-style-type: none"> Executive Summary Chapter 5: Attainment demonstration and weight of evidence Chapter 10: Contingency measures

* Milestone update on slate of new control strategies under development, for Board endorsement as needed by June
All chapters are developed in collaboration with the Air Pollution Control Division

RAQC Update for NFRMPO TAC Meeting – February 19, 2025

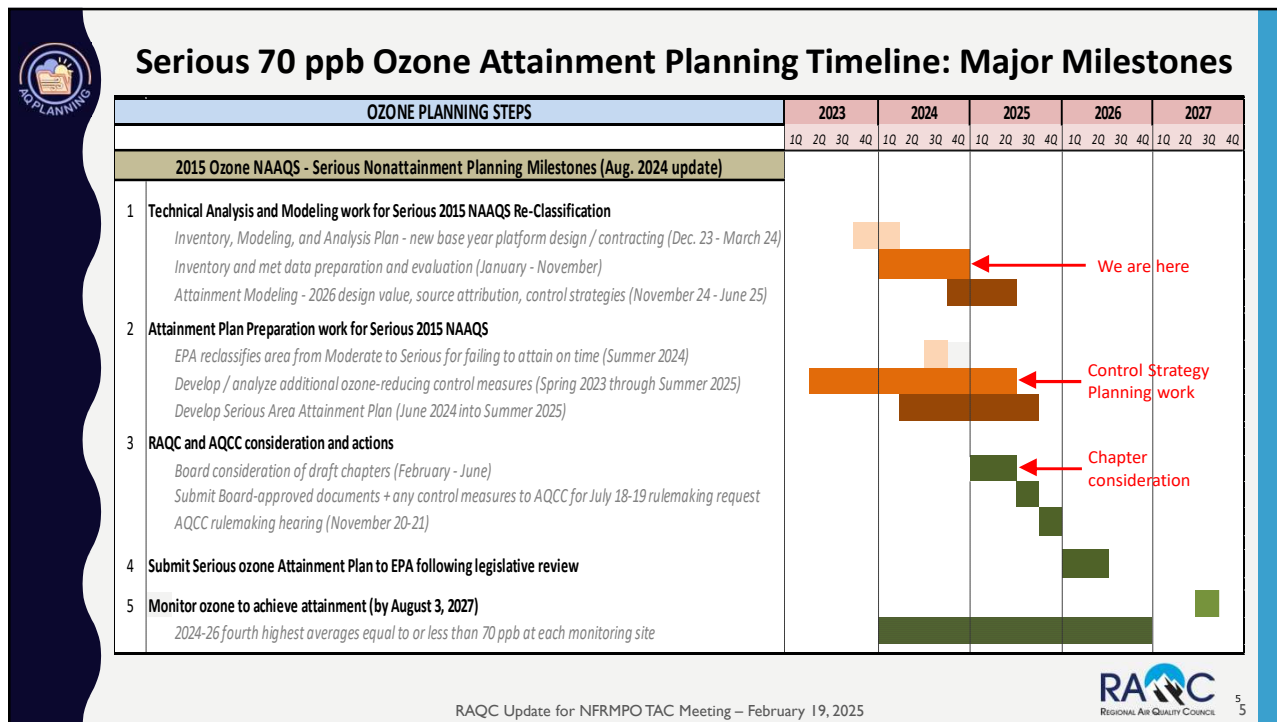


3

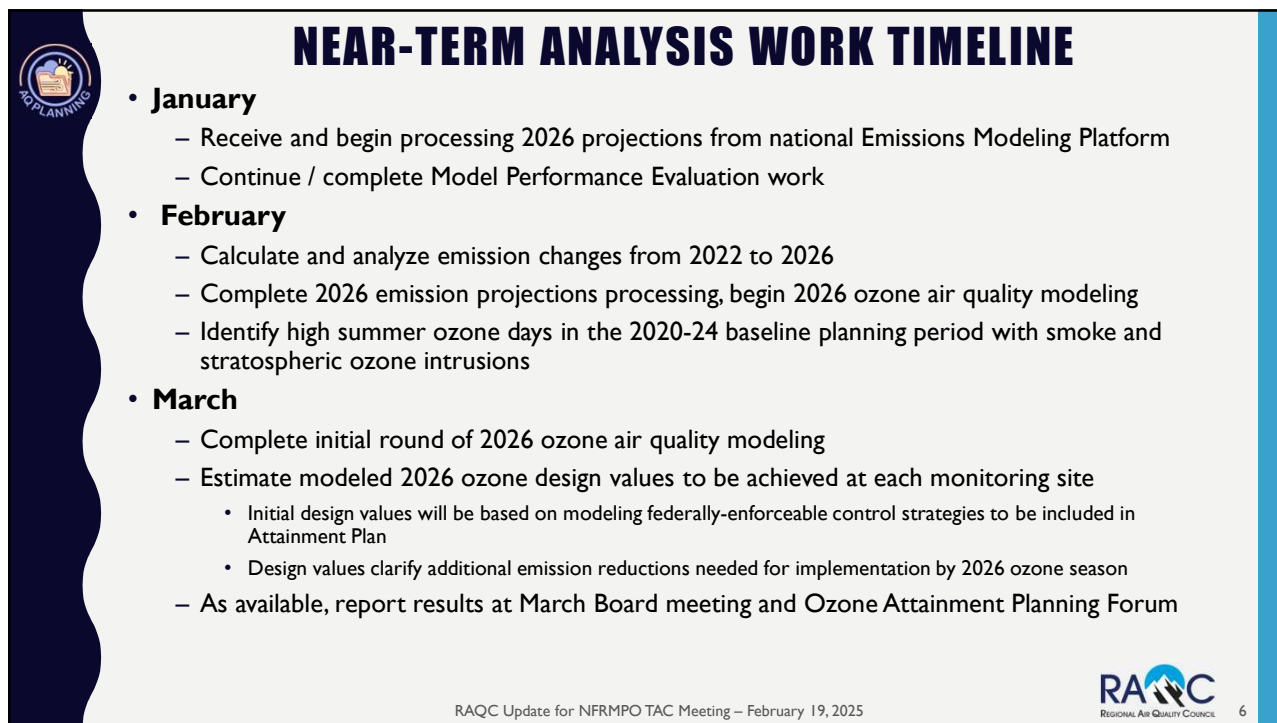



AIR QUALITY ANALYSIS WORK UPDATE FOR ATTAINMENT PLAN

4



5



6

SERIOUS OZONE PLAN EMISSIONS DATA FOR MODELING

Tons per Summer Ozone Season Day (9-county NAA)	NOx			VOC		
	2022	2026	%Diff	2022	2026	%Diff
Source Sector*						
EGU Point**	10.8	10.7	-0.2%	0.6	0.6	0.4%
Non-EGU Point**(held constant)	15.5	15.5	0.0%	21.4	21.4	0.0%
O&G**	44.5	45.1	1.4%	59.8	56.0	-6.3%
Non-Point	4.1	4.2	1.9%	101.7	107.2	5.5%
Non-Road	21.1	18.8	-11.0%	37.2	38.6	3.8%
On-Road**	47.8	33.2	-30.5%	33.9	26.3	-22.4%
Airports	10.3	12.7	23.7%	2.9	3.2	12.9%
Rail	6.1	6.0	-0.9%	0.2	0.2	-0.8%
Natural (held constant)	14.8	14.8	0.0%	238.8	238.8	0.0%
Total (Anthro)	160.1	146.3	-8.7%	257.5	253.5	-1.6%
Total (Anthro + Natural)	175.0	161.1	-7.9%	496.3	492.3	-0.8%

