



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

April 16, 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 March 19, 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 Council (RAQC) Updates | Tom Moore, RAQC | - | 1:10 |
| 5 | Air Pollution Control Division (APCD) Updates | Brendan Cicione, APCD | - | 1:20 |

Metropolitan Planning Organization Agenda

Action Items

| Agenda Item Number | Agenda Item and Item Description | Presenter | Page Number | Time |
|--------------------|------------------------------------|----------------------|-------------|------|
| 6 | FY2026-2027 UPWP Tasks | Becky Karasko | 10 | 1:25 |
| 7 | April 2025 Off-Cycle TIP Amendment | Jonathan Stockburger | 11 | 1:30 |

Presentation

| Agenda Item Number | Agenda Item and Item Description | Presenter | Page Number | Time |
|--------------------|----------------------------------|---------------------------|-------------|------|
| 8 | 2050 Statewide Plan | Marissa Gaughan, CDOT-DTD | 14 | 1:35 |



Discussion Items

| Agenda Item Number | Agenda Item and Item Description | Presenter | Page Number | Time |
|---------------------------|--|----------------------------------|--------------------|-------------|
| 9 | Wilson Avenue Multiuse Path CRP Project Scope Change | David Kasprzak, City of Loveland | 26 | 1:50 |
| 10 | Regional Active Transportation Corridors (RATC) Update | Jerome Rouser | 32 | 2:20 |
| 11 | NFRMPO 10-Year Priority List Scoring | Becky Karasko | 34 | 2:50 |

Outside Partner Reports

| Agenda Item Number | Agenda Item and Item Description | Presenter | Page Number | Time |
|---------------------------|---|-------------------------|--------------------|-------------|
| 12 | NoCo Bike & Ped Collaborative | Written Report | Handout | - |
| 13 | Regional Transit Agencies | Verbal Report | - | - |
| 14 | Mobility Updates | Tanya Trujillo-Martinez | - | 2:55 |

Reports

| Agenda Item Number | Agenda Item and Item Description | Presenter | Page Number | Time |
|---------------------------|--|------------------|--------------------|-------------|
| 15 | April Planning Council Meeting Summary Draft | Written Report | 36 | - |
| 16 | Mobility Committee Updates | Written Report | 38 | - |
| 17 | Legislative Updates Report | Written Report | 43 | - |
| 18 | 2 nd Quarter FY2025 TIP Modifications | Written Report | Handout | - |
| 19 | Roundtable | All | - | 3:00 |

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: May 21, 2025

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
March 19, 2025
1:00 – 2:54 p.m.**

TAC MEMBERS PRESENT:

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Aaron Bustow – FHWA
Brendan Cicione – CDPHE-APCD
Omar Herrera – Windsor
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Eric Tracy – Larimer County

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Tawn Hillenbrand – Berthoud
Pepper McClenahan – Milliken
Shani Porter – Severance
Town of Garden City
Town of Johnstown
Town of LaSalle

IN ATTENDANCE:

Hanna Feldmann – Greeley
David Eisenbraun – Weld County
Candice Folkers – COLT
Phil von Hake – CDOT
Lindsey Jones – STV Inc.
Dee McIntosh – CDOT
Desiree Moore – Drive Clean Colorado
Drew Pearson – Wilson & Co
Scott Pearson – Windsor
Jake Schuch – CDOT
Luke Seeber – Berthoud
Josie Thomas – CDOT
Keith Wakefield – Loveland
Martina Wilkinson – Next Phase Engineering

CALL TO ORDER

Chair Hahn called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE February 19, 2025 TAC MINUTES

Hornkohl moved to approve the February 19, 2025 TAC Minutes. Koivuniemi seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Council Updates – Moore discussed the planning activities and SIP chapters the RAQC is currently working on. He shared the timeline and review process for SIP chapter development.

Moore then explained Chapter 3 and Chapter 8 of the SIP. He then provided an update on air quality analysis and discussed the major milestones and timeline of their ozone attainment planning process. Moore noted the upcoming control strategy presentations and discussions.

APCD Updates – Brendon Cicione, CDPHE, discussed a rulemaking hearing which took place last month to align Regulation 7 with the EPA’s Model Rule 40 CFR Part 60 on ozone precursor emissions by way of standardizations to pre and early production oil and gas monitoring programs.

METROPOLITAN PLANNING ORGANIZATION AGENDA

ACTION ITEMS

March 2025 TIP Amendment – Stockburger presented the March 2025 TIP Amendment, which includes four additional projects and three revisions. Additional projects include Greeley’s *10th Street Transit Vision* project, the *Greeley Active Modes Plan* project, Loveland’s *US34 Transit Sidewalk Connectivity* project, and the *Weld County On-Demand Transit Program* project. Projects being revised include Greeley’s *US34 and 35th Ave Interchange* project, Greeley’s *US34 and 47th Ave Interchange* project, and the Fort Collins *Foothills Transit Station & Roundabout* project. Stockburger noted the public comment period opened on March 13th and will close on April 11th. Stockburger stated NFRMPO staff found no disadvantages and support adding the March 2025 TIP Amendment to the FY24-27 TIP.

Hornkohl moved to recommend the Planning Council approve the March 2025 TIP Amendment. Koivuniemi seconded the motion, which was approved unanimously.

PRESENTATIONS

Harmony Road/N I-25 Interchange Project – Martina Wilkinson, Next Phase Engineering, discussed the interchange project at Harmony Road/WCR 74 and I-25 that Timnath and Fort Collins are working on together. Wilkinson described the 1-mile stretch of Harmony Road the project is focused on as well as the current average annual daily traffic (AADT), Level of Service (LOS), the number of crashes, Level of Safety Service (LOSS), and delays in emergency response time within the project area. Wilkinson also provided a regional context to the project by explaining that the Harmony Road interchange sees the highest traffic volume out of all the interchanges north of US 34 along North I-25 within the North Front Range region.

Hahn asked if Fort Collins is anticipating a widening of Prospect Road to help redistribute the high volumes seen on Harmony Road. Wilkinson responded Fort Collins is considering this on the west side of I-25.

Wilkinson provided future AADT forecasts and explained there is an anticipated 30 to 40 percent increase in traffic volume over the next 20 years along Harmony Road and on I-25 near the interchange. She noted the current interchange configuration would not support the forecasted increase in traffic volume. Wilkinson shared information on recent improvements at the interchange such as re-striping to add a third westbound lane across the bridge, rebuilding the ramp terminal approaches and signals, and retiming the signals. Wilkinson then summarized the proposed study goals and considerations.

Drew Pearson, Wilson and Co, asked if a long-term goal of the project could be reexamining the capacity of nearby regional connectors such as SH392. Koivuniemi responded yes it could be, but it would depend on costs. Herrera mentioned Windsor is continuing to pursue funding and projects on SH392.

Herrera asked if there is a plan for Kechter Road east of I-25. Koivuniemi responded extending the road is mentioned in Timnath's Transportation Master Plan, but there is currently not money to fund this project.

Wilkinson and Koivuniemi both mentioned the importance of moving some predicted volumes off Harmony Road and onto other nearby roadways. Hahn agreed and mentioned the opportunity that Prospect Road must accommodate some of the predicted traffic volume.

Pinkham asked if there is a problem with pedestrian or cyclist fatalities and injuries in the project area. Wilkinson responded there have been no bike or pedestrian crashes in this area over the last three years and this is likely due to the limited bike and pedestrian movement on Harmony Road. Wilkinson stated there is an interest to increase bike and pedestrian mobility options in this area.

DISCUSSION ITEMS

NFRMPO Safety Dashboard – Marek presented a draft version of the NFRMPO Safety Dashboard, which includes serious injuries and fatal crashes from 2019 to 2023 in the NFRMPO region. Marek explained the draft dashboard can be filtered by community, county, injury type, vulnerable road user type and year. She further explained that as filters are applied to the dashboard, the display shows the number of fatal and serious injury crashes, the number of fatalities, the number of serious injuries, the number of pedestrian crashes, the number of bike or e-bike crashes and the number of motorcycle crashes automatically updates. Marek noted a user can also click on any data point in the dashboard which will display additional fields with information on the selected crash. Marek then gave TAC members a demonstration on how to use the draft version of the dashboard.

Hahn asked if it is possible to include more recent crash data in the dashboard that comes directly from the NFRMPO communities. Marek responded having more recent crash data from communities would be ideal. She explained MPO staff does not have access to crash data until CDOT makes the data available to the public which is a lengthy process. Hahn suggested the NFRMPO communities come up with a common file structure or type such as shapefiles to share the crash data directly with NFRMPO staff.

Leonhardt mentioned the fact that as of now it makes more sense for communities to use their own data instead of a regional dashboard due to having more up-to-date data. Leonhardt stated if communities share their more recent data with NFRMPO staff then it would begin to make sense for them to use the regional dashboard instead. Hahn agreed and mentioned a regional dashboard would be great for projects on the border of municipalities or for projects spanning multiple communities.

Pearson stated he previously worked on a crash dashboard for the Kansas Department of Transportation. Pearson mentioned a benefit to using data from the state is the consistency in the structure of the data. Pearson suggested additional widgets be added to the dashboard and law enforcement could be interested in utilizing a dashboard with more information on impairment trends. Marek responded by mentioning the expanded features included in the Denver Regional Council of Governments (DRCOG) crash dashboard. Marek suggested TAC members look to see if the DRCOG dashboard included any features they would like to see in the NFRMPO dashboard.

Koivuniemi asked TAC members which crash system their community uses. Many TAC members responded with either Crash Magic, Vision Zero Suite or get their crash data from the state patrol. Wilkinson stated combining CDOT crash data with local crash data could lead to inconsistent or missing data.

Herrera asked if it was possible to add more layers to the map on the dashboard and filter crashes by those additional layers. Herrera requested layers for Regionally Significant Corridors (RSCs) and trails. Marek responded she should be able to add more layers and can see if filtering the crash data by RSCs is possible.

Marek described the desired outcomes of having a regional crash data dashboard. Marek asked TAC for additional feedback on the draft version of the dashboard. Hahn stated having a dashboard with current crash data for only some of the communities with a disclaimer explaining this is better than having a dashboard that includes no recent crash data. Hahn also mentioned getting involved with DRCOG and the state to get crash data sooner would be ideal.

Marek asked TAC members what the best meeting format is to discuss this further. TAC members agreed a separate meeting outside of TAC meetings would work best.

Marek discussed next steps and informed TAC members the dashboard can be viewed until 5:00PM on Friday, March 21st and requested additional feedback through email.

FY2026-2027 UPWP Tasks – Karasko stated the NFRMPO has been working to develop tasks for the FY2026-2027 Unified Planning Work Program (UPWP). She mentioned there is a link in the memo to the draft UPWP tasks and potential deliverables. Karasko described the tasks which were removed from the updated UPWP, such as the Statewide Household Survey and the LINKNoCo Study. Karasko requested TAC members to review the FY2026-2027 UPWP Tasks and provide comments and projects to be included by Monday, March 31st by 5:00PM.

