



In-Person Attendance Option

Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, CO

Virtual Attendance Option

Call-in Number: +1 (408) 650-3123
Access Code: 947-231-917
Weblink: <https://bit.ly/2YPLKSY>

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

December 15, 2021

1:00 – 3:30 p.m.

1. **Call Meeting to Order, Welcome, and Introductions**
2. **Public Comment (2 minutes each)**
3. **Approval of November 17, 2021 Meeting Minutes (Page 2)**

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Jessica Ferko, RAQC
Rick Coffin, CDPHE-APCD
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEMS

- 1) Election of 2022 TAC Officers
- 2) December 2021 Off-Cycle TIP Amendment (Page 5)
- 3) NFRMPO 10-Year List Update (Page 7)

Karasko
Cunningham
Karasko

PRESENTATION

- 4) CDOT Region 4 10-Year Plan Update

Heather Paddock, CDOT R4

DISCUSSION ITEMS

- 5) 2018-2022 NFRMPO Targets for Safety Performance Measures (Page 11)
- 6) Safety Vision Data Exchange (Page 14)
- 7) LinkNoCo Survey Results (Page 16)
- 8) 2045 RTP Update Schedule (Page 27)
- 9) 2050 RTP Performance Measures (Page 31)

Cunningham
Cunningham
Gordon
Bornhoft
Gordon

PARTNER REPORTS

- 10) NoCo Bike & Ped Collaborative
- 11) Regional Transit Agencies
- 12) Mobility Updates

Gordon

Schmitt

REPORTS

- 13) December Planning Council Meeting Summary (Page 36)
- 14) Community Advisory Committee (CAC) Summary
- 15) 2022 TAC Meeting Calendar (Page 37)
- 16) Roundtable

Written Report
Written Report
Karasko
All

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: January 19, 2022**

Town of Windsor Wi-Fi

Username: Windsor Rec Center Public Wi-Fi

Password: password

419 Canyon Avenue, Suite 300

Fort Collins, Colorado 80521

(970) 800.9065

nfrmpo.org

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Hybrid Meeting

**November 17, 2021
1:02 p.m. – 1:53 p.m.**

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Allison Baxter – Greeley
Jessica Ferko – RAQC
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Adam Olinger – Town of Berthoud
Elizabeth Relford – Weld County

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Becky Karasko
Suzette Mallette
Cory Schmitt

TAC MEMBERS ABSENT:

Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Richard Coffin – CDPHE-APCD
Josie Hadley – CDOT
Pepper McClenahan – Milliken
Town of Eaton
Town of LaSalle
Town of Johnstown
Eric Tracy – Larimer County

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Scott Ballstadt – Windsor
Abdul Barzak – Severance
Alex Donaldson – Loveland
Candice Folkers – COLT
Katie Guthrie – Loveland
Dana Hornkohl – Fort Collins
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Evan Pinkham – Weld County
Jan Rowe – CDOT
Carrie Tremblatt – CDOT

CALL TO ORDER

Chair Nelson called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE OCTOBER 20, 2021 TAC MINUTES

Baxter noted the question during the Call for Projects presentation on right of way (ROW) clearance was not in the minutes and requested NFRMPO Staff make the addition. Relford moved to approve the October 20, 2021 TAC minutes with the Staff revisions. Klockeman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft updated the group on the status of the GHG Rulemaking including the comments and public testimony Staff and Council members have made on the rule and noted the public comment period closes at noon on November 18, 2021. Staff and the Planning Council Chair provided public testimony at the hearing on November 10, 2021. Staff presentations to Planning Council and the written comments the NFRMPO submitted to CDOT are available on the NFRMPO's website. Mallette noted Mayor Karspeck, the Planning Council Chair, will also be making public comment at the Transportation Commission meeting on November 18, 2021. Relford asked to clarify whether the oral comments would be the same as what was in the written comments. Mallette answered it will be a reiteration of the written comments, focusing on the four top concerns agreed upon by Planning Council. Bornhoft noted the interaction between the GHG Rulemaking and the NFRMPO's current Call for Projects.

Bornhoft reported on behalf of APCD that the Division has a new director, Michael Ogletree, and there will be a website launched in December which can be used by employers in the North Front Range on voluntary Transportation Demand Management (TDM) initiatives.

Ferko reported the RAQC's Control Strategy Work Groups will be meeting on December 7, 2021 and the next Control Strategy Committee meeting will be on December 15, 2021.

CONSENT AGENDA

No items this month.