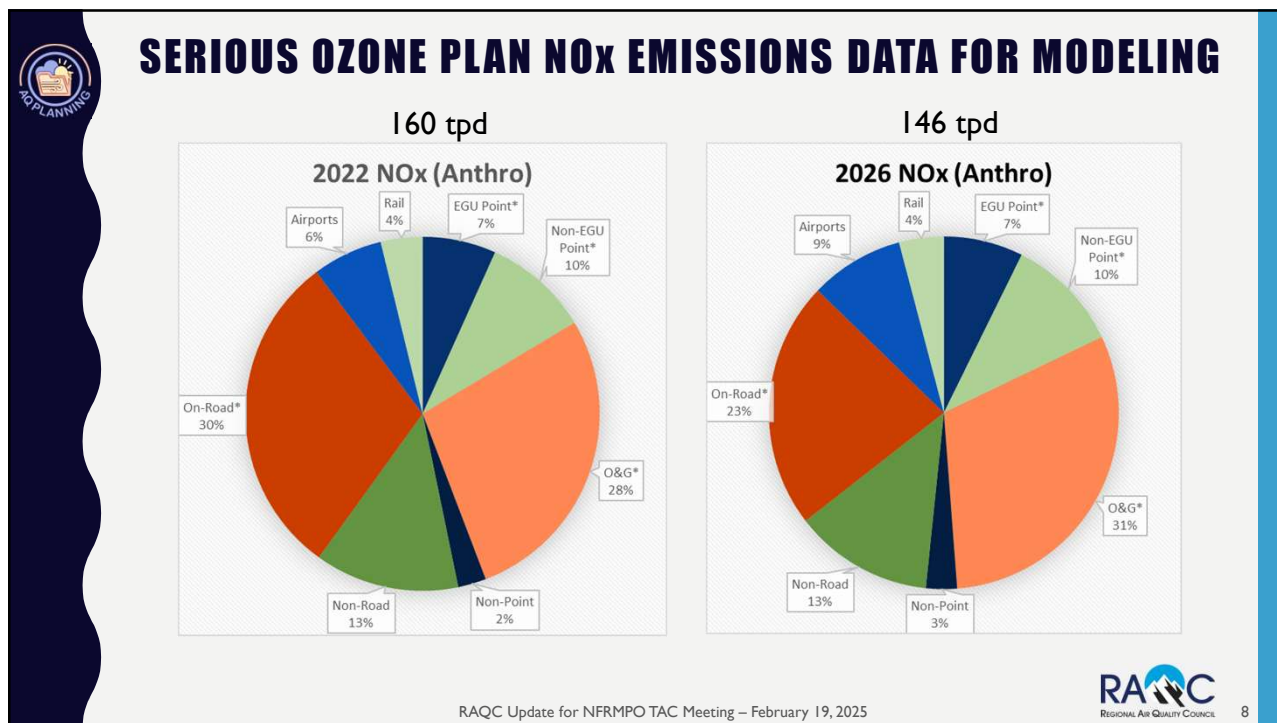
%Diff = (2026-2022)/2022

*most data are from national emissions modeling platform, **indicates sectors that are updated based on local information.

