

In-Person Attendance Option

Windsor Community Recreation Center
250 N. 11th Street—Maple Room
Windsor, Colorado

Virtual Attendance Option

Call-in Number: +1 (408) 650-3123
Access Code: 488-080-565
Weblink: <https://bit.ly/2022NFRTAC>

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA December 21, 2022 1:00 – 3:00 p.m.

1. **Call Meeting to Order, Welcome, and Introductions**
2. **Public Comment (2 minutes each)**
3. **Approval of November 16, 2022 Meeting Minutes (Page 2)**

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Wayne Chuang, RAQC
Rick Coffin, CDPHE-APCD
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

- 1) FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task Updates (Page 7)

Karasko

ACTION ITEMS

- 2) Election of 2023 TAC Officers
- 3) FY2023-2025 Additional Allocations (Page 8)

Karasko
Cunningham

PRESENTATION

- 4) HSIP Application Process (Page 19)

David Swenka, CDOT

DISCUSSION ITEMS

- 5) 2019-2023 NFRMPO Targets for Safety Performance Measures (Page 22)
- 6) PM2: Pavement and Bridge Condition and PM3: System Performance (Handout)

Cunningham
Rouser

OUTSIDE PARTNER REPORTS

- 7) NoCo Bike & Ped Collaborative (Page 30)
- 8) Regional Transit Agencies
- 9) Mobility Updates

Written Report

Schmitt

REPORTS

- 10) December Planning Council Meeting Summary Draft (Page 31)
- 11) Community Advisory Committee (CAC) Summary (Page 32)
- 12) Mobility Committee Updates
- 13) Roundtable

Written Report
Written Report
Handout
All

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: January 18, 2023**

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 16, 2022
1:01 – 2:39 p.m.**

TAC MEMBERS PRESENT:

Eric Tracy, Chair – Larimer County
Troy White, Vice Chair – Johnstown
Abdul Barzak – Severance
Eric Bracke – Windsor
Wayne Chuang – RAQC
Alex Donaldson – Loveland
Eric Fuhrman – Timnath
Dana Hornkohl – Fort Collins
Bhooshan Karnik – Greeley
Mark Oberschmidt – Evans
Adam Olinger – Berthoud
Elizabeth Relford – Weld County
Steve Stamey – LaSalle
Josie Thomas – CDOT

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Aaron Bustow – FHWA
Emma Belmont – FTA
Rick Coffin – CDPHE-APCD
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Town of Garden City

IN ATTENDANCE:

Zahra Al-Saloom – CEO
Candice Folkers – COLT
Charla Glendening – Wilson
Katie Guthrie – Loveland
Nicole Hahn – Loveland
Tamara Keefe – FHU
Will Keenan – FHWA
Katrina Klobardanz – CDOT
Diego Lopez – Northern Colorado Clean Cities
Deanna McIntosh – CDOT
Scott Pearson – Windsor
Evan Pinkham – Weld County
Becca Stock – Xcel Partners in Energy
Phil von Hake – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE OCTOBER 19, 2022 TAC MINUTES

Oberschmidt moved to approve the October 19, 2022 TAC minutes. Donaldson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Chuang stated there are two State Implementation Plans (SIP) progressing through the AQCC process. The Air Pollution Control Division (APCD) discovered an error for

oil and gas emissions, raising the emissions estimates. APCD has withdrawn some chapters of the 2008 SIP to ensure the Plan will attain the ozone standard by 2026. Bornhoft stated the Planning Council requested to review the GHG IGA between the NFRMPO, CDOT, and CDPHE prior to Executive Director Mallette signing. NFRMPO staff are working with CDOT on identifying and prioritizing Disproportionately Impacted (DI) communities for the GHG mitigations process. NFRMPO staff will complete one GHG report in 2023 for both the 2050 Regional Transportation Plan (RTP) and the new Transportation Improvement Plan (TIP) instead of completing two GHG reports by delaying the adoption of the new TIP.