ACTION ITEM

November 2021 TIP Amendment – Cunningham reviewed the revision requests in the November 2021 TIP Amendment, including the addition of five new projects to the CDOT Region 4 Hazard Mitigation (HSIP) pool and the addition of a new project pool for the Revitalizing Main Streets (RMS) projects. Baxter moved to approve the November 2021 TIP Amendment to the FY2022-2025 TIP. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION ITEM

NFRMPO 10-Year List – Karasko presented two versions of the Tier 1 list from the 10-Year List of Projects which was approved by the NFRMPO Planning Council in January of 2020 to go into the CDOT 10-Year Plan: one showing some projects removed because of the potential Public/Private Partnership (PPP) on I-25 and one with all projects retained. In both lists, some projects were divided into additional projects based on project sponsor and CDOT Region 4 feedback. The list was discussed at the November 4, 2021 Planning Council meeting where Council Members agreed I-25 and US 34 remained the top regional priorities. The group discussed revising descriptions and funding estimates for projects included in the list. Relford asked how changes to the projects along US 34 being discussed at the US 34 Coalition will affect the list. Mallette clarified specifics of individual projects do not change the priority of the corridor overall, but the focus is on whether projects on the list are still viable. Mallette explained the MPOs and TPRs in CDOT Region 4 will make their project lists, which will funnel into the regional list, to then be incorporated into the Statewide list agreed upon by the Transportation Commission.

Klockeman asked when the next time the list will be updated. Karasko noted a more comprehensive update to the list will be completed for the *2050 Regional Transportation Plan (RTP)* where corridor priorities can be

reevaluated. Karasko will send an editable project list to TAC members to revise prior to the December Council meeting.

Herrera asked about including SH392 on the list based on Council discussions. Karasko stated changes to the priority corridors could happen during the comprehensive update during the development of the *2050 RTP* but at this time the I-25 and US 34 corridors are still the priority.

PARTNER REPORTS

NoCo Bike & Ped Collaborative – A written report was provided.

Regional Transit Agencies – None this month.

Mobility Updates – Schmitt gave an update on RideNoCo stating the website has launched and they are proceeding with Phase 2 of the project which will include a custom trip planner. The contract has been received for the procurement of a new minibus for the Town of Milliken Senior Center. The Via Mobility pilot has provided over 200 trips since it began in August, and they are working with partners to find funding to continue the program.

REPORTS

November Planning Council Meeting Summary – A written report was provided.

Community Advisory Committee (CAC) Summary – A written report was provided.

ROUNDTABLE

Gordon stated Staff is kicking off the Land Use Allocation Model update and will be reaching out to local agencies for land use planning contacts to work on the update.

Cunningham reminded the group of upcoming deadlines for the Call for Projects including the CMAQ emissions worksheets which are due at the end of the day, Staff availability for technical assistance through December 3, and applications due on December 10. Project sponsors will be required to be on the Scoring Committee which will be held mid-December or early January. A Doodle Poll will be sent out to applicants after applications are submitted.

Karasko reported the NFRMPO hired a new planner to fill the current vacancy who will be starting in January and working remotely until May.

Oberschmidt reported work completed on 47th Ave, and the road is scheduled to be open by the end of November. Landscaping and irrigation work will be completed in the Spring of 2022.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: Klockeman requested information on how the new infrastructure bill will affect local agencies and the NFRMPO.

Meeting adjourned at 1:53 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 15, 2021 as a hybrid meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
December 15, 2021	December 2021 Off-Cycle TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approve the December 2021 Off-Cycle Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
The December 2021 TIP Amendment includes two revision requests from the NFRMPO: <ul style="list-style-type: none">Removing the <i>Weld County CNG Vehicles</i> project from the TIP and returning \$2,200K Federal funding to the CMAQ pool.Removing the <i>Transfort Electric Bus Replacement</i> project from the TIP which was erroneously added as a new project with #2021-A5. The attached December 2021 Policy Amendment Form provides additional information on each request.		
Committee Discussion		
This is the first and only time TAC is scheduled to see the December 2021 TIP Amendment.		
Supporting Information		
The 30-day Public Comment period for the December 2021 Off-Cycle TIP Amendment began on December 8, 2021 and concludes on January 6, 2022.		
<u>Funding Types and Uses</u>		
Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.		
FASTER Transit Grants support transit projects with \$15 million every year based on a statutory set aside from the road safety surcharge revenue. Local transit grants are used for projects including the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.		
Advantages		
<ul style="list-style-type: none">TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.		
Disadvantages		
<ul style="list-style-type: none">None noted.		
Analysis/Recommendation		
<ul style="list-style-type: none">Staff supports adding the December 2021 Off-Cycle TIP Amendment to the FY2022-2025 TIP.		
Attachments		
<ul style="list-style-type: none">December 2021 Policy Amendment Form		

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A12

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 12/8/2021

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	Weld County CNG Vehicles	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Weld County	Federal	CMAQ	-	2,200	-	-	-	-	2,200	-
STIP ID:	SST7007.014	Local	L	-	457	-	-	-	-	457	-
TIP ID:	2020-008		Total	-	2,657	-	-	-	-	2,657	-
Type:	Vehicle Replacement										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of 2 medium duty bi-fuel natural gas vehicles and 12 heavy duty dedicated natural gas vehicles.										
Revision:	Removing project from TIP. Returning Federal funds to CMAQ pool based on Planning Council resolution #2021-21.										

FASTER Transit

PREVIOUS ENTRY

Title:	Transfort Electric Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	State	FASTER	-	-	200	-	-	-	200	-
STIP ID:	SST7035.005	Local	L	-	-	50	-	-	-	50	-
TIP ID:	2022-007		Total	-	-	250	-	-	-	250	-
Type:	Transit										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of two new 40' battery electric buses										
Revision:	Removing project from TIP. Funds erroneously added as new project with #2021-A5 and added to existing project STIP ID SST7007.017 with #2021-M9.										