Keith Wakefield, Loveland, asked if their Safe Streets and Roads for All (SS4A) grant project should be included in the UPWP because they are currently unsure of its status. Karasko responded by saying it does not need to be included until the grant is contracted. Karasko explained modifications can be made to the UPWP once a grant is contracted.

NFRMPO 10-Year Priority List Update – Karasko provided TAC members with an updated list of projects from the January 10-Year Priority List Workshop. Karasko then discussed the scoring criteria for the 10-Year Priority List. Karasko explained the current criteria were developed in 2020 and includes categories

for Safety, Mobility, Economic Vitality, Asset Management, Strategic Nature, Regional Priority, and Project Readiness. Karasko asked TAC for feedback on the bullet points under each category and the maximum score allocated for each category.

Hahn suggested adding five points to the maximum score for the Safety category and suggested five points can be taken away from the Asset Management category. Karasko mentioned projects that are studies would score low under the Asset Management category.

Karasko asked if the Regional Priority category should stay at 10 points. Koivuniemi asked what the difference is between the Strategic Nature category and the Regional Priority category. Hahn responded the Strategic Nature category mentions the ability to leverage funding, and the Regional Priority category does not mention funding. Hahn explained the Strategic Nature category could help projects score higher if they have already funding secured or have a variety of funding options available.

Wakefield asked what they can do to make sure the data coming from the different communities is consistent. Karasko explained the requested data is what everyone should have access to and some data can come from the NFRMPO's Regional Travel Demand model.

Koivuniemi asked if the scoring criteria could include definitions for what the point values mean. Karasko responded this is possible.

Leonhardt highlighted the value of prioritizing certain corridors and suggested higher priority corridors could be given a higher score. Leonhardt also mentioned the importance of considering the votes from the January workshop.

Wakefield mentioned only considering volume over capacity in the scoring does not account for nuances such as turning movements or similar operational issues. Karasko responded those kinds of operational issues can be added to the scoring criteria. Wakefield emphasized by doing so, the data can become inconsistent when trying to compare projects from different communities.

Koivuniemi mentioned some of the projects are very expensive and stated a cost-benefit ratio should be considered in the scoring criteria. Wakefield added the scalability of project costs should be considered as well.

Koivuniemi recommended that the scoring criteria could have varying points given to projects based on how high of a priority the corridor a project is located on.

Leonhardt asked when this would be going back to Planning Council. Karasko responded it could go to Planning Council as soon as May and at the latest it could go to Planning Council in June.

Wilkinson recommended the NFRMPO map the projects and include their score and cost. Wilkinson explained the benefits of having a visual showing where the highest scoring projects are located in the region.

OUTSIDE PARTNER REPORTS

NoCo Bike and Ped Collaborative – Written report provided.

Regional Transit Agencies – No updates were provided.

Mobility Updates – Hull mentioned the Mobility Team is continuing to work on the Coordinated Plan and are currently meeting with stakeholders. Hull stated a public survey is now open for the plan.

Sizemore announced the NFRMPO has hired a new Mobility Director, Tanya Trujillo-Martinez, who will begin on Monday, March 31st.

REPORTS

March Planning Council Meeting Summary Draft – Written report provided.

Mobility Committee Updates – Written report provided.

Legislative Updates Report – Rouser provided additional information on SB25-030, which is titled Increase Transportation Mode Choice Reduce Emissions. Rouser explained the Statewide MPO group created a fact sheet detailing the proposed amendments made to clarify the bill. Rouser explained the fact sheet outlines the goal of the bill and the responsibilities of MPOs and local communities as the bill is currently written. Rouser then described the required and encouraged responsibilities identified in the bill for MPOs and local communities. Rouser stated the bill will be going to the Senate Appropriations Committee before going to the House, therefore amendments could still potentially be made to the bill.

NFRMPO Air Quality Updates – Written report provided.

ROUNDTABLE

Karasko announced the NFRMPO has hired a Controller, Tonja Burshek, who will begin on Tuesday, March 25th.

Wakefield shared Loveland will have a busy construction season, which includes four big capital projects. He also announced Loveland is in the final steps of hiring a new transportation planner.

Leonhardt noted Greeley staff presented their Mobility Development Plan to their city council the night before. She explained the final review period for the plan closed earlier in the month and the plan will go back to their city council for adoption in April.

Pinkham announced the Weld County Safety Action Plan is currently underway and they are determining which events they would like to attend this summer to get feedback. He shared 15 communities in Weld County have signed onto the plan. Pinkham also shared Weld County has started their CIP Process.

Herrera shared Windsor will be going to their town board on Monday for a final work session on their Roadway Safety Vision Zero Plan. He stated Windsor should be adopting the plan soon.

Tracy shared Larimer County is in the final push on their Safety Action Plan and an update to their Transportation Master Plan should happen soon.

Stockburger thanked everyone for sending him their freight corridors. He stated the east side of I-25 has a robust local freight corridor system and the west side of I-25 has no local freight corridors. Stockburger requested TAC members send him any additional freight restriction data on parking, streets or noise. He noted the stakeholder freight survey should be sent out to TAC members before next month's meeting.

Hornkohl noted Fort Collins will be entering their construction season soon. Hornkohl announced the city will be doing a separated bike lane demonstration project on Centre Avenue using removeable bollards. Hornkohl shared the city will be putting in a signal at the intersections of College Avenue and Triangle Drive, College Avenue and Pitkin Street, and College Avenue and Columbia Road. He noted the underpass at Harmony Road and the Power Trail should begin construction in late April or early May, and there should be a Safe Routes to School project going in over the summer near Zach Elementary School.

Koivuniemi noted Timnath is wrapping up with their Parkway project in late May or early June. She shared they plan to have a small ribbon cutting ceremony soon.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – MPO 101 presentation.

Meeting adjourned at 2:54 p.m.

Meeting minutes submitted by: Mykayla Marek, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, April 16, 2025, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: April 16, 2025

Re: FY2026-2027 Unified Planning Work Program (UPWP) Tasks

Background

The NFRMPO staff has drafted the Tasks and Products for the FY2026-2027 Unified Planning Work Program (UPWP). The Finance Committee will review the FY2026 Budget at their March 20 and April 17 meetings and it is anticipated they will recommend Planning Council approval at the May 1, 2025 meeting. The FY2026-2027 UPWP and FY2026 Budget will go to Planning Council for their approval at their May 1, 2025 meeting to allow CDOT and FHWA approval prior to October 1, 2025.

The Draft FY2026-2027 UPWP Tasks can be accessed here: https://nfrmpo.org/wp-content/uploads/FY2026-2027-UPWP_DRAFT-Tasks.pdf.

Action

NFRMPO staff requests TAC recommend Planning Council adoption of the FY2026-2027 UPWP Tasks at their May 1, 2025 meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: April 16, 2025

Re: Action – Off-Cycle April 2025 TIP Amendment

Objective

To recommend Planning Council approval of the Off-Cycle April 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The Off-Cycle April 2025 TIP Amendment includes 3 additions from various regional agencies:

- Adding the Fort Collins and Larimer County new project *Taft Hill Road Corridor* with \$653,440 State MMOF funding and \$259,367 Local funding in FY26 and \$1,046,560 State MMOF funding and \$415,417 Local funding in FY27.
- Adding the Greeley new project *Greeley Neighborhood Safety Program* with \$500,000 Federal EAR funding and \$103,938 Local EAR funding in FY25.
- Adding the Greeley new project *GET US34 Bus Expansion 80/20* with \$3,508,404 Federal FTA 5339 funding and \$877,101 Local funding in FY25.

The 30-day Public Comment period for the Off-Cycle April 2025 TIP Amendment began on April 14, 2025, and concludes on May 13, 2025.

Funding Types and Uses

Multimodal Transportation and Mitigation Options Fund (MMOF) is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.

Exploratory Advanced Research (EAR) addresses the need to conduct research on longer term and higher risk breakthrough research with the potential for transformational improvements to plan, build, renew, and operate safe, congestion free, and environmentally sound transportation systems.

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.



Analysis

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

Recommendation

Staff supports adding the Off-Cycle April 2025 TIP Amendment to the FY2024-2027 TIP.

Attachments

- Off-Cycle April 2025 Policy Amendment Form

NEW ENTRY

Title: Taft Hill Road Corridor
Sponsor: Fort Collins, Larimer County
STIP ID: SNF5788.051
TIP ID: 2026-010
Type: Bike and Ped
Air Quality: Excluded from conformity analysis
Description: Wider sidewalks, adding a new side path and protected bike lanes, and safer crossings.

| Funding Source | Funding Program | FY 24-27 TOTAL | FY24 Rolled | FY 24 | FY25 Rolled | FY 25 | FY 26 | FY 27 | Previous Funding | Future Funding |
|----------------|-----------------|--------------------|-------------|------------|-------------|------------|------------------|--------------------|------------------|----------------|
| State | MMOF | \$1,700,000 | \$0 | \$0 | \$0 | \$0 | \$653,440 | \$1,046,560 | \$0 | \$0 |
| Local | L | \$674,793 | \$0 | \$0 | \$0 | \$0 | \$259,376 | \$415,417 | \$0 | \$0 |
| | Total | \$2,374,793 | \$0 | \$0 | \$0 | \$0 | \$912,816 | \$1,461,977 | \$0 | \$0 |

Revision # 2025-A4
Revision Description New Project

NEW ENTRY

Title: Greeley Neighborhood Safety Program
Sponsor: City of Greeley
STIP ID: SNF5000.002
TIP ID: 2025-015
Type: Bike and Ped
Air Quality: Excluded from conformity analysis
Description: Improvements throughout Greeley consist of crosswalk markings, stop bars, speed humps, raised crosswalks, curb bulb outs, bike lanes, and push button signals.

| Funding Source | Funding Program | FY 24-27 TOTAL | FY24 Rolled | FY 24 | FY25 Rolled | FY 25 | FY 26 | FY 27 | Previous Funding | Future Funding |
|----------------|-----------------|------------------|-------------|------------|-------------|------------------|------------|------------|------------------|----------------|
| Federal | EAR | \$500,000 | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 |
| Local | L-EAR | \$103,938 | \$0 | \$0 | \$0 | \$103,938 | \$0 | \$0 | \$0 | \$0 |
| | Total | \$603,938 | \$0 | \$0 | \$0 | \$603,938 | \$0 | \$0 | \$0 | \$0 |

Revision # 2025-A4
Revision Description New Project

NEW ENTRY

Title: GET US34 Bus Expansion 80/20
Sponsor: City of Greeley
STIP ID:
TIP ID: 2025-016
Type: Capital
Air Quality: Excluded from conformity analysis
Description: GET will purchase five (5) 40' Gillig buses for expanded service along US34.

| Funding Source | Funding Program | FY 24-27 TOTAL | FY24 Rolled | FY 24 | FY25 Rolled | FY 25 | FY 26 | FY 27 | Previous Funding | Future Funding |
|----------------|-----------------|--------------------|-------------|------------|-------------|--------------------|------------|------------|------------------|----------------|
| Federal | FTA 5339 | \$3,508,404 | \$0 | \$0 | \$0 | \$3,508,404 | \$0 | \$0 | \$0 | \$0 |
| Local | L | \$877,101 | \$0 | \$0 | \$0 | \$877,101 | \$0 | \$0 | \$0 | \$0 |
| | Total | \$4,385,505 | \$0 | \$0 | \$0 | \$4,385,505 | \$0 | \$0 | \$0 | \$0 |