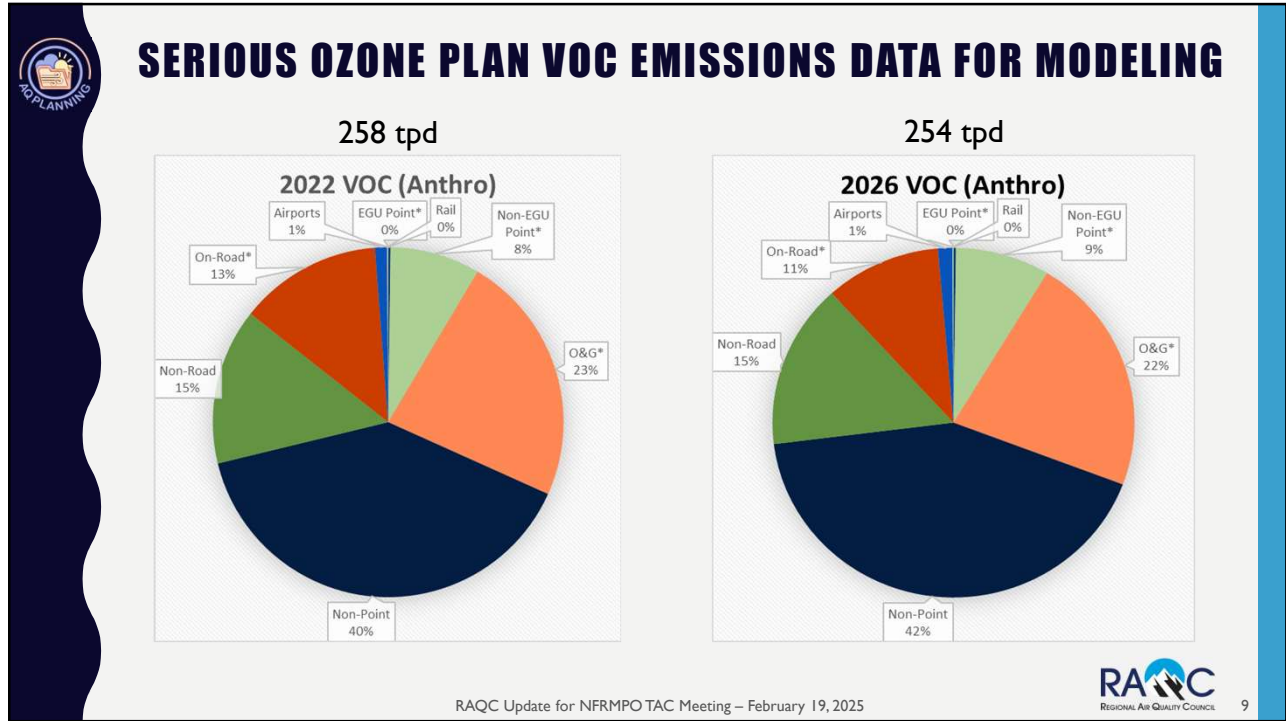
RAQC
REGIONAL AIR QUALITY COUNCIL

RAQC Update for NFRMPO TAC Meeting – February 19, 2025

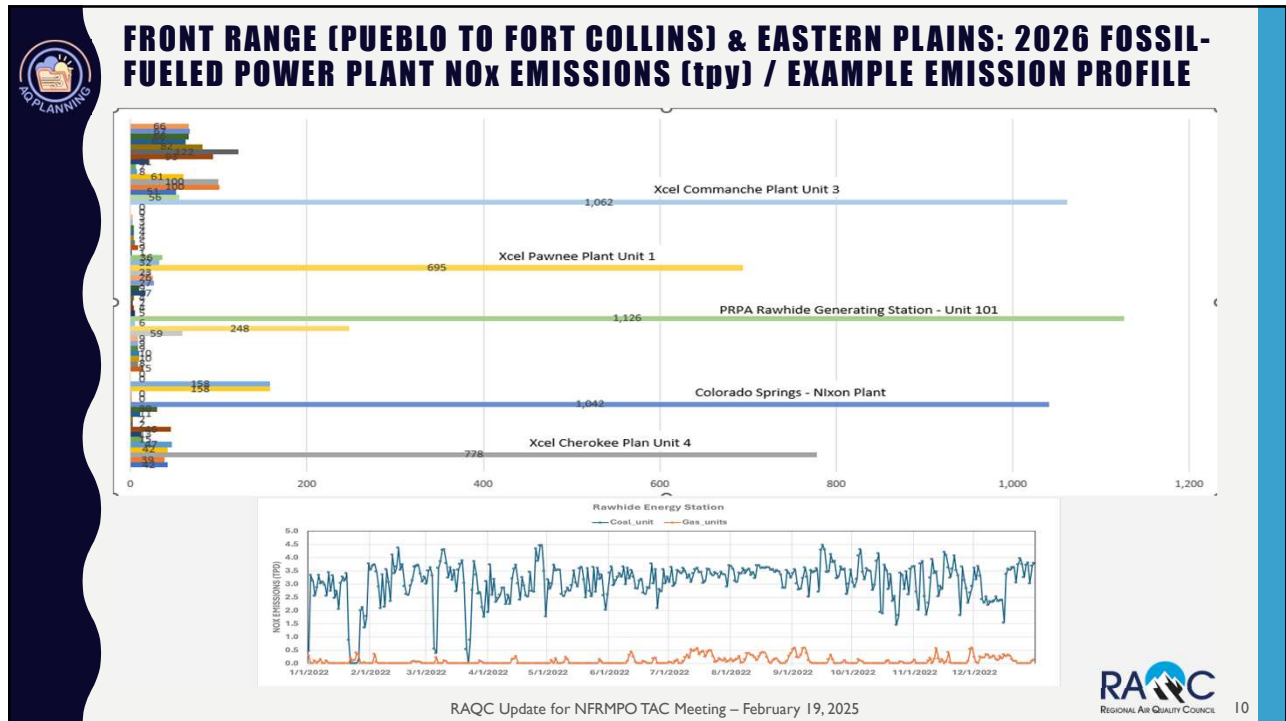
7



8



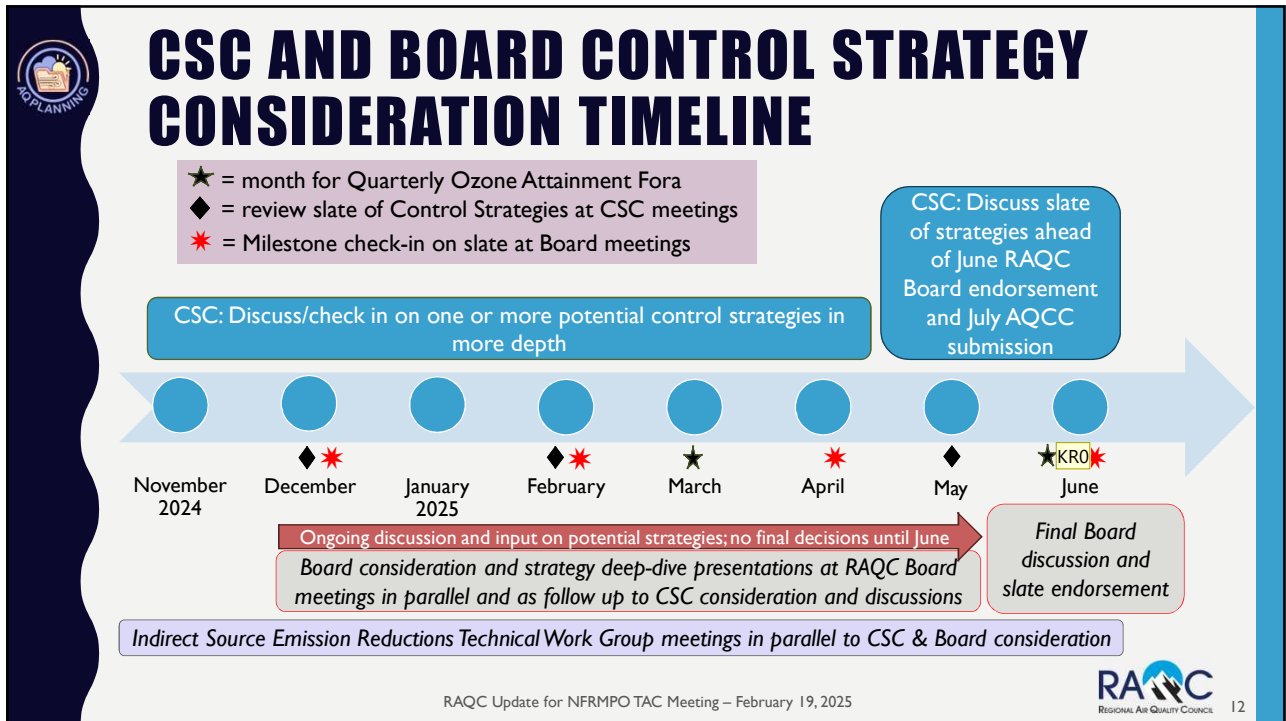
9



10



11



12



TENTATIVE CONTROL STRATEGY DEEP DIVE & SLATE PREPARATION SCHEDULE

Month	Board Topic(s)	CSC Topic(s)	Meeting Dates	Slate Update?
January	Venting & Blowdowns	Attainment planning	Board – Jan. 3 CSC – Jan. 15	No
February	Landscape Maintenance	Consumer Products	Board – Feb. 7 CSC – Feb. 19	Yes
March	Consumer Products	Zero Emission Forklifts	Board – Mar. 7 CSC – Mar. 19	No
April	Zero Emission Forklifts	Mobile Source Emission Targets; Indirect Sources	Board – Apr. 4 CSC – Apr. 16	Yes – Board only
May	Mobile Source Emission Targets; Indirect Sources	Slate options review & discussion prior to Board decision	Board – May 2 CSC – May 21	Yes – CSC only
June	Slate options review & endorsement	Recap of Board meeting & next steps on control strategies	Board – Jun. 6 CSC – Jun. 18	Yes

**Revisit previously discussed strategies with new info/updates and/or discuss other potential strategies as needed*
 Sign up for all meetings at <https://raqc.org/meetings>

RAQC Update for NFRMPO TAC Meeting – February 19, 2025



13

SLATE DEVELOPMENT UPDATES & NEXT STEPS

- Analysis & documentation
 - E.g., landscape maintenance equipment overview updates as included in Board packet
 - Mobile source emission targets overview now on RAQC website
- Outreach & engagement
 - Indirect source subgroup industry stakeholders (related to warehouses, entertainment & recreation, and airports & universities)
 - Consumer products industry stakeholders
 - Coordination with Air Pollution Control Division

Next steps

- Continue working to develop control strategy regulatory support elements, including necessary analyses
- Continue ongoing discussions with APCD about implementation and coordination
- Continue outreach to relevant stakeholders
- Develop spotlight charts showcasing evaluation of all strategies under consideration against criteria
- Identify in what year a certain percentage of emission reductions would become effective
- Develop options for each control strategy, then develop slate options for Board consideration

RAQC Update for NFRMPO TAC Meeting – February 19, 2025



14

FORMING 1 OR MORE SLATE OPTIONS: EXAMPLE MENU OF CONTROL STRATEGIES

Landscape Maintenance Equipment Options: Select One or More

- Reporting requirement for commercial fleets
- Commercial LME summertime use restrictions starting in 2027
- Commercial LME summertime use restrictions starting in 2026

+

Consumer Product Options: Select One or More

- Keep Phase V as contingency measure
- Enact Phase V rule in 2026
- Enact additional CARB measures

+

Other options for each control strategy under consideration...