MEMORANDUM

To: NFRMPO Transportation Advisory Committee

From: Becky Karasko

Date: December 15, 2021

Re: 10-Year Strategic Pipeline of Projects Update

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the *2045 Statewide Plan*.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, the NFRMPO prioritized projects in the region. A list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was compiled from a variety of sources, including: the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members.

A Work Session to prioritize these projects was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their *2045 Statewide Plan*.

To ensure the Statewide 10-Year list continues to reflect CDOT's priorities and remains a living document, CDOT has begun the process of reviewing the 10-Year Plan. CDOT staff has asked TPRs, MPOs, and CDOT Regions to review their respective lists to ensure any changes to priorities and projects are accurately reflected and that the projects on the list are still the State's top priorities. Working from CDOT's timeline, the deadline for completing this update is January 2022.

NFRMPO staff has reviewed the lists of projects approved by Planning Council in January 2020 and determined none of the NFRMPO 10-Year list projects have been funded or moved forward. Staff presented the list to Planning Council at their November 4, 2021 meeting to ensure the priority corridors represented in the list remained the region's priorities. With confirmation from Planning Council that these corridors remain the NFRMPO's priorities, Staff asked TAC members for their input and feedback on the projects in the list to ensure the priorities of the region are reflected in the NFRMPO's list.

Staff has requested TAC member review and feedback by Wednesday, December 1, 2021 due to the timing of the TAC meeting, Council Packet, and Thanksgiving holiday. The updated list was provided to

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Planning Council members on December 1, 2021. The projects on the list were discussed at the December 2, 2021 Council meeting.

Action

Staff requests TAC members review the proposed 10-Year Lists and recommend Planning Council approval of the lists at their January 6, 2022 meeting.

ROADWAY PROJECTS <i>WITH a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order**	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	1	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	3	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	4	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	6	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	7	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	8	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	9	Final construction for the ultimate interchange configuration

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

***Updated to reflect removal of N I-25 projects*

ROADWAY PROJECTS <i>WITHOUT a P3 (Public-Private Partnership) on North I-25</i>							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	350.00	1	<u>\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR.</u> Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	3	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	10	Split the US34 and WCR17 line item to be broken out by
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
December 15, 2021	2018-2022 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2018-2022 period by February 27, 2022. CDOT set statewide Targets for 2018-2022 for the National Safety Measures in August 2021. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2018-2022 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 597 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.093 • Number of Serious Injuries – 3,194 • Rate of Serious Injuries per 100M VMT – 5.846 • Number of Non-motorized Fatalities and Serious injuries – 571 		
Committee Discussion		
<p>This is the first time TAC is discussing the 2018-2022 Safety Targets.</p> <p>The 2017-2021 safety targets set by CDOT were approved by the NFRMPO Planning Council at their January 7, 2021 meeting and included:</p> <ul style="list-style-type: none"> • Number of Fatalities – 603 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.113 • Number of Serious Injuries – 3,161 • Rate of Serious Injuries per 100M VMT – 5.828 • Number of Non-motorized Fatalities and Serious injuries – 551 		
Supporting Information		
<ul style="list-style-type: none"> • Targets for the safety performance measures are set based on a rolling 5 year average. • CDOT analyzed historic crash data to predict 2022 numbers, but the increase in fatalities and decrease in travel volume in the pandemic year of 2020 were deemed too uncertain in predicting the number of fatalities and serious injuries in future years. CDOT executive leadership directed that calendar year 2019 actual numbers be used to set the 2018-2022 targets . • Due to data quality issues, CDOT has not been able to provide the NFRMPO with fatal and serious injury data for the year 2020. • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets. • The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually. • The NFRMPO's Targets for 2018-2022 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP). • The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting. 		

Advantages
Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
Disadvantages
The State Safety Targets do not reflect performance specific to the NFRMPO region.
Analysis/Recommendation
Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2018-2022 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.
Attachments
<ul style="list-style-type: none"> • None

Table 1: Performance Measures Actual Numbers

	State		NFRMPO	
Measure	2018	2019	2018	2019
Fatalities	632	596	49	23
Fatality Rate	1.171	1.090	1.187	0.554
Serious Injuries	3205	3335	208	183
Serious Injury Rate	5.94	6.101	5.054	4.406
Non-Motorized Fatalities and Serious Injuries	552	566	29	25

Table 2: 2017-2021 State and NFRMPO Target Options

Measure	State	NFRMPO
Fatalities	603	34
Fatality Rate	1.113	0.835
Serious Injuries	3,161	192
Serious Injury Rate	5.828	4.667
Non-Motorized Fatalities and Serious Injuries	551	29

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: December 15, 2021

Re: NFRMPO Safety Vision: Data Exchange & Working Group

Background

In September 2020 the Planning Council adopted the NFRMPO Safety Vision: Towards Zero Deaths with the following objectives:

- The NFRMPO and its member communities will continue to work towards eliminating serious injuries and deaths by:
 - Continue prioritizing safety in future NFRMPO calls for projects;
 - Analyzing all available crash data to make more informed decisions for safety related projects;
 - Integrating the Towards Zero Deaths framework in future planning initiatives (*Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP)*, etc.);
 - When possible, provide regionally specific crash data to compare to statewide crash data;
 - Identify crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

Staff would like to discuss with TAC two topics as a follow-up to the NFRMPO Safety Vision.