Revision # 2025-A4
Revision Description New Project



CDOT Statewide Plan Update NFRMPO TAC April 2025



Statewide Planning Update: Discussion Topics

- Overview of Multimodal Planning at CDOT
- Public Engagement
- Vision for the next 10-Year Plan
- MPO Coordination
- Next Steps & Questions



Multimodal Planning at CDOT

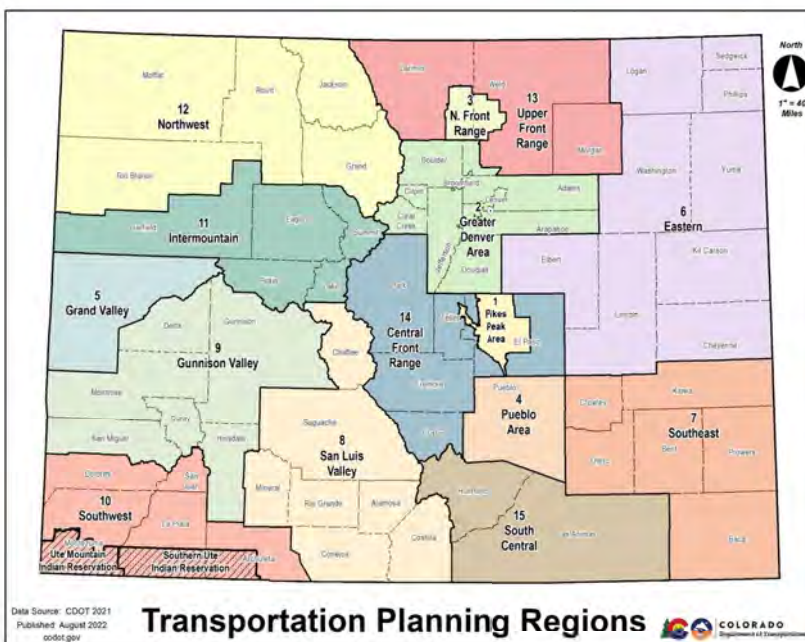
- CDOT conducts multimodal planning activities and outreach to identify what Coloradans want from their transportation system and what projects best deliver that vision.
- We work to describe our future transportation system, how we may fund it, and how we measure success.
- Today's Preparation = Tomorrow's Success. We are dedicated to preparing Colorado's transportation system for the future through planning, analysis, and innovation.



3



Planning Partner Engagement



- The idea-to-improvement planning process includes **building strong relationships** in every corner of the state.
- CDOT partners with Colorado's 15 **Transportation Planning Regions (TPRs)** and **two tribal nations** to identify issues, look at data trends and patterns, and share ideas.
- A member from each TPR and tribal nation is elected to serve on the **Statewide Transportation Advisory Committee (STAC)**. STAC advises CDOT and the Transportation Commission on the needs of the transportation system in Colorado.

4



From Statewide Vision to Achievable Reality



Data Analysis • Stakeholder Engagement • Public Outreach • Performance Reporting



Plan Integration

Key statewide modal, functional and topical plans that inform the statewide plan include:

- Strategic Highway Safety Plan
- Transit Connections Study
- Active Transportation Plan
- Colorado Freight Plan
- Transportation Asset Management Plan





Performance Based Planning

Policy Guiding Statewide Plan Goals and Objectives

- The Colorado Transportation Commission sets policy for the Department and establishes the framework for transportation planning via Policy Directive 14 (PD 14).
- PD 14 provides performance objectives to measure the success of the Department’s efforts to improve in the key goal areas of Safety, Asset Management, and Mobility. The performance objectives and targets inform the implementation of the **Statewide Transportation Plan** and **10-year Vision Plan** by focusing transportation investments on the 4-Year STIP and the **annual budget**.
- PD 14 aligns with goals and concepts from the Department’s Wildly Important Goals (WIGs), Transportation Commission Guiding Principles, Governor’s “Key Priorities”, and federal performance objectives required under the Infrastructure Investment and Jobs Act (IIJA) of 2021.
- You can view progress towards achieving the objectives of PD 14 and **explore the data** on CDOT’s website here: <https://www.codot.gov/performance/data-dashboards>.



Policy Directive (PD) 14 Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you’re going or how you’re getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Public Engagement

In addition to working with our planning partners, CDOT **seeks input directly from community leaders and the public** through:

- Community events
- Stakeholder meetings
- County meetings
- Local and elected official and community leader meetings
- Public surveys
- Online interactive maps
- Telephone town halls
- Social media and the CDOT website



9



Transportation Commissioner Telephone Town Halls

- As a part of the development of the 2050 Statewide Transportation Plan, CDOT will implement Telephone Town Hall events around the state to allow the public to learn and participate in the plan development process by speaking directly to Colorado Transportation Commissioners from their area.
- Telephone Town Halls are forums where the public can speak directly to transportation decision-makers, ask questions and receive answers.
- CDOT will be partnering with the MPOs on the telephone town halls in MPO areas.

10



Statewide Transportation Survey

- Another method CDOT will use to obtain the thoughts and opinions of the traveling public.
- Questions from the Statewide Transportation Survey will center around the Policy Directive 14 themes of advancing transportation safety, fixing our roads, and sustainably increasing transportation choice.
- Additionally, the survey will include a priority funding question that will allow participants to allocate a hypothetical budget to various transportation options.
- The Statewide Plan Survey will be posted soon at: <https://www.codot.gov/programs/yourtransportationpriorities/get-involved>

11



Vision for the next 10-Year Plan

Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make transportation safer
- ✓ More Transportation Choice
- ✓ Accountable and Transparent





Goal Achievement through 10-Year Plan

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction



Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance



Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Identify co-benefits - best project(s) that achieves multiple goal areas.

Crosswalk regional goals into PD-14 to find alignment when possible.

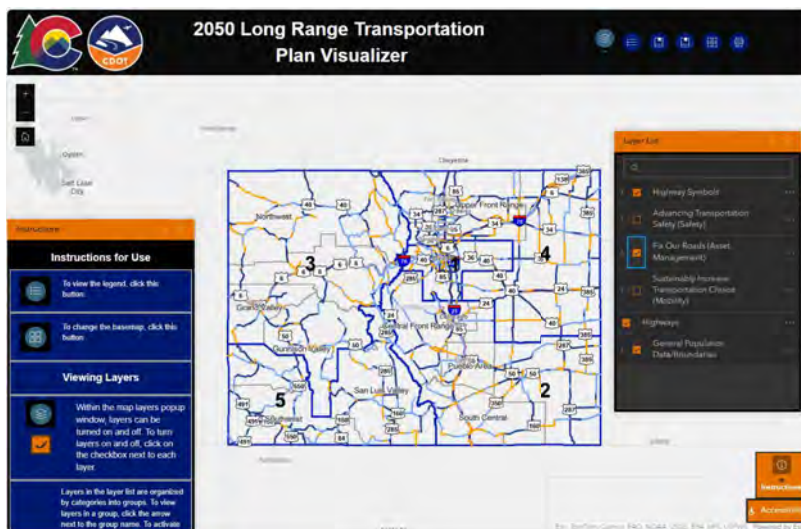
Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.

13



Statewide Transportation Plan Data Visualizer

2050 Long Range Transportation Planning Visualizer



The data visualizer is a new tool to help provide stakeholders and the public access to transportation data to help make data-driven and informed decisions on statewide transportation plans and new transportation projects. Available information includes:

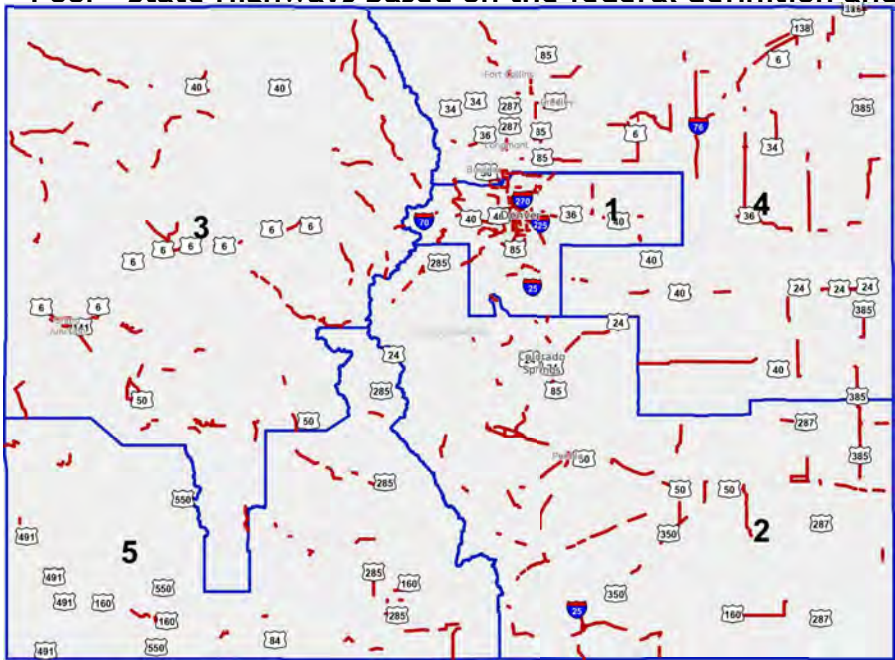
- Roadway Condition
- Roadway Usage
- Transportation Safety
- Transit Routes
- Current 10-Year Plan Projects
- and much, much more!

14



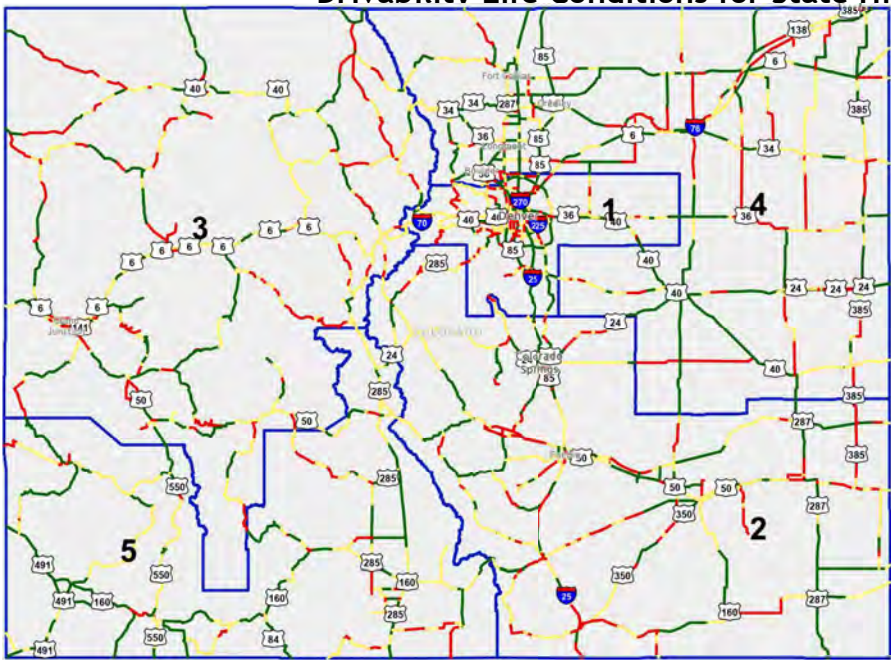
Examples from Data Visualizer: Poor State Highways (2023)

“Poor” State Highways based on the federal definition and national performance metrics.