CONSENT AGENDA

No items this month.

ACTION ITEMS

2022 Public Involvement Plan (PIP) – Cunningham noted the *2022 PIP* was discussed last month at TAC and Planning Council, during the 45-day public comment period. NFRMPO staff received four sets of public comments, which were incorporated into an appendix of the Plan. Relford moved to recommend Planning Council adopt the *2022 PIP*. Oberschmidt seconded the motion, which was passed unanimously.

November 2022 TIP Amendment – Cunningham stated CDOT requested revisions to the *North I-25: Design Build* project in the *FY2023-2026 TIP*, specifically changes to current and previous funding for the project. The revision corrects the actual amounts that have been budgeted and programmed for the project. Public comment opened November 8. Relford asked to clarify the reduction in the TIFIA loan and its impact on the upcoming TIFIA loan request for the I-25 corridor. Cunningham stated the funds were illustrative and should not have been rolled forward, so the corrections are administrative changes that do not impact the project. Oberschmidt moved to recommend Planning Council approve the November 2022 TIP Amendment. White seconded the motion, which was passed unanimously.

Transportation Demand Management (TDM) Action Plan – Gordon reviewed changes to the *TDM Action Plan* based on public comment and Planning Council discussion. Hornkohl moved to recommend Planning Council adopt the *TDM Action Plan*. Relford seconded the motion, which was passed unanimously.

PRESENTATION

Electric Vehicle (EV) Planning Roundtable – Gordon introduced Zahra Al-Saloom from the Colorado Energy Office (CEO), Diego Lopez from Northern Colorado Clean Cities (NCCC), and Becca Stock from Xcel Partners in Energy. Al-Saloom described the Charge Ahead Colorado program, which is now administered solely by CEO. The program prioritizes investments in DI and income qualified (IQ) communities, which are informed by the *Equity Study*. The *Equity Study* laid out strategies to address barriers, including increased funding, reduced match requirements, simplified application processes for lower cost and high priority projects, preferential scoring during evaluation, and additional education and outreach. Charge Ahead Colorado now has updated incentives, including an increased maximum for Level 2 chargers in IQ communities and a DI adder for \$1,000. Al-Saloom described the online mapping tool to understand which communities qualify based on the different DI community definitions at the federal and state levels. Grant applications are available for funding in October, January, and May each year. Interested applicants can attend office hours to discuss questions or qualifications with staff as well as Recharge Coaches. The Recharge Coach for Northern Colorado is Diego Lopez. CEO is

developing Medium and Heavy-Duty incentives, which should be available in 2023 with a focus on depot and public charging.

Lopez explained NCCC focuses on education, advocacy, and technical services for the decarbonization of transportation. NCCC has provided support for communities exploring the Supplemental Environmental Program Funding. Lopez also described the Fleet and Community Audits that NCCC has provided for local communities.

Stock explained the Partners in Energy program. Currently, Brendle Group is developing an EV Community Plan for Larimer County, which will include facilitated internal and external workshops to identify the goals and opportunities for EV investments.

US34 Transportation Management Organization (TMO) Proposal – Gordon reviewed the progress being made on the US34 TMO proposal, including the scope, service area, and potential budget. The proposed service area spans Estes Park to Kersey. The US34 Coalition and the NFRMPO will apply for a TMO Seed Grant through CDOT and is having local communities review the draft application. Relford requested TAC members talk to their elected officials about letters of support and funding. White asked what the work plan will look like for the TMO, and Gordon and Relford explained the first task is to hire a staff person to focus on developing the specific work plan.

DISCUSSION ITEMS

FY2023-2025 Additional Allocations – Cunningham reviewed two options for allocating additional funding from all NFRMPO funding sources after the most recent reconciliation from CDOT Region 4. The reconciliation adds funds from the Infrastructure Investment and Jobs Act (IIJA) as well as additional funds. IIJA also includes a new program called the Carbon Reduction Program (CRP), which can be used for projects that reduce transportation emissions. Through this reconciliation, the NFRMPO has \$13.5M available to award through FY2025 across all programs. Cunningham explained the additional allocation policy is to fund waitlisted projects if funding becomes available within the applicable funding program but noted the NFRMPO identified another option for more quickly programming funds. Either way, a Call for Projects will be held for the remaining funds.