Crash Data

During the development of the Safety Vision in 2020, Staff and TAC discussed how the NFRMPO, and Local Agencies use crash data. During this discussion TAC members noted the delay in receiving crash data from CDOT hinders the ability and timeliness to use the data. Generally, CDOT provides the NFRMPO crash data for the previous year each fall. As discussed in the 2018-2022 Safety Targets AIS, the crash data for 2020 from CDOT has been delayed and will not be released until sometime in 2022.

Hazard Reporting Tool

A recommendation which came out of the 2021 *Active Transportation Plan (ATP)* was the development of a Near Miss/Hazard Reporting tool. The purpose of the Hazard Reporting tool is to supplement crash data in the region by developing and maintaining a regionally crowdsourced tool to identify safety issues for pedestrians and bicyclists. NFRMPO Staff have worked with FC Bikes and CSU in the preliminary development of the tool using Esri's Crowdscore Reporter and Vision Zero Solution.



Action

To further discuss these two topics, NFRMPO Staff would like to convene a working group consisting of NFRMPO Staff, TAC member, and local agency staff who focus on GIS, safety, and/or crash data. The working group would answer the following questions:

- How can the NFRMPO collaborate with regional partners on safety and crash data?
- What agencies collect crash data and how often?
- What data and information could the NFRMPO provide to local agencies and vice versa?
- How does the NFRMPO envision using the Hazard Reporting tool?
- How can information collected through the Hazard Reporting tool be beneficial in safety planning by local agencies?

Staff would like TAC to discuss the proposed working group and provide NFRMPO Staff with contacts who would be able to participate so Staff can schedule a time to convene.

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon

Date: December 15, 2021

Re: LinkNoCo Survey Results

Background

In October 2021, the NFRMPO released a survey for three weeks to prioritize corridors for more in-depth study in the Premium Transit Analysis, now known as LinkNoCo. NFRMPO staff distributed the survey through social media, mailing lists, and using its website. The short survey allowed people to vote on corridors from the *2045 Regional Transit Element* and ones suggested by Guidance Committee members.

In all, the NFRMPO received 148 responses to the survey. The majority of surveys were received from Fort Collins, Loveland, and Greeley residents; however, Windsor, Berthoud, Evans, Johnstown, Severance, and Timnath residents were represented.

Key themes from the survey include:

- Fort Collins to Longmont/Boulder (FLEX/US 287), Loveland to Greeley (US 34), and Greeley to Fort Collins Regional Rail (via Great Western Railway) received the most votes.
- The most noted corridor as a “missing connection” was service to Estes Park.
- Other highlighted connections include connections to Denver, as well as smaller intra-regional connectivity.
- Service Frequency is the biggest obstacle to riding transit right now.
- Respondents would also like to see Expanded Regional Transit Connectivity, More Frequent Service, Front Range Passenger Rail, or Light Rail within the North Front Range.

Action

Staff has requested TAC feedback on corridors and survey results.



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Survey #1 Results

Winter 2021/2022



1



Agenda



1. Survey Overview
2. Response Demographics
3. Results
4. Next Steps
5. Questions

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1

Survey Overview

3



Survey Highlights

- Open for three weeks (October 19–November 9)
- **Purpose:** Identify corridors to carry forward for deeper analysis (Level 2)
- Promoted through banner on NFRMPO website and blurbs on project webpage, social media posts, e-blasts to project stakeholders, press release, and postings to area Spanish-speaking community's Facebook groups



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Survey Questions



- Of the corridors listed, which three most need premium transit?
- Are there any important community connections missing from the map?
- What are some of your biggest obstacles to using transit right now?
- What transit improvements would you like to see in the future?
- Demographic questions

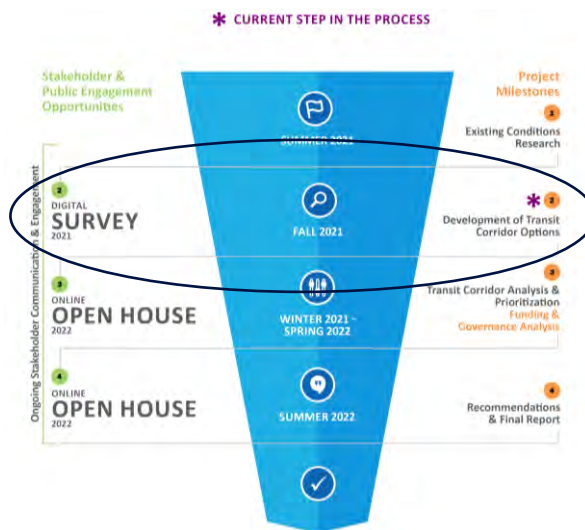


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Project Process and Schedule