Examples from Data Visualizer: DL for State Highways (2023)

Drivability Life Conditions for State Highway System





Transition Between Plans

Current 10-Year Plan FY 2019-2027

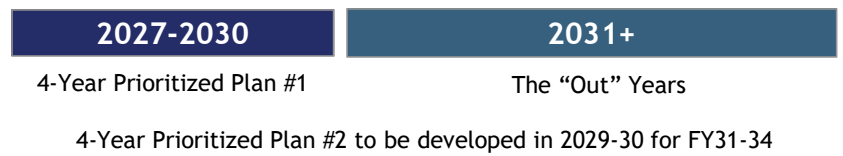


- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

Refresh Cycle to "New" Plan:
 Evaluate current "out" years projects (FY 2027+)
 Identify new projects (from planning process & asset management needs)
 Revised funding scenarios
 Updated project pipeline

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces "Out" Years with new four-year prioritized plan
- "New" 10-Year Plan will show any carryover from pre-2027.

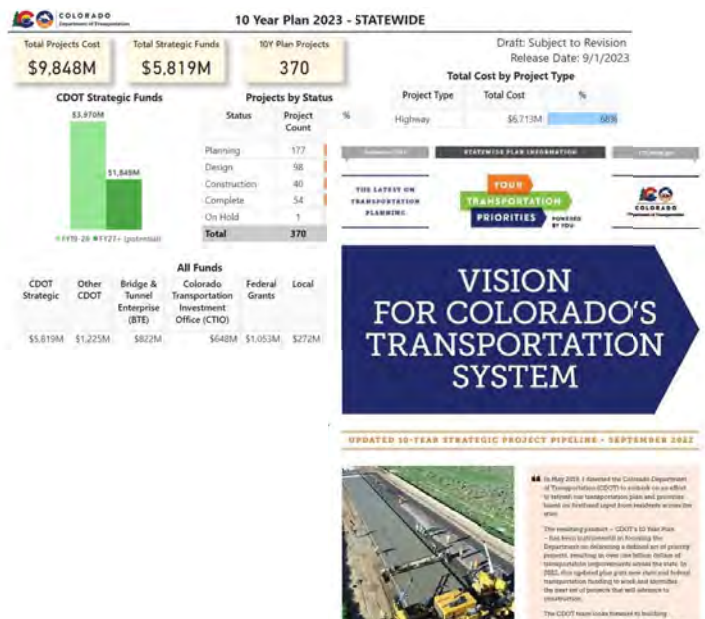
"New" 10-Year Plan FY 2027-2036



Accountability & Transparency

Accountability Efforts compliant with Statute

- 10-Year Plan Accountability Dashboard - Updated Monthly
- Quarterly 10-Year Plan Report with project status updates
- Annual 10-Year Plan Report, included in the Department's Budget Submission
- Annual Department Accomplishments Report
- Management of Plan and Project Change Control Process in PMWeb
- Project Fact Sheets
- Project Websites



10-Year Plan Information: [Link to 10-Year Plan webpage](#)



Current 10-Year Plan Progress in CDOT Region 4



Northeast Projects Highway & Transit Projects in Region 4

Completed Projects

| Corridors | Project Name | Project Type | Planning Project ID | TC Approved Strategic Funding (FY 19-22) | TC Approved Strategic Funding (FY 23-26) | Other Funding | Planned Funding (FY 27+) | * Total Est. Project Cost As of 1/31 |
|-----------|---|--------------|---------------------|--|--|---------------|--------------------------|--------------------------------------|
| I-25 | I-25 North Express Lanes: Segment 7&8 (CO 402 to CO 14) + Centerra-Loveland Mobility Hub | H, T | 2742 0058 2606 | \$151.3M | | ✓ | | \$383.6M |
| I-25 | Firestone - Longmont Mobility Hub (Phase 1) and Phase 2 | T | 2730 2732 2750 | \$25.1M | \$0.1M | ✓ | | \$25.7M |
| I-25 | I-25 North Express Lanes: Segment 6 (CO 56 to CO 402) and Berthoud Mobility Hub | H, T | 0059 2729 | \$237.0M | | ✓ | | \$298.0M |
| I-70 | I-70 Replacing Failing Pavement | RP | 0090 | \$58.6M | | ✓ | | \$58.9M |
| I-76 | I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9 | RP | 0069 | \$46K | | ✓ | | \$6.1M |
| I-76 | I-76 Sterling East: MP 124.7 to MP 128.2 / I-76 East of Sterling (Part 2) - Slabs and Diamond Grind | RP | 0072 2683 | \$17.0M | | ✓ | | \$17.4M |
| US 6 | Merino to Atwood from MP 391 to MP 398 | RP | 0064 | \$4.3M | | ✓ | | \$4.3M |
| US 36 | US 36/Community Drive Roundabout | H | 2770 | | \$550K | ✓ | | \$2.3M |
| US 85 | US 85/WCR 44 (Peckham) | H | 2785 | \$18.7M | | ✓ | | \$85.9M |
| US 385 | US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170 | RP | 0062 | \$13.7M | | ✓ | | \$17.0M |
| US 385 | US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35 | RP | 0063 | | \$286K | ✓ | | \$8.2M |
| CO 52 | CO 52 Prospect Valley from MP 42 - 54.6 & MP 40.75 - 40.77 | RP | 2754 | \$527K | | ✓ | | \$10.6M |
| CO 59 | CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14 | RP | 0060 | \$17.4M | | ✓ | | \$17.4M |
| CO 61 | CO 61 Sterling East MP 32.3-41.0 | RP | 2774 | | \$6.0M | ✓ | | \$8.8M |
| CO 138 | CO 138 Sterling North from MP 3 to MP 13.5 | RP | 0061 | \$2.0M | | ✓ | | \$16.8M |



Current 10-Year Plan Progress in CDOT Region 4 (cont.)



Northeast Projects Highway & Transit Projects in Region 4

Under Construction Projects

| Corridors | Project Name | Project Type | Planning Project ID | TC Approved Strategic Funding (FY 19-22) | TC Approved Strategic Funding (FY 23-26) | Other Funding | Planned Funding (FY 27+) | * Total Est. Project Cost As of 1/31 |
|--------------|---|--------------|---------------------|--|--|---------------|--------------------------|--------------------------------------|
| I-25 | I-25 North Express Lanes: Segment 5 (CO 56 to CO 66) | H | 2603 | | \$99.5M | ✓ | \$97.0M | \$429.9M |
| I-70 | I-70 Corridor Improvements and Preservation (Bethune to Burlington Phase I) | H | 2769 | \$2.8M | \$35.7M | ✓ | | \$52.7M |
| I-76 | I-76 Corridor Improvements and Preservation | H | 1022 | | \$26.5M | ✓ | | \$27.6M |
| US 85 | US 85 and US 34 Interchange | H | 2695 | | \$6.0M | ✓ | \$19.1M | \$200.0M |
| CO 63 | CO 63 Akron North and South Resurfacing | RP | 2775 | | \$13.5M | | | \$10.7M |
| CO 119 | CO 119 Bus Rapid Transit, Safety and Mobility Improvements | H, T | 0057 2601 | \$40.0M | \$24.9M | ✓ | | \$161.7M |
| Non-Corridor | Safer Main Streets Program - Phase 1 | H, T | 0006 2739 | \$9.2M | | | | \$9.2M |

10-Year Plan Information: [Link to 10-Year Plan webpage](#)



MPO Coordination

It is the role of the MPO to inform statewide planning by providing crucial local expertise, and developing long-range transportation plans that articulate the priorities for their region. CDOT uses this information to align regional priorities with statewide goals.

Key areas CDOT anticipates coordination with NFRMPO include:

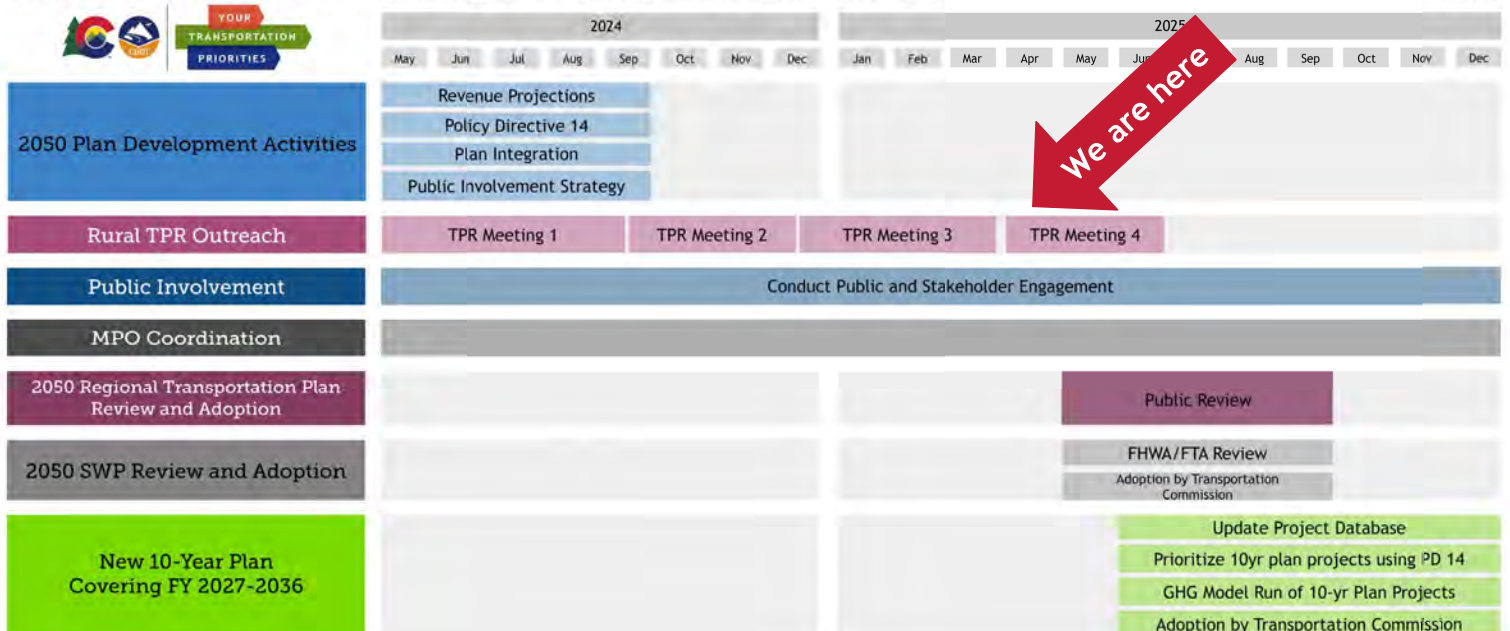
- Telephone Town Halls & Survey
- Review of existing 10-Year Plan Projects in your area: Unfunded projects & projects in the outyears of the current 10-Year Plan are anticipated to carryover into the new 10-Year Plan. CDOT Region staff will be working to update project costs and other information, in partnership with the MPOs.
- New 10-Year Plan projects for consideration will be based on the regional priorities brought forward by the NFRMPO planning process and funding availability. CDOT will work to balance the needs identified by MPOs & local partners statewide with PD-14 goals, including addressing our assets in the worst conditions.