With Option 1, funds would be awarded to waitlisted projects in different funding programs while ensuring projects meet program requirements. Waitlisted CMAQ projects would be fully funded with \$4M remaining to award; some STBG funds would be advanced, waitlisted STBG projects would be funded, and \$881,115 would remain to be awarded; some TA funds would be advanced to fully fund one project and partially fund a second project; and CRP funds would be used alongside MMOF funds to fully fund MMOF projects. Cunningham noted staff analyzed program requirements and guidelines to ensure potential funding is appropriate for projects. With Option 2, the additional allocation policy would be followed, and waitlisted projects would only receive funding from the relevant program, which would leave more FY23 funding unallocated. Either option allows all NFRMPO grant funding programs to run through FY2025.

Karnik asked if a community needs to reapply for funds in a different program. Cunningham stated no additional applications are needed for existing projects, but further analysis on eligibility may be needed. New project applications could be submitted for the Supplemental Call for Projects. TAC discussed whether to fully fund the unfunded projects from the MMOF program to avoid additional applications and came to the agreement the unfunded projects should be included in the proposal. Cunningham stated she will reach out to project sponsors, update the tables based on the discussion,

and send out the updated tables prior to Planning Council. Relford asked for clarification on the years of CMAQ funding. Cunningham stated the Weld County project would receive FY2024 and FY2025 funds, the Fort Collins project would receive FY2023/24, and COLT would receive FY2024 funds. Hahn asked how requirements may change to ensure multiple projects can be funded. Cunningham stated the Supplemental Call for Projects guidelines will be discussed prior to the Call opening, which is expected in Winter or Spring 2023.

FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task Updates – Karasko stated Planning Council approved the FY2023 Budget Amendment #1, which includes additional funding for Task 2.3, Task 3.3, and Task 5.3. These tasks are being updated based on the budget amendment. The tasks are budget neutral because of the budget amendment.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – None.

Mobility Updates – Schmitt stated the Trip Discovery Tool is nearing completion, as is the Steering Committee for the Trip Scheduling component. Both are moving toward implementation. Schmitt stated the Larimer County and Weld County Mobility Committees agreed to hold more joint Mobility Committee meetings in 2023.

REPORTS

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

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

Mobility Committee Updates – A written report was provided.

2023 TAC Updates – A written report was provided. Karasko noted elections for Chair and Vice Chair will be held at the December 21, 2022 TAC meeting.

ROUNDTABLE

Rouser stated NoCo Bike and Ped is convening a Safe Routes to School Subcommittee to develop Safe Routes to School programming.

Cunningham stated the next Safety Data Working Group meeting is scheduled for December 2, 2022 to discuss the Bike & Ped Safety Reporter Tool, the interim 2021 crash data set, and safety targets.

Oberschmidt stated Evans is bidding a roundabout project in December. Evans is working with Weld County on repaving Two Rivers Parkway.

Hahn stated she is the new City Engineer for Loveland.

White stated the Frontage Road north of LCR18 will close for five months, but High Plains Boulevard will be open during that time.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – No suggestions.

Meeting adjourned at 2:39 PM.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 21, 2022, as a hybrid meeting.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: December 21, 2022

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task
Amendment #1**

Background

Following the approval of the FY2022 Budget Amendment #1 at the November Planning Council Meeting, NFRMPO staff has updated the FY2023 Tasks to reflect the additional funding available, including:

- \$30,000 in additional funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$37,000 in additional funds to **Task 3.3: Air Quality, Conformity, and GHG Emissions Analysis** for Air Quality related work and modeling;
- \$10,000 in additional funds to **Task 5.3: Human Resources/IT** for new server purchase and installation; and
- \$90,000 in additional salary to be allocated across all relevant Tasks to reflect salary increases for all NFRMPO staff.