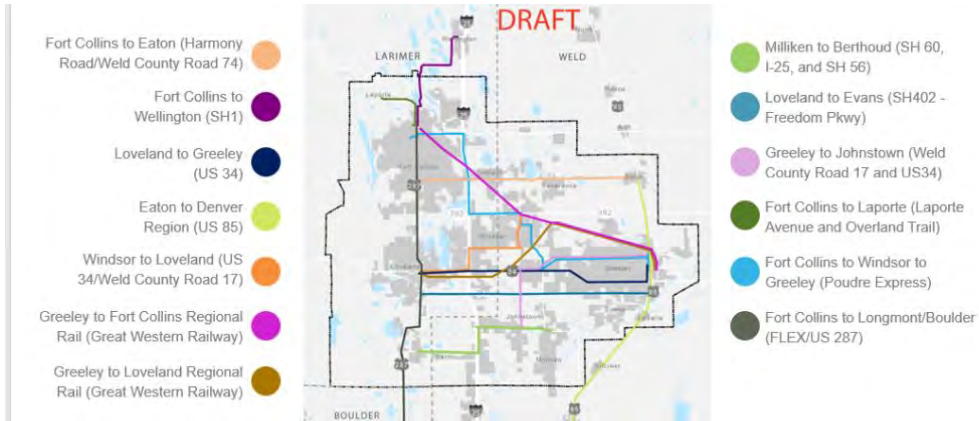


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Baseline Corridors



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Response Demographics

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Anticipated Project Outcomes

	% Respondents
Fort Collins	41%
Loveland	21%
Greeley	13%
Windsor	5%
Larimer County	4%
Berthoud	4%
Evans	2%
Johnstown	2%
Severance	1%
Lasalle	1%
Denver Metro	1%
Weld County	1%
Larimer County	1%
Timnath	1%

	%
Under 18	0%
18 – 24	5%
25 – 40	28%
41 – 56	37%
57 – 75	27%
76+	2%

	%
American Indian	2%
Asian	2%
Black or African American	1%
Hispanic or Latino	8%
White or Caucasian	88%



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3 Results

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Survey Results

	%
13. Fort Collins to Longmont/Boulder (FLEX/US 287)	19%
3. Loveland to Greeley (US 34)	16%
6. Greeley to Fort Collins Regional Rail (Great Western Railway right-of-way)	14%
12. Fort Collins to Windsor to Greeley (Poudre Express)	11%
17. Berthoud to Fort Collins Regional Rail (BNSF right of way)	9%
2. Fort Collins to Wellington (SH 1)	5%
1. Fort Collins to Eaton (Harmony Road/Weld County Road 74)	4%
4. Eaton to Denver (US 85)	4%
5. Windsor to Loveland (US 34/Weld County Road 17)	4%

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Connections

- Interregional connections: Kersey, Estes Park, Denver/DIA, Boulder, Cheyenne, Wellington
- Intraregional connections: Lasalle to Greeley/Evans, Fort Collins to Loveland to Berthoud (Timberline/Lemay, Shields/Taft Hill)
- Paratransit for Larimer County



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Obstacles

Obstacle	Response %
Frequency	29%
Convenience	17%
Transit Stop Locations	14%
Transit Doesn't Serve My Origin and/or Destination	14%
Other	6%
Trips Take Too Long	5%
Safety	4%
Reliability	4%
Service Does Not Run Early or Late Enough	3%
Lack of Connections to Bike/Pedestrian	
Network	1%
Parking	1%
Schedule Hard to Understand	1%



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13



Improvements

Improvement	Respondent%
Expanded Regional Transit Connectivity	18%
More Frequent Service	16%
Front Range Passenger Rail	12%
Light Rail within the North Front Range	7%
Connections to Denver	6%
BRT	5%
Late Night Service/Extended Hours	4%
Bike and Pedestrian Facilities	3%
Faster Service	3%
Connections to Jobs	3%
Service that Supports the Disabled Community	3%
Trail Connectivity	3%
First & Last Mile Connections	2%
Park and Rides / Carpooling	2%
Transit Oriented Planning and Development	2%
Regional Route Planning & Ticket App	2%
Improved Amenities	2%
Transit Not Feasible or Worth the Investment	2%