2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 4/8/2025





Federal Uncertainties

- We recognize there are uncertainties at the federal level at this time.
- CDOT and NFRMPO are working together to navigate the evolving federal landscape and any changes that may affect planning processes.
- CDOT and NFRMPO, in partnership with FHWA and FTA, will communicate if planning documents (such as the TIP and STIP) experience any delays in the federal review and approval process.



Next Steps & Questions

- Commissioner Telephone Town Halls and Survey - April - May 2025
- Discussions with MPOs, TPRs, and local partners on plan development - Ongoing
- Statewide Plan public comment period - Summer 2025
- 2050 Statewide Plan adoption - August 2025
- 10-Year Plan public comment period - Fall 2025
- GHG Transportation Report - November 2025
- Adoption of next 10-Year Plan - December 2025

Contact:

Marissa Gaughan
Multimodal Planning Branch Manager - Division of Transportation Development
marissa.gaughan@state.co.us

Wilson Avenue Multi-Use Path and Crossing

PROPOSED SCOPE CHANGE REQUEST

NFRMPO TAC
(CDOT - CRP Grant)
April 16, 2025



1

Agenda

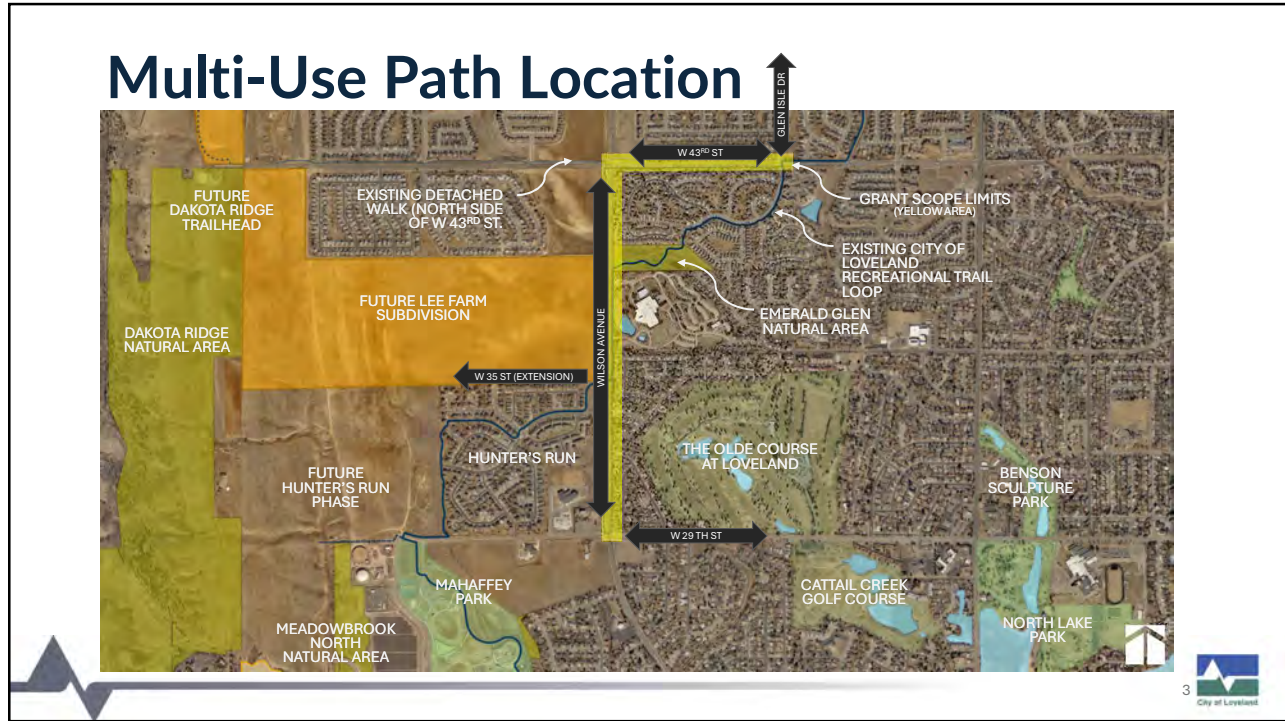


WEST SIDE OF WILSON AVENUE - EXISTING DETACHED WALK

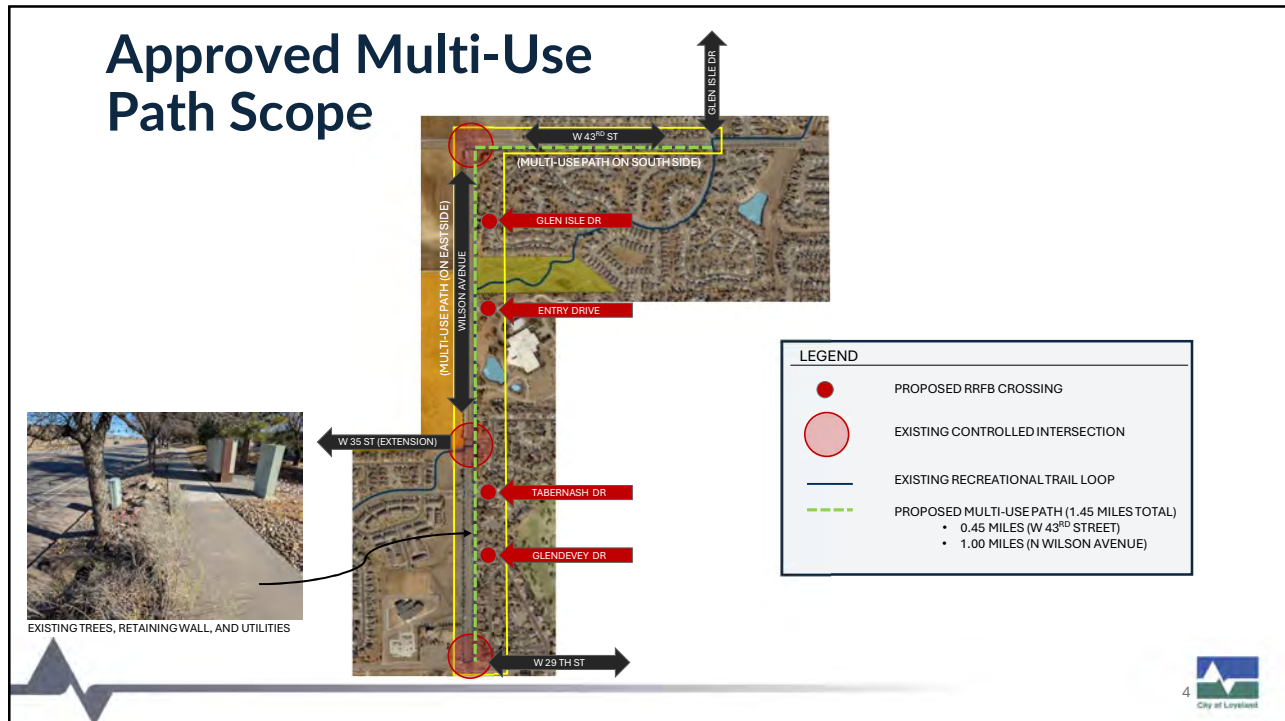
- Project Location
- Current Project Scope
- Scope Change
- Scope Comparison (table)
- Funding Diagram
- Support for Scope Change Request
- Advantages/Disadvantages
- Ultimate Multi-Use Path
- Questions