The FY2023 UPWP Budget Amendment #1 was approved by Planning Council at their November 3, 2022 meeting.

Action

NFRMPO staff requests TAC members recommend Planning Council approval of the FY2023 Task Amendment #1 at their January 5, 2023 meeting.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																				
December 21, 2022	FY2023-2025 Additional Allocations	AnnaRose Cunningham																				
Objective/Request Action																						
To recommend Planning Council approval of the FY2023-2025 Additional Allocations.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																				
Key Points																						
<p>The NFRMPO's most recent Calls for Projects awarded CMAQ, STBG, and TA funds out to FY2025 and MMOF funds out to FY2023. The funding amounts awarded in the 2021 Call for Projects was based on available funding reflected in the quarterly reconciliation from CDOT Region 4, dated July 2021. Funding levels for the MMOF call were based on the currently available funding for FY2022-2023 provided by CDOT in April 2022.</p> <p>On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into Law. IIJA increased funding apportionments to the NFRMPO's three existing federal funding programs (CMAQ, STBG, and TA) as well as added new funding through the Carbon Reduction Program (CRP). Details about CRP may be found in Attachment 1: Carbon Reduction Program (CRP) – NFRMPO Information Sheet.</p> <p>Based on the October 2022 Reconciliation, the NFRMPO has the following funding amounts available for allocation for the years FY2023-2025:</p> <p>Funding Available – FY2023-2025:</p> <table border="1"><thead><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr></thead><tbody><tr><td>\$5,895,021</td><td>\$2,140,100</td><td>\$786,974</td><td>\$3,129,196</td><td>\$1,595,600</td></tr></tbody></table> <p>The 2021 Call for Projects and the 2022 MMOF Call for Projects awarded funds to eligible projects as well as created waitlists for each funding program.</p> <p>Waitlisted/Unfunded Project Amounts – FY2023-2025:</p> <table border="1"><thead><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr></thead><tbody><tr><td>\$1,838,579</td><td>\$1,258,985</td><td>\$987,888</td><td>N/A</td><td>\$7,529,509</td></tr></tbody></table> <p>The NFRMPO currently has a total of \$13,546,891 in federal funding available for allocation and \$11,615,961 in waitlisted and unfunded project amounts. With the funding available, the NFRMPO could fully fund all projects which applied for funding in both the 2021 Call for Projects and the 2022 MMOF Call for projects. Any remaining additional funding will be awarded through the Call for Projects process.</p> <p>The waitlist process, as outlined in the relevant Call's guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in.</p> <p>Due to the influx of funding from IIJA, the NFRMPO has a significant amount of FY2023 funds available (federal fiscal year 2023 runs from July 1, 2022 to June 30, 2023). Additionally, the funds listed for FY2023 also include FY2022 funds which have been rolled into FY2023. To allow for the utilization of the federal funds in a timelier manner, the NFRMPO has outlined a proposal for awarding waitlisted and unfunded projects current fiscal year funding regardless of the funding program originally awarded the project. The proposed allocations for each funding program are outlined in the tables in Attachment 2.</p>			CMAQ	STBG	TA	CRP	MMOF	\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600	CMAQ	STBG	TA	CRP	MMOF	\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509
CMAQ	STBG	TA	CRP	MMOF																		
\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600																		
CMAQ	STBG	TA	CRP	MMOF																		
\$1,838,579	\$1,258,985	\$987,888	N/A	\$7,529,509																		

Committee Discussion

- TAC discussed the FY2023-2025 Additional Allocations at their meeting on November 16, 2022 and recommended NFRMPO staff include the unfunded projects from the 2022 MMOF Call for Projects in the funding proposal. TAC members reviewed the updated tables and provided feedback prior to the Planning Council discussion.
- Planning Council discussed the FY2023-2025 Additional Allocations at their meeting on December 1, 2022 and indicated support for the TAC and Staff recommendation.