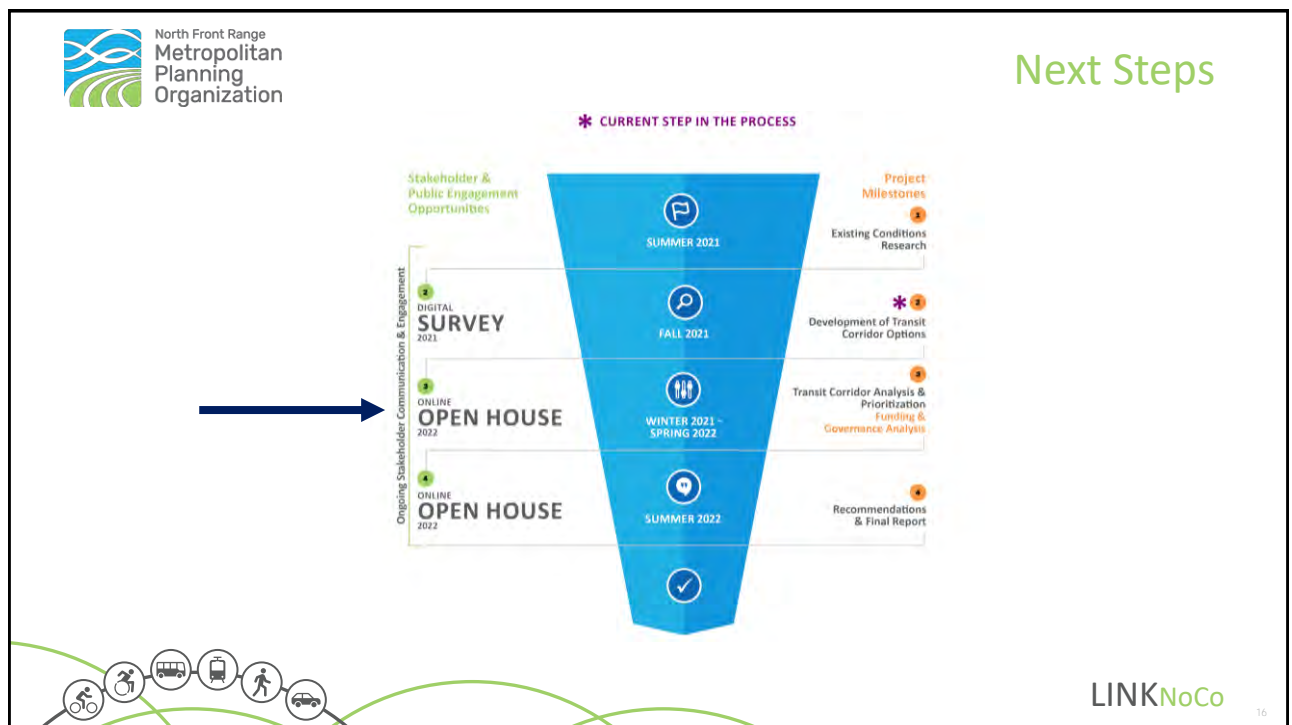
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4 Next Steps

15



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Spread the word and stay in touch!

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UNITING THE NORTH FRONT RANGE

Quick Links:

[What is Link NoCo?](#) | [What is Premium Transit?](#) | [What are the desired outcomes?](#)
[Building on Previous Efforts](#) | [LinkNoCo Timeline](#) | [Get Involved](#) | [Questions?](#)

What is LINKNoCo?

The NFRMPO desires to expand premium transit service to connect communities by preserving existing transit operations and identifying other areas that can move forward with premium transit services.

LINKNoCo will set the vision for a complete premium regional transit network and recommend top priority corridors for implementation to unite the North Front Range community.

What is Premium Transit?

Premium transit means a service that offers more amenities and/or more frequent service than most local bus services. Current regional premium transit services that you might be familiar with in the area include Bustang, FLEX, MAX, and the Poudre Express.



Website

nfrmpo.org/transit/linknoco/

Email

info@linknoco.com

Hotline

(970) 387-8058

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Questions?

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Thank You!



- Thank you for reviewing the presentation
- Additional information is available on the website at:

<https://nfrmpo.org/transit/linknoco/>

- Direct questions or comments to:

Alex Gordon, PTP
 Transportation Planner III
 North Front Range MPO
 Email: info@linknoco.com
 Phone: (970) 387-8058



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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Medora Bornhoft

Date: December 15, 2021

Re: 2045 RTP Update Schedule

Background

SB21-260 requires the NFRMPO to update the Regional Transportation Plan (RTP) by October 1, 2022, in compliance with the greenhouse gas (GHG) rules currently being considered by the Transportation Commission. The attached presentation provides background information on this requirement and the NFRMPO's planned approach and schedule for updating the 2045 RTP.

Concurrently, the NFRMPO is beginning work on the 2050 RTP, which is scheduled to be adopted by Planning Council in September 2023. The 2050 RTP will be a comprehensive effort with updates to the full range of inputs, as available, which inform the planning process. In contrast, the 2045 RTP Update will be targeted at meeting GHG requirements as there is not sufficient time to conduct a comprehensive update prior to SB21-260's October 1, 2022 deadline. Information and analysis prepared for the 2045 RTP Update will inform the 2050 RTP and assist both plans in achieving GHG compliance.

Action

Staff invites feedback from TAC members on the proposed schedule for updating the 2045 RTP.

2045 RTP Update Schedule

NFRMPO Technical Advisory Committee (TAC)

December 15, 2021



Background



- SB21-260 requires NFRMPO, DRCOG, and CDOT to update their Plans by October 1, 2022, in compliance with the Transportation Commission's new rules on greenhouse gas (GHG) emissions.
 - For NFRMPO and DRCOG, applies to the Regional Transportation Plan
 - For CDOT, applies to the 10-Year Plan
- If the Plan does not comply by October 1, 2022, Multimodal Transportation and Mitigation Options Funds (MMOF) in SFY2023 and beyond are restricted to projects that reduce GHG emissions, which could prevent some mobility projects from being funded.
- The restriction on MMOF ends when the Plan comes into compliance.