Sufficient and timely emission reductions needed to attain the 70 ppb ozone standard for the 2026 State Implementation Plan

Options shown here are for illustrative purposes and are subject to change

RAQC Update for NFRMPO TAC Meeting – February 19, 2025

15

SLATE OPTIONS: AN EXAMPLE

	Slate option 1* (Highest Emission Benefits by 2026)	Slate option 2* (Less/Limited 2026 Emission Reductions)
Strategies with 2026 emission reductions (ER)	<p>Venting & blowdowns: full RAQC proposal implementation</p> <p>Landscape maintenance: commercial use restrictions + reporting requirement starting in 2026</p> <p>Consumer products: full implementation in 2026</p>	<p>Venting & blowdowns: full RAQC proposal implementation</p> <p>Landscape maintenance: commercial use restrictions starting in 2027 + reporting req. starting in 2026</p> <p>Consumer products: keep as contingency measure only</p>
Strategies w/ ER in 2027 and beyond	<p>Indirect sources: Reporting req. starting in 2026, phased strategies starting in 2027</p> <p>Mobile source emission targets and zero emission forklifts: implementation starting in 2026</p>	<p>Mobile source emission targets: phased in starting in 2026 (no emission reductions expected until 2027)</p> <p>Indirect sources and zero emission forklifts: phased strategies starting in 2027</p>

- All slate options will include Sufficient and Timely combinations of Emission Reductions Needed (STERN) to reach attainment
- RAQC will provide more information alongside slate options about:
 - Expected emission reductions from each slate option as a whole
 - How control strategies included in one or more slate(s) align with evaluation criteria
 - Process to develop these slate options and control strategies, including stakeholder engagement

**Options shown here are for illustrative purposes only*

RAQC Control Strategy Committee Meeting – February 19, 2025

16

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
February 19, 2025**

ACTION ITEM

National Performance Measures 4 Year Target (2025) Adjustments– Karasko discussed CDOT’s adjustments to the midyear 4-year targets. The NFRMPO is in-line with all targets except for one: the *Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition* target was changed from 36% to 38.5%. Koivuniemi moved to recommend Planning Council approval of the National Performance Measures 4 Year Target. Hornkohl seconded the motion, which was approved unanimously.

PRESENTATIONS

CDOT 2025 Active Transportation Plan – Medora Bornhoft, CDOT, discussed the progress with CDOT’s Statewide Active Transportation Plan. Bornhoft discussed the meaning of active transportation, the plan’s purpose, and an update as to where the plan is with its public and stakeholder engagement process. Bornhoft discussed the goals of the plan, which include safety, equity, mobility choice, and connected communities. Bornhoft showcased the Priority Active Connections Explorer (PACE). This tool helps plan and prioritize active transportation facilities on all state highways. The preliminary maps showcased included safety, mobility choice, connected communities, equity, and a final priority map, which combined results from the four other maps. Bornhoft ended by discussing the next steps for the Plan.

DISCUSSION ITEMS

Freight Northern Colorado Plan Update – Stockburger discussed the progress on the 2026 Freight Northern Colorado (FNC) Plan. Stockburger discussed the uses previously released FNC in 2019 and the goals of what to add to the 2026 FNC. Stockburger discussed the timeline of the FNC, which includes an anticipated publish date in Q2 of 2026. Stockburger discussed maps and datasets that will be added to the 2026 FNC and ones that will be updated from the 2019 FNC. Stockburger ended by calling for the TAC’s help with taking the stakeholder survey, promoting the public survey, sending contact information for freight stakeholders, and sending freight images from the TAC’s communities.

NFRMPO 10-Year Priority List Update – Karasko discussed the NFRMPO 10-Year Priority List Workshop, adding Harmony Road/WCR74 to the regional priority corridors, and coordinating a future workshop with the TAC in March to determine the scoring criteria for the list. TAC members discussed the purpose of the NFRMPO’s priority list in relation to the CDOT 10-Year Plan and the best way to move forward to finalize the NFRMPO list. It was determined TAC would recommend to Planning Council that the Tier 1 list should be the region’s priorities and that further workshops at this time for this iteration of the list would not be productive. TAC members discussed refining the criteria and definitions of the Tiers for future iterations of the NFRMPO’s Priority List.

SS4A Funding Roundtable – Larimer County, Fort Collins, Windsor, Loveland, and Greeley each discussed the projects in their communities associated with Safe Streets for All (SS4A) funding.

Statewide Transportation Advisory Committee (STAC) Meeting Summary

Date/Time: February 6th; 8:30 a.m. - 10:15 a.m.

CDOT Current Events

- Shawn Smith has been hired as the Division of Maintenance and Operations Director, as John Lorme left that position on January 21, 2025.