Supporting Information

- Prior to the 2021 Call for Projects, the NFRMPO Planning Council agreed to set-aside \$5M CMAQ FY2025 for the North I-25. Due to an immediate need by CDOT, the set-aside of CMAQ funds was swapped for FY2023 MMOF funds in May 2022, freeing up the \$5M CMAQ funds to be awarded through the Call process by the NFRMPO.
- The NFRMPO Planning Council approved a set-aside of \$100,000 Federal MMOF for NFRMPO Travel Demand Model Location Based Services data. In October 2022, the NFRMPO found the funding which was to be used for data procurement though CDOT was no longer needed. The funding has been added to the total MMOF funding available for allocation.
- Due to the availability of earlier fiscal year funding, NFRMPO staff worked with two project sponsors to advance funds originally awarded in FY2024 and FY2025 to FY2023. This frees up later fiscal year funding to be awarded to projects which have not begun the coordination process with CDOT.
 - *College & Trilby Intersection Improvements* - Advancing \$1,073,771 STBG from FY2024 to FY2023
 - *Willow Bend Trail* - Advancing \$258K/\$259K originally awarded in FY2024/FY2025 to FY2023/FY2024.
- Carbon Reduction Program (CRP) Guidance Highlights
 - Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP)
 - Projects awarded funding under the CRP must demonstrate a reduction of transportation emissions.
 - Projects listed under the proposal for allocation to the CRP program listed in **Attachment 2** demonstrated emissions reductions during the 2022 MMOF Call for Projects.
- For additional information on each project, please see the original project application which are available at this link:
<https://www.dropbox.com/scl/fo/rh899theta7jbr6kzvnd4/h?dl=0&rlkey=339ucq84fjqhdsb6w8jrg47l>
- Following discussions of the additional allocations, the NFRMPO will have additional funds to award to the remaining federal and state funds. Guidelines from the 2021 Call for Projects 2022 MMOF Call for Projects will need to be updated based on new guidance from IIJA for federal funding programs, including the addition of the CRP, as well as feedback solicited from TAC following the 2021 Call for Projects.

Advantages

- The attached proposal allocates funding to be utilized in a timely manner.

Disadvantages

- The proposed allocations fall outside the normal process for awarding waitlisted funding through NFRMPO Calls for Projects and the FY2023-2026 Transportation Improvement Program (TIP).

Analysis/Recommendation

- Staff requests TAC recommends Planning Council approval of the FY2023-2025 Additional Allocations, fully funding all waitlisted and unfunded projects by leveraging all funding programs.

Attachments

- **Attachment 1:** Carbon Reduction Program – NFRMPO Information Sheet
- **Attachment 2:** Additional Allocation Tables

Carbon Reduction Program (CRP) – NFRMPO Information Sheet

Available Funding

Program	FY2023	FY2024	FY2025	Federal Funding Subtotal
CRP	\$1,533,619	\$789,890	\$805,687	\$3,129,196

Eligible Applications

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.¹

Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, transportation emissions means ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Projects must not require the issuance of a vehicle Buy America waiver for implementation.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies

¹ “Public-Private Partnerships”, **FHWA-HEP-18-017**,
https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
 - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

4 Project Requirements

All CRP projects must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)*

- Roadway projects must be on a federal-aid eligible roadway. Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.²
- Local match of 17.21 percent
- Address at least one federally required Performance Measure
- Consistent with the *2045 RTP* Corridor Visions
- Project is within the NFRMPO Boundary
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- **Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Statewide ITS Architecture³ and Region 4 ITS Plan⁴ as required by 23 CFR 940⁵ and the CDOT Region 4 Smart Mobility Regional Plan⁶.

For additional information on the CMAQ program, view the Bipartisan Infrastructure Law (BIL) CRP Fact sheet at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm.