MMOF Program Goals

- (a) benefits seniors by making aging in place more feasible for them;
- (b) benefits residents of communities, in rural and disproportionately impacted communities, by providing them with more accessible and flexible public transportation services;
- (c) provides enhanced mobility for persons with disabilities;
- (d) provides safe routes to schools for children; and
- (e) Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change, and adverse human health effects.

2045 RTP Update: Targeted Approach



- Retain most elements of the adopted 2045 RTP, including the vision statement, land use forecast, and financial plan.
- Identify commitments to GHG-reducing transportation projects over the lifetime of the Plan.
- Explore strategies that may be needed to bring Plan into compliance with GHG Reduction Levels.
- **Goal: Adopt GHG-compliant RTP on September 1, 2022**

Connection to 2050 RTP

- 2050 RTP currently underway; adoption scheduled for September 2023
- Data and analysis from the 2045 RTP Update will inform the 2050 RTP

3

[2045 RTP Update Schedule](#)

Schedule



NFRMPO Process	Timeframe
Call for Plan Amendments	January 2022
Data requests for multimodal projects and other GHG-reducing projects	January-February 2022
Travel demand (2015 BY) and MOVES modeling	February-May 2022
Develop GHG Transportation Report	April-June 2022
Public comment period, conformity determination, TAC/Council Discussions	June-August 2022
Council Adoption of Plan	September 2022

Now-March 2022 GHG Mitigation Measures

CDOT, in consultation with MPOs, will establish a process and guidelines for GHG Mitigation Measures through a public process.

Timing Unknown Statewide Model Coordination Group (SMCG)

CDOT will convene the SMCG comprised of MPOs and CDPHE to determine modeling guidelines and components of the model documentation required in the rule.

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[2045 RTP Update Schedule](#)

Questions?



Medora Bornhoft
Transportation and Air Quality Planner III
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(970) 289-8283

MEMORANDUM

To: NFRMPO TAC

From: Alex Gordon

Date: December 15, 2021

Re: 2050 Regional Transportation Plan Regional Performance Measures

Background

NFRMPO staff worked with TAC and Planning Council to identify regional performance measures to complement the federally required performance measures, which were included in the 2045 Regional Transportation Plan (RTP). TAC and Planning Council assumed the targets set for these regional performance measures would be achievable by 2045 based on the included projects. These regional performance measures included in the 2045 RTP are:

- Population within publicly operated paratransit and demand response service area within the NFRMPO boundary
- Non-motorized facility miles
- Percent of non-single occupant vehicle commuter trips
- Fixed-route revenue hours per capita within service areas
- Daily VMT per capita
- Federally funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters
- Travel Time Index on RSCs
- Miles of fiber for connected roadways

Starting in 2022, percent of non-single occupant vehicle (SOV) commuter trips will become a federally required performance measure for the Fort Collins Transportation Management Area (TMA). The NFRMPO will also be required to set a target for Peak Hour Excessive Delay (PHED) performance measure within the Fort Collins TMA. The NFRMPO could still set a regional target for each of these performance measures.

Action

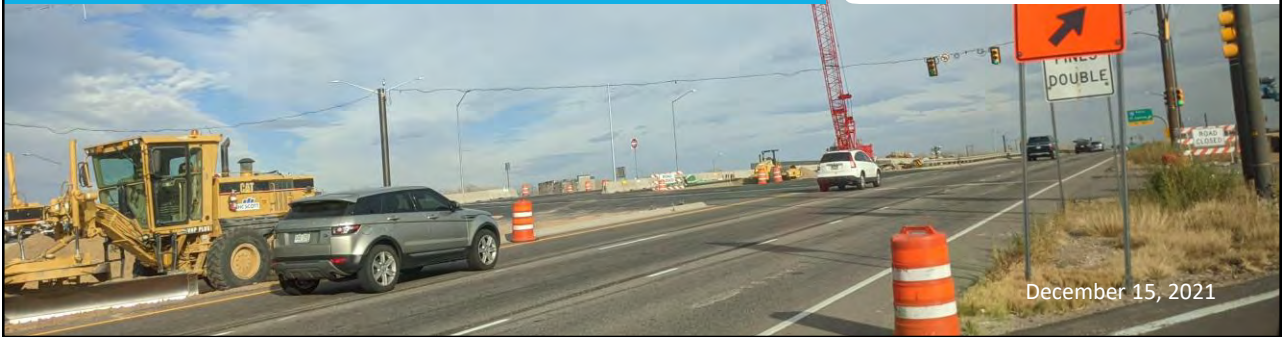
NFRMPO staff is requesting feedback from TAC members about updating regional performance measures. Specifically, TAC should discuss whether these performance measures still address regional priorities, whether these targets should be set for four years or the lifetime of the plan, and how often NFRMPO staff reports on progress toward these targets.