Transportation Commission Report

- Budget items covered at the January 2025 meeting included the \$12.8 million decrease in projected fuel tax revenue, the \$47.6 million federal obligation decrease, and the approval of \$5.4 million as a match for a PROTECT Grant that will go toward avalanche mitigation upgrades. Additionally, the Fuel Impacts Enterprise announced \$15 million annually to be allocated to specific counties impacted by fuel distribution.
- CDOT's speed camera pilot project, with a budget of \$2 to \$5 million, will be implemented in one or two initial sites with future expansion expected. The Colorado Transportation Investment Office (CTIO) has also seen a reduction in express lane violations through effective enforcement.
- Senate Bill (SB) 24-184 reduced Winter Park Express train fares by 45% to boost ridership. A national price agreement for buses aims to streamline procurement. The Transit Connectivity Study is ongoing, with representatives visiting each TPR soon. Updates were provided on the Front Range and Mountain Rail projects, along with expected funding from Senate Bill 24-230.
- National Renewable Solutions (NRS) presented a potential public-private initiative that would allow for transmission lines to be installed along I-76 in the CDOT Right-of-Way (ROW).

Federal Partners Report

- Last Friday, FHWA received the obligation limitation, which is good news for CDOT, but still waiting to see what will happen with the continuing resolution, and should know by mid-March. Moving forward, reimbursement requests for formula funded projects can be paid out, as well as reimbursement requests for discretionary grants with executed grant agreements. Everything else is on hold for now.

State Legislative Update

- The bill to increase the number of TPRs was postponed indefinitely, due to concerns with proportional voting on STAC, and the impact of additional voices. Several messaging bills related to repealing transportation fees from SB 21-260 have been introduced but are also unlikely to pass.
- The Joint Budget Committee (JBC) is reviewing a revamped budget proposal from the Governor, which reduces initial cuts, limits the FASTER fee reductions to a two year period, and changes allocations to shift impact to CDOT, while protecting local funding.
- After stakeholder discussions, the diesel fee will not be pursued this year due to budget constraints and legislative dynamics.

- CDOT will support SB 25-069, which creates a permit program allowing private businesses to set up chain assist stations for truckers.

Federal Legislative Update

- A recent executive order on energy and EVs initially caused confusion about DOT formula funding but was quickly amended. Another federal aid funding review memo was halted by a judge until March, creating uncertainty for future grants. Active grants with agreements may continue, but newer grants without agreements may face a 30-day freeze.

Colorado Transportation Vision 2035 (Informational Item) - Darius Pakbaz, Director, Division of Transportation Development and Nathan Lindquist

- A statewide vision emphasizing collaboration at local, regional, and federal levels to align with Policy Directive (PD) 14 - Policy Guiding Statewide Plan Goals and Objectives that emphasizes: Safety, Fix Our Roads, and Increase Options for Modal Choice.
- Goals include reducing GHG emissions, improving transportation affordability and reliability, fixing roads, and ensuring safe travel while addressing equity, congestion, and community needs through expanding transit, promoting compact and walkable communities, and investing in active transportation and first/last mile connections. The plan sets numerical benchmarks for achievement by 2035, using 2024 as the baseline.

Discussion

- Rural TPRs were concerned about the lack of private passenger vehicle transportation representation in the plan, and noted that in many areas of the state, transit is not feasible. Additional concern stemmed from the lofty numerical goals, as the plan does not include funding to support the outlined strategies.

Statewide Plan Update (Informational Item) - Marissa Gaughan, DTD Multimodal Planning Branch Manager and Aaron Willis

- CDOT is actively engaging with TPRs, stakeholders, and the public through nine Telephone Town Halls (anticipated for spring 2025) and an upcoming statewide planning transportation survey. The survey, aligned with PD 14 themes, includes a hypothetical budget for participants to consider and select. The survey is in final edits and will be launched soon.
- STAC members will preview the statewide survey before it goes live and are encouraged to join Telephone Town Halls.

Discussion

- The importance of strategic wording was emphasized, and is crucial to avoid biased responses. Additionally, efforts are being made to ensure diverse demographic representation in survey distribution.

- The DRCOG region is considering similar survey work for their RTP development and plans to coordinate with CDOT. CDOT will coordinate with DRCOG and any other MPO who is interested in collaborating on the statewide planning survey.

The next STAC meeting is scheduled for Thursday, March 6th, 2025 and will be virtual.



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

Held: Wednesday, January 15, 2025, 10:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the first part of the meeting can be found [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 (remote)
- Eula Adams (in-person)
- Shelly Cook (remote)
- Gina Sacripanti (in-person)

Roll Call Regular Meeting

All board members were present. The meeting began at 10:00 a.m.

Public Comment

Mr. Kurt Huffman provided public comment on the Express Lanes Safety and Toll Enforcement Program. Information was also provided in hard copy by Mr. Huffman related to his public comment.