² 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

³ CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

⁴ CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

⁵ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

⁶ CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY20202-2025 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 3, 2022

Additional FY23-25 funding total:	\$5,895,021
FY23 Funds:	\$403,816
FY24 Funds:	\$178,029
FY25 Funds:	\$5,313,176

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded CMAQ Request	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Greeley	35th Avenue Adaptive Signal Control Technology	\$604,662	\$604,662	\$0	1	-	\$604,662	-	-	\$ -
Fort Collins	Mulberry Street Traffic Signal Synchronization	\$440,000	\$440,000	\$0	2	-	\$440,000	-	-	\$ -
Loveland	US287 Signal Coordination Improvements	\$620,925	\$620,925	\$0	3	-	\$620,925	-	-	\$ -
Fort Collins	On Route Battery Electric Bus Chargers	\$1,598,675	\$1,598,675	\$0	4	-	\$1,598,675	-	-	\$ -
Loveland	COLT Bus Replacement/Expansion	\$1,843,825	\$1,774,681	\$69,144	5	-	\$1,774,681	-	\$69,144	\$ -
Fort Collins	Power Trail Harmony Grade Separated Crossing	\$500,000	\$0	\$500,000	6/ MMOF	-	-	-	\$2,700,000	\$ -
Weld	WCR 74 and WCR 31 Roundabout	\$1,269,435	\$0	\$1,269,435	7	-	-	-	\$1,269,435	\$ -
<i>Greeley/ CDOT</i>	<i>US34 Regional Mobility Hub (MERGE)</i>	<i>\$7,000,000</i>	<i>\$5,000,000</i>	-	<i>MMOF</i>	-	-	-	<i>\$1,856,442</i>	<i>\$ -</i>
Total		\$6,877,522	\$5,038,943	\$1,838,579	-	\$0	\$5,038,943	\$0	\$5,895,021	\$0

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

Remaining CMAQ Funds	\$0
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**Proposed Additional Allocations based on CDOT's September 7, 2022 Reconciliation
FY2023-2025 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 3, 2022

Additional STBG funding total:	\$2,140,100
FY2023:	\$1,073,771
FY2024:	\$423,666
FY2025:	\$642,663

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded STBG Requests	Rank *	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Fort Collins	College & Trilby Intersection Improvements*	\$3,616,462	\$3,616,462	\$0	1	\$1,644,828	\$1,971,634	\$0	\$0	\$0
Windsor	Eastman Park Ultimate Intersection & RR Crossing	\$1,705,000	\$1,705,000	\$0	2	\$1,705,000	\$0	\$0	\$0	\$0
Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	\$1,419,409	\$1,419,409	\$0	2	\$0	\$841,520	\$577,889	\$0	\$0
Loveland	US 34 EB Widening Construction	\$1,646,728	\$1,646,728	\$0	5	\$0	\$0	\$1,646,728	\$0	\$0
Evans	37th Street Widening Phase 3	\$1,543,462	\$1,543,462	\$0	6	\$0	\$0	\$1,543,462	\$0	\$0
Severance	E Harmony Road/ WCR19 Intersection Improvements	\$1,258,985	\$0	\$1,258,985	7	\$0	\$0	\$0	\$1,258,985	\$0
Severance	<i>Great Western Trail</i>	<i>\$300,000</i>	<i>\$0</i>	<i>-</i>	<i>TA</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$201,914</i>	<i>\$0</i>
Total		\$11,190,046	\$9,931,061	\$1,258,985	-	\$3,349,828	\$2,813,154	\$3,768,079	\$1,460,899	\$0

Remaining STBG Funds

\$679,201

Note: Projects in gray are ineligible for additional funding, italicized projects were originally awarded funding under a different funding program.