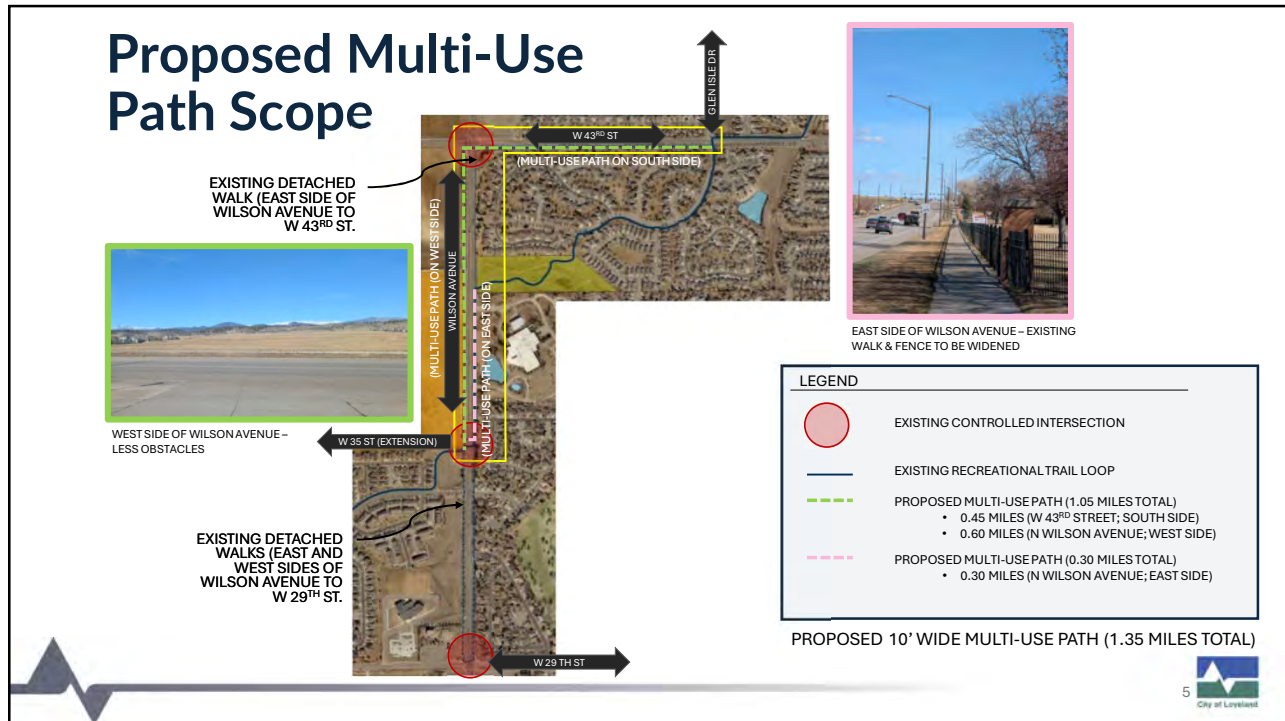
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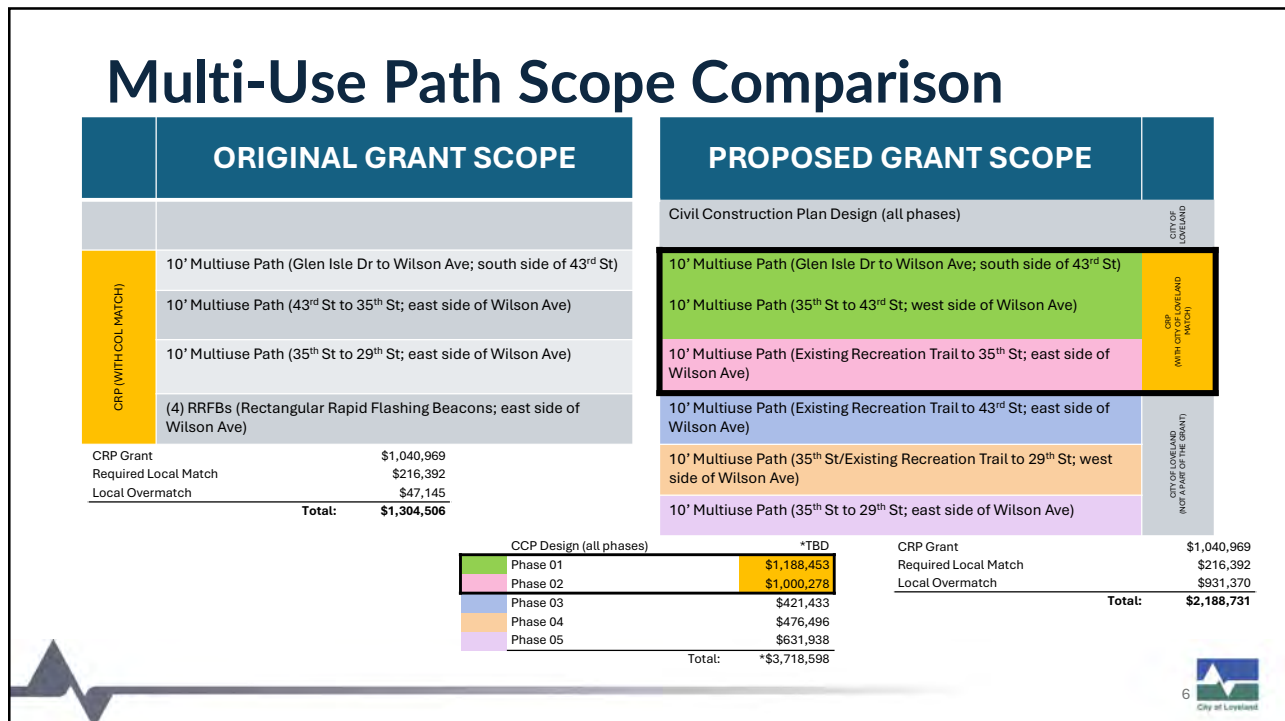
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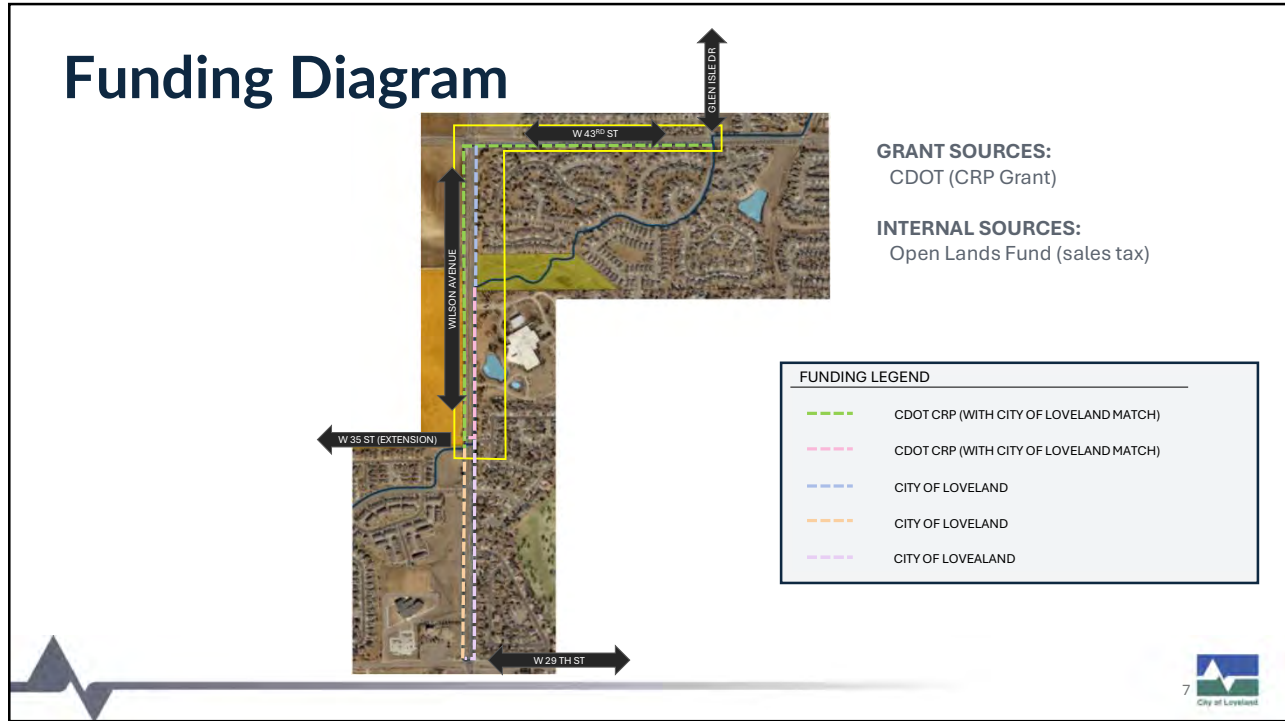
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5




6



7

Support for Scope Change Request

- Civil Construction Plans for all (5) five phases of the proposed scope would be designed and paid by City of Loveland.
 - CDOT would approve all the phases upfront.
- Provides a direct safe crossing at the existing signalized Wilson Avenue and W 43rd Street intersection. The Glen Isle Dr to Wilson Avenue on 43rd St is a relatively straightforward design and less complicated construction.
- Preliminary survey information indicates complex utilities for the east side connection from W 35th Street to W 29th Street.
- Additional Overmatch funding provided by City of Loveland Open Lands.



EAST SIDE OF WILSON AVENUE - ELECTRIC VAULT WOULD NEED TO BE RELOCATED TO ALLOW FOR A 10'-WIDE PATH

8

8

Advantages / Disadvantages

Advantages

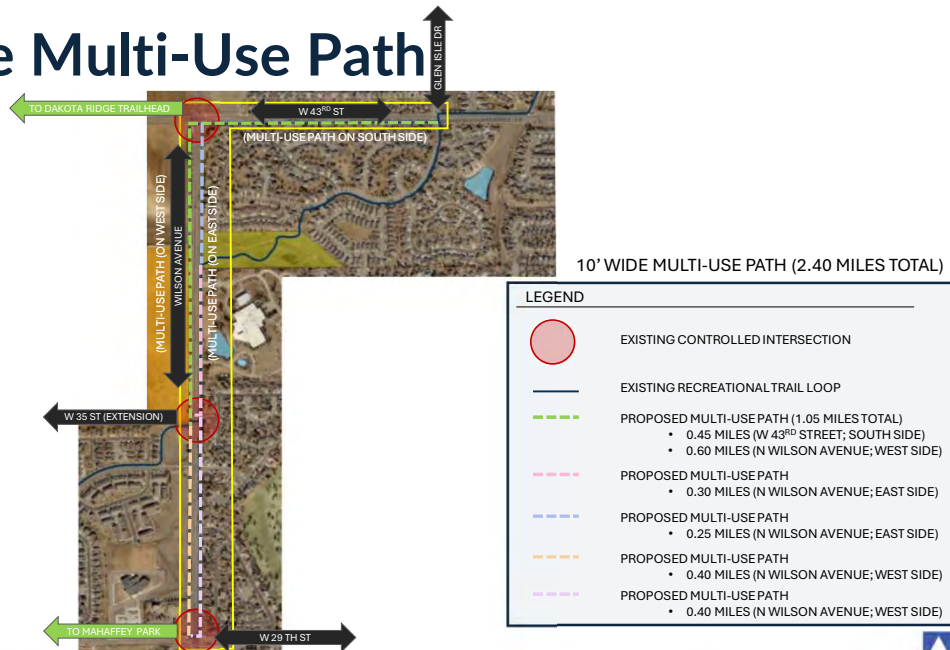
- 10' wide multi-use path on both the west and east sides of Wilson Avenue, serving a large section of the community when all five phases are constructed.
- Takes advantage of (2) two existing controlled Wilson Avenue intersections. All (3) three with the ultimate path improvements.
- Users may be less likely to cross 'mid-block' on Wilson Avenue with the Wilson Ave/43rd Street controlled intersection.
- Direct connection reduces connections (interruptions) found along the Glen Isle Drive segment within the neighborhood.
- Originally anticipated full scope (43rd to 29th) intent will still be completed
- Utilizes a majority of City of Loveland funding to complete the project
- Flexibility in phasing segments
- Potential for utilizing other funding sources/grants

Disadvantage

- Potentially differing timelines for phased construction. Although improvements would be made in the short term, the ultimate connection to 29th could be constructed at a later date.
- Approximately 1/10th of a mile less of 10'-wide trail, until Phases 3-5 are constructed.



Ultimate Multi-Use Path



Questions?





MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Jerome Rouser

Date: April 16, 2025

Re: Regional Active Transportation Corridor (RATC) Update

Background

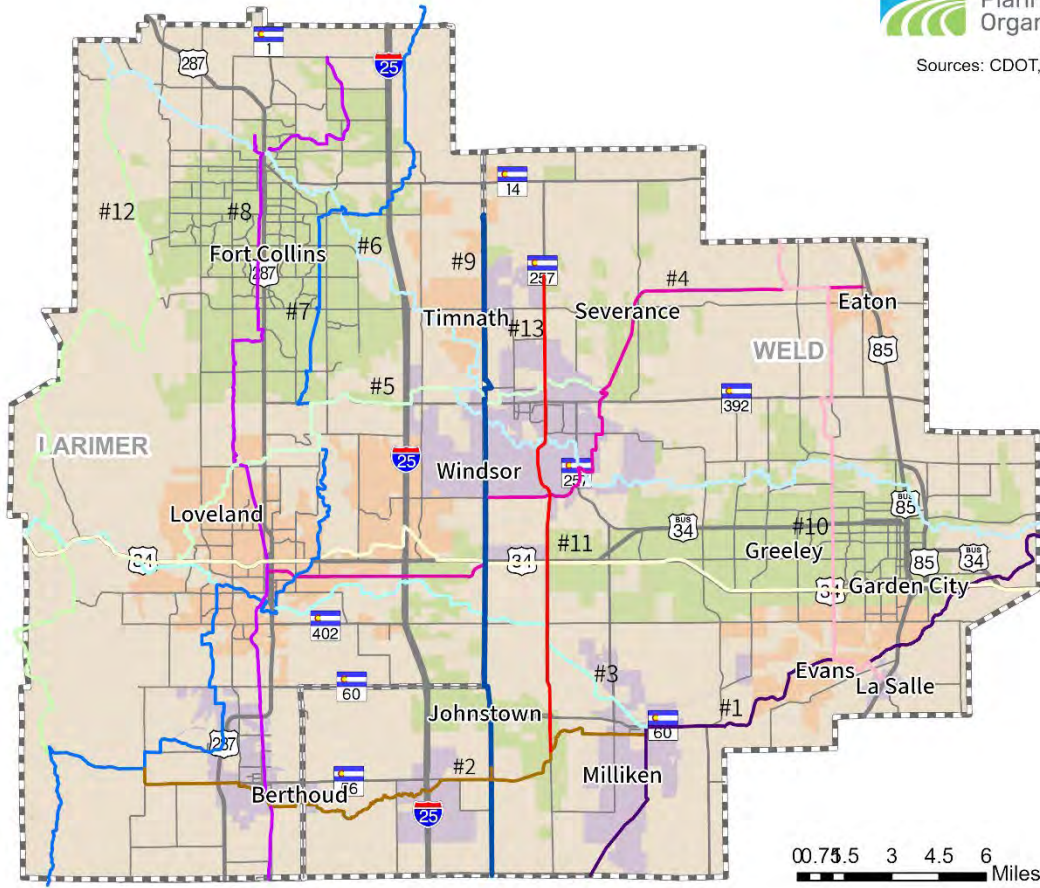
With each Active Transportation Plan (ATP) update, NFRMPO staff updates its regional active transportation corridors (RATC). During the RATC visioning process for the 2025 ATP update, NFRMPO staff met with local community staff to discuss the RATCs in their communities and make updates to the network. Communities submitted recommendations to update trail crossing needs, adjust trail alignments, and to add and remove strategic local connections. There are two major proposed changes to the RATC network:

- **Extension of RATC 8:** BNSF Fort Collins/Berthoud from its current northern terminus at the Poudre River Trail to the NFRMPO northern boundary. This corridor will continue into Wellington.
 - The new sections of this corridor are already included in the City of Fort Collins' draft Strategic Trails Plan. Larimer County and the Town of Wellington have met to determine the alignment between the NFRMPO's northern boundary and the Town of Wellington.
- **Creation of the new RATC 13:** Johnstown/Windsor. This proposed corridor will be along WCR 17 from its southern terminus at the Little Thompson River Trail to its northern terminus at WCR 76.
 - The Town of Johnstown has a 10' detached sidewalk planned along WCR 17 and the City of Greeley has a trail planned along WCR 17 in their Trails Master Plan. The Town of Windsor has already made bike/ped improvements along WCR 17.

Action

Staff request TAC members provide feedback on the proposed RATC network.

Attachments: Proposed RATC Network Map



Legend

- | | | | |
|-----------------|---|-------------------------------------|--|
| — Interstate | County Boundary | — 4: Great Western Trail | — 10: Eaton/LaSalle |
| — US Highway | NFRMPO Planning Area | — 5: North Loveland/ Windsor | — 11: US34 Parallel |
| — State Highway | RATC_Name | — 6: Poudre River Trail | — 12: Carter Lake/ Horsetooth Foothills Corridor |
| — Major Roads | — 1: South Platte/American Discovery | — 7: Front Range Trail West | — 13: Johnstown/Windsor |
| | — 2: Little Thompson River | — 8: BNSF Fort Collins/ Berthoud | — <all other values> |
| | — 3: Big Thompson River | — 9: Johnstown/Timnath | |

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: April 16, 2025

Re: NFRMPO 10-Year Priority List Scoring

Background

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. Following the workshop, Planning Council requested the NFRMPO TAC score and rank the Tier 1 Roadway projects. At their March meeting, TAC members request NFRMPO Staff develop scoring criteria. Attached are the draft scoring criteria.

A follow-up email, prior to the TAC meeting will be sent to TAC members and will include received project information from project sponsors of Tier 1 Roadway projects.

Action

NFRMPO staff requests TAC members review the scoring matrix and provide feedback at the TAC meeting.

| Category | Safety | | | Mobility | | | | | | | Economic Vitality | | Asset Management | | Strategic Nature | | Regional Priority | | | Project Readiness | | | | | Discretionary | | | | | | | |
|-----------------------|--|---------------------------|--|--|---------------|---------------|-------------------------|--------------|--------------|----------|--|--|---|---|---|--------------|--|---|-------------|--|-----|--------------------|-----|----|---------------------------------------|----|---------------------------|----|------------------------|----|---|---|
| | Reduce the number of roadway related fatalities and serious injuries within the region | | | Congestion reduction, improved reliability, new or improved connections, elimination of gaps or continuity issues, new or improved multimodal facilities, improved efficiency. | | | | | | | Financial leverage, Innovation, and Partnerships | | Asset life Improving Low Drivability Life pavement Structures rated poor (%) | | Is the project able to proceed with a reduced funding amount or scope? | | Projects on the six Planning Council approved corridors: I-25, US34, US85, US287, SH14, and/or SH392 | | | Local funding availability/commitment Funding package readiness Environmental studies items identified and can be mitigated? ROW required/acquired? | | | | | | | | | | | | |
| Total Possible Points | 30 | | | 20 | | | | | | | 10 | | 5 | | 10 | | 10 | | | 10 | | | | | 5 | | | | | | | |
| Criteria | Crash Rate | | | LOSS (3 or 4) | | | Travel Time Index (TTI) | | V/C Ratio | | | Complete Streets | | | Partnerships | B/C Ratio | Pavement | Bridges | Scalability | | | Priority Corridors | | | Local funding availability/commitment | | Funding package readiness | | ROW required/acquired? | | Allowable points based on scoring member discretion | |
| | 20 | | | 10 | | | 5 | | 10 | | | 5 | | | 5 | 5 | 2 | 3 | 10 | | | 2 | 3 | 5 | 3 | | 2 | | 5 | | 5 | |
| Points per Criteria | 20 | 10 | 0 | 0 | 5 | 10 | 0 | 5 | 2 | 3 | 5 | 5 | | | 5 | 5 | 2 | 3 | 10 | | | 0 | 2 | 3 | 5 | 3 | 0 | 2 | 0 | 5 | 0 | 5 |
| | <i>Crash rate 11 and above</i> | <i>Crash rate 1 to 10</i> | <i>No serious injury or fatalities crashes at project location within the last 5 years</i> | <i>LOSS 1 or 2</i> | <i>LOSS 3</i> | <i>LOSS 4</i> | <i><1</i> | <i>>1</i> | <i><1</i> | <i>1</i> | <i>>1</i> | <i>Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context); or</i> | <i>Project constructs or expands access to active transportation facilities; or</i> | <i>Project increases or expands access to transit service or adds transit facilities.</i> | <i>Two or more NFRMPO Communities (not including CDOT) Providing at least 10 percent of the required local match.</i> | <i>>1</i> | <i>Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or Priority RSCs</i> | <i>Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or Priority RSCs</i> | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Allowable points based on scoring member discretion | |

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
April 3, 2025

CONSENT AGENDA

James **moved** to APPROVE THE CONSENT AGENDA. The motion was **seconded** by Jenkins and **passed** unanimously.

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach discussed control strategies being considered for the Statewide Implementation Plan (SIP). She explained a potential strategy that was recently introduced that would limit forklift emissions. Wojtach described mobile source emission targets and the timing of emission reductions. Wojtach provided information on ozone reduction efforts and meetings. She explained that despite these efforts, we are not seeing corresponding reductions in ozone levels.

Regional Air Quality Council (RAQC) – Stephens explained the nonattainment area is currently required to create a SIP to lower the ozone levels. Stephens discussed the difficulties in identifying new strategies and backup strategies to reduce ozone levels. Stephens stated that the RAQC will need to come up with new strategies to reduce the ozone levels.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens stated the Community Clean Transportation Systems Grant Funding Program is currently accepting applications, which are due April 30th. Stephens mentioned that the NAAPME Board is contemplating the potential increase of funding for the Large Grant Program. Stephens explained that the Board is considering designating this grant money towards bus rapid transit projects.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair– Chair Olson provided information on the state’s budget deficit currently being discussed by the Joint Budget Committee. Chair Olson stated he has heard the Bustang program has a \$30 million shortfall every year.

Executive Director Report–Sizemore discussed the evolving information from the Joint Budget Committee on the state’s budget. Sizemore stated that there is a possibility that MMOF funding could be reduced but this has not been finalized. Sizemore introduced the NFRMPO’s new Controller, Tonja Burshek, and the new Mobility Director, Tanya Trujillo-Martinez.

ACTION ITEM:

March 2025 TIP Amendment – Stockburger presented the March 2025 TIP Amendment, which includes four additional projects and three revisions. Additional projects include Greeley’s 10th Street Transit Vision project, the Greeley Active Modes Plan project, Loveland’s US34 Transit Sidewalk Connectivity project, and the Weld County On-Demand Transit Program project. Projects being revised include Greeley’s US34 and 35th Ave Interchange project, Greeley’s US34 and 47th Ave Interchange project, and the Fort Collins Foothills Transit Station & Roundabout project. James **moved to** approve *RESOLUTION 2025-11 APPROVING THE MARCH 2025 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Jenkins and **passed** unanimously.

DISCUSSION ITEMS:

2025 NFRMPO Title VI Plan Update – Karasko discussed the 2025 Title VI Plan update, which happens every three years. She stated that the draft version of the plan is included as a link in the memo. Karasko explained that the updated plan includes the 2022 Public Involvement Plan, the updated Limited English Proficiency (LEP) Plan, updated demographics, strategies and procedures for potential discrimination.

FY2026-2027 UPWP Tasks – Karasko discussed the tasks of the updated FY2026-2027 UPWP. Karasko explained that four of the tasks are for Planning program area, one task is for the Mobility program, and one task is for Administrative items. Karasko stated that mid-year and year-end reports are created to report on progress of these UPWP Tasks. Karasko explained that there are no new tasks included in the UPWP and described the tasks that have been removed due to completion.

FY2026-2027 UPWP FY2026 Budget – Sizemore discussed the FY2026 budget for the FY2026-2027 UPWP. Sizemore explained the VanGo™ portion of the budget, which is separate from the rest of the MPO's budget because VanGo™ operates as an enterprise. He explained VanGo™ revenue sources, the proposed budget and provided the reasons behind an increase in the budget. Sizemore then explained the MPO budget, which includes the Planning program, Mobility program and the Administration program. He explained MPO revenue sources, the proposed budget and provided the reasons behind an increase in the budget. Sizemore summarized the Finance Committee's discussion on the budget and discussed the next steps in the budget process.

Weld County Mobility Committee (WCMC) —MINUTES

March 25, 2025

1:00 p.m. – 3:30 p.m.