Comments from Directors

CTIO Directors provided brief comments related to possible future agenda items, including Plenary Roads Denver (PRD) presenting to the board, and also conducted a round of introductions for new CTIO staff.

Chair Stuart asked the new CTIO staff to introduce themselves and the Board introduced themselves.

Director's Report

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.

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

- Update on the Safety and Toll Enforcement Program (STEP), which went live on Central 70 and I-25 South Gap.
- Attendance at the Commuting Solutions Annual Legislative Breakfast.
- Peer exchange with NYSDOT and CDOT to tour Central 70 and I-70 Mountain Express Lanes (MEXL)
- Update on the I-25 North road closures associated with Segment Five.
- Overview of the 2024 Annual Legislative Report.

Legislative Update

Emily Haddaway, CDOT Legislative Liaison, provided the legislative update to the board, which included details on the CDOT legislative priorities for the transportation bills introduced so far in the session.

Discussion

- CTIO Board members and CDOT staff discussed a bill related to an additional Transportation Planning Organization (TPR).

Consent Agenda

ACTION: Upon a motion by Vice-Chair Gutierrez and second by Director Adams, a vote was conducted, and Resolution #459, November 20, 2024 minutes, was unanimously approved.

Annual Financial Statements Fiscal Years 2023 and 2024

Kay Hruska, CDOT Controller, presented the Annual Financial Statements to the board, noting the process followed and the support from CDOT and CTIO staff in ensuring another successful audit without any findings.

Discussion

- CTIO Board members thanked the CDOT team for all their work on the audit, discussed the audit process for contractors, and how this could be included in the future.

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:

- Update on ticket sales for the Winter Park Express (Ski Train) - 90 percent of all weekend service is fully booked.
- Update on bringing together different entities (RTD, FRPR, CTIO, CDOT, etc.) related to the North West Corridor Project and a possible intergovernmental agreement.
- Update on progress to develop the Multimodal Strategic Capital Plan and when the board will see a draft.

Discussion

- CTIO Board members and staff discussed the ski train and its impact on I-70 congestion, and if that could be tracked in the future.

CDOT's 10-Year Plan Overview

Darius Pakbaz, Director of the Division of Transportation Development, provided a brief overview of the process that CDOT follows related to the 10-Year Plan. The presentation focused on the following:

- Desired Outcomes of Planning
- Multimodal Planning at CDOT
- Planning Partner Engagement
- Public Engagement
- Key Planning Documents
- Plan Development
- Performance Based Planning
- Planning Cycle Goals
- Transparency and Accountability
- The Green House Gas (GHG) Planning Standard
- 2050 Statewide and Regional Plan Timeline
- 10-Year Plan Development Timeline
- Transition Between Plans

Discussion

- CTIO Board members and staff discussed the GHG reduction targets, how the CTIO Multimodal Strategic Capital Plan will fit into CDOT's 10-Year Plan, how it considers financing, alignment with Policy Directive 14, and the next time the CTIO Board can expect an update (August was agreed on as the best time).

I-70 Peak Period Shoulder Lanes (PPSL) Memorandum of Understanding (MOU) Update

Piper Darlington, CTIO Director, provided a presentation to the board on the I-70 Peak Period Shoulder Lane Expansion of Operations. It included information on the following:

- 2024 timeline of activities
- Project leadership team purpose
- Selected solution: hours and days with a flexible allowance
- Next steps

Discussion

- CTIO Board members congratulated staff on the resolution and discussed the process of finalizing the new operational parameters.

Globeville and Elyria Swansea Tolling Equity Program Update

Simon Logan, CTIO Special Projects Lead and Policy Analyst, provided a presentation on the progress of the Globeville and Elyria-Swansea Tolling Equity Program to the board which focused on the following:

- Background on the program and why it was developed

- Approved program
- Benefits distributed to date
- Possible changes to the program

Discussion

- CTIO board members and staff discussed the benefit distribution and proposed changes, as well as possible alternative uses of the funds to be explored (such as e-bikes).
- The CTIO Board agreed that the proposed changes would likely improve the program and invited staff to return with a resolution detailing what was discussed.

Safety and Toll Enforcement Program - Safety Patrol Sponsorship

Josh Gerace, Deputy Chief of Tolling Operations, provided a presentation on the possible STEP Safety Patrol Sponsorship. The presentation included information on the following:

- Discussion to date and key details of the proposal
- Initial concepts
- Next steps

Discussion

- The CTIO Board members and staff discussed the proposal, agreed that it would be a good use of STEP funds, and directed staff to return with a proposal at a future meeting.

Adjournment

The CTIO Board adjourned at 12:10 p.m.