*College & Trilby Intersection Improvements - Advancing \$1,073,771 from FY24 to FY23

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY2023-2025 Transportation Alternatives (TA)**

Projects approved by Planning Council on March 3, 2022

Additional TA funding total:	\$786,974
FY2023:	\$380,185
FY2024:	\$202,885
FY2025:	\$203,904

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded TA Requests	Rank	Federal Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	\$85,264	\$85,264	\$0	1	\$85,264	\$0	\$0	\$0	\$0
Loveland	Willow Bend*	\$603,624	\$518,360	\$85,264	2	\$0	\$258,536	\$259,824	\$85,264	\$0
CSU	Phemister Trail & Bridge	\$603,624	\$0	Withdrawn	3	-	-	-	-	-
Fort Collins	William Neil / Ziegler Intersection	\$603,624	\$0	\$603,624	4	\$0	\$0	\$0	\$603,624	\$0
Severance	Great Western Trail	\$300,000	\$0	\$300,000	5	\$0	\$0	\$0	\$98,086	\$201,914*
Total		\$2,196,136	\$603,624	\$988,888	-	\$85,264	\$258,536	\$259,824	\$786,974	\$0

Note: Projects in gray are ineligible for additional funding.

Remaining TA Funds

\$0

*Willow Bend - Advancing \$258K/\$259K originally awarded in FY24/FY25 to FY23/FY24. Awarding \$85K waitlisted funding.

**Unfunded amounts proposed for funding under another funding program.

Proposed Additional Allocations based on CDOT's Program Distribution May 17, 2022
FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF)

Projects approved by Planning Council on August 4, 2022

Additional MMOF funding total:	\$1,595,600
FY2023*	\$104,569
FY2024	\$406,273
FY2025	\$1,084,758

Project Sponsor	Project Name	Funding Request	MMOF Award	Unfunded MMOF Requests	Rank*	Funding Awarded by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Johnstown	SH60 & Carlson Blvd Intersection Improvements	\$250,000	\$250,000	\$0	2	\$250,000	\$ -	\$ -	\$0	\$0
FortCollins	West Elizabeth Corridor Design	\$1,232,248	\$1,232,248	\$0	3	\$1,232,248	\$ -	\$ -	\$0	\$0
Weld	Weld County On Demand Transit	\$342,900	\$342,900	\$0	1	\$342,900	\$ -	\$ -	-	\$0
Loveland	COLT Route Expansion	\$461,592	\$461,592		4	\$461,592	\$ -	\$ -	\$0	\$0
Larimer County	Phemister Bridge and Trail	\$466,677	\$466,677	\$0	3	\$466,677	\$ -	\$ -	-	\$0
Loveland	Willow Bend	\$1,728,396	\$1,200,000	\$528,396	2	\$1,200,000	\$ -	\$ -	\$0	\$0
Greeley/ CDOT	US34 Regional Mobility Hub (MERGE)	\$7,000,000	\$5,000,000	\$2,000,000	1	\$5,000,000	\$ -	\$ -	\$143,558	\$1,856,442*
Windsor	11th St Multimodal Improvements	\$740,394	\$450,000	\$290,394	6	\$450,000	\$ -	\$ -	\$0	\$0
Fort Collins	Siphon Overpass	\$750,000	\$450,000	\$300,000	5	\$450,000	\$ -	\$ -	\$104,569	\$0
Fort Collins	Two (2) Electric bus on Route Chargers	\$1,000,000	\$ -	\$1,000,000	7	\$ -	\$ -	\$ -	\$1,000,000	\$0
Fort Collins	Power Trail Grade Separated Crossing	\$2,200,000	\$ -	\$2,200,000	8	\$ -	\$ -	\$ -	\$0	\$2,200,000*
Larimer County	North LCR 17 Expansion - Shoulder Widening	\$1,210,719	\$ -	\$1,210,719	9	\$ -	\$ -	\$ -	\$0	\$1,210,719*
Total		\$17,382,926	\$9,853,417	\$7,529,509	-	\$9,853,417	\$ -	\$ -	\$1,248,127	\$5,267,161

Note: Projects in gray are ineligible for additional funding. Projects above the red line had waitlisted funding amounts, projects below the red line were unfunded.