Call Meeting to Order, Welcome, and Introductions

- Ashley McClain, 60+Ride
- Ernest Cienfuegos-Baca, United Way Weld County
- Jill Matlock, Weld County Health Department
- Jaclynn Streeter, GoNoCo34 TMO
- Robin Rocke, CDOT
- Robyn Upton, Community Member
- Lisa Bitzer, Via Mobility Services
- Margie Martinez, Community Member
- Nichole Seward, Weld County Area Agency on Aging
- Steve Teets, WAND
- Adriana Torres, Via Mobility Services

NFRMPO staff: Aaron Hull, Lisa Deaton, Paul Sizemore

Approval of Last Meeting's Minutes: September 24, 2024 meeting minutes were approved by Seward and seconded by Bitzer.

Activity

Group Introductions

Both virtual and in-person attendees introduced themselves and their organizations.

Announcement of Co-Chair Elections

Hull announced that it was time to elect new co-chairs. Sizemore discussed the role of the co-chairs and the bylaws. Bitzer nominated Torres of Via Mobility Services, and Seward said that she would run for a second term. Teets motioned to approve the nominees, Bitzer seconded the motion, and by unanimous acclamation, Torres was elected co-chair, and Seward will continue to serve a second term.

Teets asked if the WCMC could be changed to a hybrid meeting. He said that not everyone has access to a computer for virtual meetings. Bitzer suggested bringing it up at the next meeting so that people can think it over and find a location. Hull said that he would add this to the next meeting's agenda.



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. He discussed that the focus of the plan is to look at the regional bike and pedestrian network and provide resources for our local agencies to assist in their bike and pedestrian planning efforts. The MPO considers all types of active transportation, such as walking, biking, scooters, and the use of other mobility devices. 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. Teets asked about accidents along the Platte Trail and the Big Thompson River corridor and if there is information available, Rouser said that he can find out. Teets also suggested that the public survey should have been out longer and the MPO should have conducted more outreach. Rouser said the survey was available all summer and that they gave out survey cards for people to take at outreach events.

RideNoCo Update

Deaton gave a 2024 year-in-review for the RideNoCo call center, including record-breaking calls and website visits. Teets asked about the gaps between Loveland and Fort Collins and suggested that the transportation providers join together to fill the gap instead of being divided. Deaton said the gaps between cities is an issue that some providers are trying to figure out how to expand to meet the needs. Hull talked about the GoNoGo34 TMO that is focusing on bridging the gap between Larimer and Weld counties. Hull said that the issue with most transportation providers is tied to funding and operational costs.

Hull discussed how RideNoCo is focused on helping the entire region, and one of those ways is the Way to Go platform. Way to Go is a trip-planning platform that DRCOG uses where you can enter a starting and an ending address, and it will give you different routes such as vanpooling, carpooling, school polling, etc. He talked about the expansion of the TDS program and connecting additional agencies. An example of this expansion is DRCOG mimicking our TDS program, they call it Ride Alliance. The hope is that both systems can be interwoven and help connect the two different regions better. Hull mentioned gaps in services in places like Red Feather Lakes, Windsor, and Severance and the rural portions of Larimer and Weld County and how we can expand current services to those areas. Teets asked for more information about the school pools and stated how beneficial it would be to cut down on traffic around the schools with parents dropping off and picking up their kids.



Introduction of the 2025 Coordinated Plan

Hull introduced the 2025 Coordinated Plan and discussed the plan's background and how the plan sets up mobility for older adults, individuals with disabilities, low-income people, and underserved communities in our region. The plan allows projects to be funded by the FTA 5310 funds, and an example of this is the creation of the one-call, one-click center known today as RideNoCo. Hull discussed the growing population in the region and specifically the growth of aging adults and individuals with disabilities in the years ahead. He talked about the transportation gaps in the region, new neighborhoods being built that do not have transportation options, and rural areas that need more support. Hull brought up that another gap is the area's awareness and outreach; there are services out there, but many do not know they exist. Additionally, the mobility committees, technical assistance, subrecipient programs, grant writing, marketing materials, outreach, and travel training are all different strategies of the coordinated plan, with the biggest outcome being the creation of RideNoCo. Hull asked if there were any other gaps that people have noticed. Bitzer said people want weekend service because you do not just go places Monday through Friday. Teets pointed out that there is no Sunday bus service. Bitzer said that Via Mobility has applied for funding for weekend service during the Zero Fare for Better Air during the summer months. She will have more information next week. Streeter offered Bitzer her assistance with events and outreach. McClain put in the chat that 60+ Ride provides weekend rides that are provided by volunteer drivers. Seward said that she has a client who has a disability and is very passionate about transportation and wants to know how she can get involved. Hull suggested coming to the mobility meetings, local municipality meetings, council meetings, and transportation board meetings if they have them. Seward said she lives in Windsor and does not have transportation to get to these meetings. Hull said she could reach out to the Windsor City clerk via a phone call or an email and make a public comment or meet with a council member. Bitzer shared an example of a group of people who created a petition and wrote a heartfelt letter describing how important transportation was for them. The commissioners listened and are bringing back service in their area. Hull discussed the next steps for the coordinated plan and the public survey that will be available for the next six months.



Wrap-Up + Member Updates

Hull discussed a letter-writing campaign to present to the Planning Council that we can discuss in more detail at the next meeting.

Streeter announced that GoNoCo34 will host a lunch and learn for the US34 corridor on April 17th, 12-1 at High County Beverage. She asked those who want to attend to send her an email to get them on the schedule and count them for lunch. jaclynn.streeter@steergroup.com

Greeley Evans Transit News & Updates

None

Seward motioned to adjourn, seconded by Torres

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC): June 24, 2025
- b. Northern Colorado Mobility Committee (NCMC): May 27, 2025



RIDE
NOCO



970-514-3636 | www.rideno.co

QUARTERLY SNAPSHOT

JANUARY - APRIL 2025



100 calls to the RideNoCo
Call Center

- 00% of callers were over the age of 60
- 00% of callers were Veterans



1,444 visits to the
RideNoCo website

TRIP PURPOSE



Medical 53%

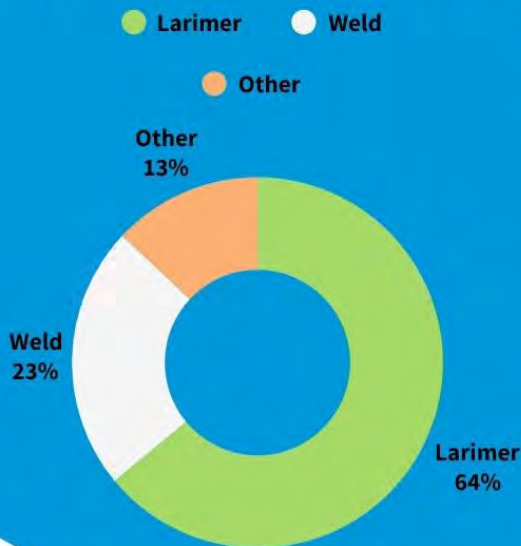


Personal 4%



Misc. 15%

CALLS BY COUNTY



In the first quarter of 2025, RideNoCo received 100 calls for transportation assistance.

This is a 3% increase from quarter 4 of 2024.

GAPS

61% of callers faced one-or-more gaps which prohibited them from accessing their destination such as affordability, out-of-county or out-of-service area trips and last minute trips.



North Front Range
Metropolitan
Planning
Organization

Legislative Report

April 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 MPOs to create a transit and active transportation project inventory and address gaps in transit, bicycle, and pedestrian infrastructure. • Requires MPOs to provide a report on the transit and active transportation project inventory to the Transportation Legislative Review Committee (TLRC). • Requires local governments in MPOs with populations over 5,000 to submit planned transit, bicycle, and pedestrian projects in their current plans to their MPOs. • Encourages local communities to <ul style="list-style-type: none"> ○ Identify unfinished transit, bicycle, and pedestrian projects. ○ Prioritize projects in DI communities tat reduce pollution and improve safety for vulnerable road users. ○ Establish transit, walking and biking targets in collaboration with CDOT, MPOs, and transit agencies. ○ Submit additional local Transportation Demand Management strategies to their MPO. |
| Status | <ul style="list-style-type: none"> • 3/12/2025: Transportation & Energy Discussion; Referred to Appropriations • 1/08/2025: Introduced in Senate – Assigned to Transportation & Energy |
| NFRMPO Impact | <ul style="list-style-type: none"> • Require the NFRMPO to create a transit and active transportation project inventory. • Require all local governments in the region, with the exception of Garden City and La Salle, to submit planned transit, bicycle, and pedestrian projects to the NFRMPO. |

| | |
|----------------------|---|
| 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"> 2/18/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely 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"> 2/12/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely 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 |
| Status | <ul style="list-style-type: none"> • 3/25/2025: Passed the Senate • 3/19/2025: Transportation & Energy Discussion; Referred to the Senate • 2/28/2025: Introduced in Senate- Assigned to Transportation & Energy • 2/25/2025: Passed the House • 2/18/2025: Transportation, Housing, & Local Government Discussion; Referred to House • 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. |

| | |
|----------------------|---|
| Title | HB25-1198 : Regional Planning Roundtable Discussion |
| Description | Concerning the creation of a Regional Planning Roundtable Commission. |
| Summary | <p>Creates the Regional Planning Roundtable Commission within the Department of Local Affairs. The purposes of the commission include:</p> <ul style="list-style-type: none"> • Assisting local government in complying with statutory housing, land use, or other planning requirements; • Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements; • Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities. |
| Status | <ul style="list-style-type: none"> • 3/25/2025: Transportation, Housing & Local Government Discussion; Referred to Appropriations • 2/10/2025: Introduced In House - Assigned to Transportation, Housing & Local Government |
| NFRMPO Impact | <ul style="list-style-type: none"> • Regional roundtables can be used to assist local communities with planning requirements and assist local governments in accessing state and federal resources and technical assistance. |

Transportation-Related Bills – Limited NFRMPO Impact

- [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.
- [SB25-137](#): Greenhouse Gas Credits for Water Quality Projects
 - Authorizes the owner or operator of a water quality green infrastructure project to sell or trade any greenhouse gas credits created by the project in the GHG credit trading program that is established by the air quality control commission by rule.
- [HB25-1228](#): Best Value Design-Build Transportation Contracts
 - Adds additional evaluation factors for design-build contracts administered by CDOT, including project schedule, innovative solutions, improved quality, sustainability, environmental impact, initial cost, long-term life-cycle cost of the transportation projects, resilience, increased scope, and aesthetics.
- [SB25-052](#): Railroad Investigative Report Confidentiality
 - Repeals the current legal requirement that requires investigative reports of railroads made for the public utilities commission to be kept confidential and replaces it with a grant of rule-making authority to make ongoing investigations and security information confidential.
- [SB25-161](#): Transit Reform
 - Makes a variety of changes for the purpose of improving the performance of the Regional Transportation District.
- [SB25-187](#): Sunset Motorcycle Operator Safety Training Program
 - Implements the recommendations of the Department of Regulatory Agencies regarding the Motorcycle Operator Training (MOST) Program. Recommendations include continuing the MOST program for 9 years, until September 1st, 2034.
- [HB25-1230](#): Changes Violation Driver Overtaking School Bus
 - Permits the state, a county, a city and county, or a municipality (with approval from the school district) to install and utilize automated vehicle identification systems on school buses to detect a driver of a vehicle that overtakes a stopped school bus in violation of current law.