Regional Performance Measures

December TAC Meeting



North Front Range
Metropolitan
Planning
Organization



December 15, 2021

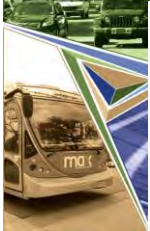
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Background



North Front Range
Metropolitan
Planning
Organization

2040 Regional Transportation Plan
North Front Range Metropolitan Planning Organization
Adopted September 3, 2015



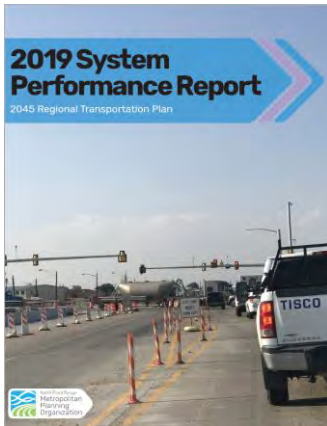
- Performance management established in MAP-21 to achieve national goals
- MPO adopted regional performance measures prior to final rule from FHWA/FTA for the 2040 RTP
- Adapted performance measures based on federal requirements and regional priorities in 2045 RTP

2

Regional Performance Measures

2

Performance Measures



- Population within publicly operated paratransit and demand response service area within the NFRMPO boundary
- Non-motorized facility miles
- Percent of non-single occupant vehicle commuter trips
- Fixed-route revenue hours per capita within service areas
- Daily VMT per capita
- Federally funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters
- Travel Time Index on RSCs
- Miles of fiber for connected roadways

3

Regional Performance Measures

3

Updates for 2050 RTP



- Percent of non-single occupant vehicle commuter trips will become a federally required performance measure for the Fort Collins Transportation Management Area (TMA)
- Set target for Peak Hour Excessive Delay (PHED) performance measure within the Fort Collins TMA

4

Regional Performance Measures

4

TAC Discussion



- Do these performance measures still address regional priorities? Should any be updated?
- Should the targets be set for four years or the lifetime of the plan?
- How often should NFRMPO staff report on progress toward these targets?

5

Regional Performance Measures

5

Considerations



- How do we show progress on project delivery?
- Is miles of fiber the best measure for ITS?
- Should we create a performance measure based on the EJ Plan?
- GHG is its own effort – not a regional measure

6

Regional Performance Measures

6

Questions?



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**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
December 2, 2021**

Move to Approve Agenda and Minutes

James **moved** to *APPROVE THE DECEMBER 2, 2021 MEETING AGENDA AS SUBMITTED* and *APPROVE THE NOVEMBER 4, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

**AIR QUALITY AGENDA
Reports**

Air Pollution Control Division – Wojtach announced the new Chair of the Division is Michael Ogletree and reported the EPA redesignation of the 2015 Ozone Non-Attainment boundary will include all of Weld County. Wojtach reported on updates to the regional haze and oil and gas regulations.

NFRMPO Air Quality Program Updates – Bornhoft stated staff is doing preliminary work to update modeling to include the added area to the Non-Attainment boundary and updated Council on the status of the GHG Rulemaking

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

Reports

Report of the Chair – Chair Karspeck appointed Commissioner Stephens to be the STAC representative and Commissioner Olson to be the alternate for the upcoming year.

CONSENT ITEM: 2021 Coordinated Plan and 3rd Quarter Financial Statements

James **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Baszler and **passed** unanimously including Resolution 2021-24.

ACTION ITEMS:

November 2021 TIP Amendment – Cunningham outlined the revisions in the November 2021 TIP Amendment which includes new projects in the *Region 4 Hazard Mitigation Pool* and a new project pool *NFR Revitalizing Main Streets*.

James **moved** to approve RESOLUTION NO. 2021-25 *APPROVING THE NOVEMBER 2021 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Baszler and **passed** unanimously.

2022 Officer Elections – Chair Karspeck opened nominations for 2022 Council Chair.

*Vice Chair James **nominated** Chair Karspeck. Mellon **moved** to close nominations and elect Chair Karspeck for 2022 Council Chair by Acclamation.*

Chair Karspeck opened nominations for 2022 Council Vice Chair.

*Chair Karspeck **nominated** Vice Chair James. Baszler **moved** to close nominations and elect Vice Chair James for 2022 Council Vice Chair by Acclamation.*

DISCUSSION ITEMS:

NFRMPO 10-Year Pipeline of Projects Update – Karasko reviewed the purpose of the 10-Year Pipeline of Projects and presented two versions of the Tier 1 list from the 10-Year List of Projects which was approved by the NFRMPO Planning Council in January of 2020 to go into the CDOT 10-YearPlan. The list was discussed at the November 4, 2021 Planning Council meeting where Council Members agreed the I-25 Corridor and the US 34 Corridor remained the top regional priorities and at the TAC meeting on November 17, 2021 where TAC members reviewed project budgets and descriptions. Karasko noted a full review and update to the list, including updating priority corridors, will be completed during the development of the 2050 RTP. Karasko stated projects on the NFRMPO list will be considered in the development of the CDOT Region 4 list before being incorporated in the CDOT Headquarters list.

EXECUTIVE SESSION:

Council entered into an Executive Session.



2022 TAC Meeting Dates

3rd Wednesday of the month
1:00 p.m. – 3:30 p.m.

January 19, 2022

February 16, 2022

March 16, 2022

April 20, 2022

May 18, 2022

June 15, 2022

July 20, 2022

August 17, 2022

September 21, 2022

October 19, 2022

November 16, 2022

December 21, 2022