Remaining MMOF Funds

\$347,473

*Unfunded amounts proposed for funding under another funding program.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY2023-2025 Carbon Reduction Program (CRP) Funding**

CRP funding total:	\$3,129,196
FY2023	\$1,533,619
FY2024	\$789,890
FY2025	\$805,687

Project Sponsor	Project Name	Request	Award	Unfunded Requests	Original Funding Program	Proposed Allocation	Proposed Remaining Unfunded
<i>Loveland</i>	<i>Willow Bend</i>	<i>\$1,728,396</i>	<i>\$1,200,000</i>	<i>\$528,396</i>	<i>MMOF</i>	\$528,396	
<i>Windsor</i>	<i>11th St Multimodal Improvements</i>	<i>\$740,394</i>	<i>\$450,000</i>	<i>\$290,394</i>	<i>MMOF</i>	\$290,394	
<i>Fort Collins</i>	<i>Siphon Overpass</i>	<i>\$750,000</i>	<i>\$450,000</i>	<i>\$195,431</i>	<i>MMOF</i>	\$195,431	
<i>Larimer County</i>	<i>North LCR 17 Expansion - Shoulder Widening</i>	<i>\$1,210,719</i>	<i>\$0</i>	<i>\$1,210,719</i>	<i>MMOF</i>	\$1,091,920	\$118,799
Total		\$5,429,509	\$2,100,000	\$3,224,940		\$2,106,141	\$118,799

Remaining CRP Funds	\$1,023,055
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Note: Projects originally applied for MMOF funds during the 2022 MMOF Call for Projects



Highway Safety Improvement Program

Highway Safety Improvement Program (HSIP) Local Agency Notice of Funding Opportunity

- Fiscal Year 2026 (July 2025 - June 2026)
- Infrastructure projects going to construction before June 2026
- Projects can be advance funds for pre-construction activity (Design, ROW, utilities, etc.)
- Funding 90% Federal, 10% Local/State Match (depends if state highway)
- Minimum Funding Request: \$200,000
- Region 4 Local Agency Planning Allocation: \$2.9M

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Highway Safety Improvement Program

Criteria for Site-Specific Projects

1) Level Service of Safety Analysis (LOSS); or
Crash Pattern Identified Mitigated by Proposed Project

2) Benefit Cost Analysis

Example:

New Traffic Signal, 1st St and Washington Ave, Loveland.

Total Cost: \$450,000

Awarded: \$405,000 for FY 25 (90% Federal)

5 Years: 32 Crashes (14 Injury with 19 Injured).

Pattern: Broadside (Right Angle), also 1 Pedestrian and 1 Bicycle Crash

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Highway Safety Improvement Program

Benefit Cost Analysis Criteria:

Benefit Based on Cost Savings of Crashes Reduced

- Benefit Cost Ratio (BCR) 1.00 or greater
- Projects ranked by BCR

New Signal BCR Calculation:

20% Crash Reduction Factor

\$450,000 Cost

20 Year Service Life, 5% Discount

Benefit Cost Ratio = 3.20



This Project: \$405,000 Awarded for BCR of 3.20
Other Project: \$460,000 Not Awarded for BCR of 0.83

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Highway Safety Improvement Program

Systemic Safety Improvement Projects:

- Set Aside of 25 Percent of Allocation (\$725k for Region 4)
- Request Limits \$200,000-\$500,000

Criteria:

- Level Service of Safety Analysis (LOSS); or
- Crash Pattern or Risk Factor Identified Mitigated by Proposed Project

No Minimum B/C, but B/C is used to rank against other systemic projects (need at least one applicable crash within 5-year analysis period)

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Highway Safety Improvement Program

Low-cost improvements applied at multiple locations (3 or more)

- Urban Target Crash Types: Vulnerable Roadway Users (VRU: Peds, Bikes)
- Rural Target Crash Types: Roadway/Lane Departure
- New Installation (No Replacements)

Exhibit 1 - Sidewalk Gaps



Examples:

- City of Lafayette New Sidewalks (27 Locations) - \$450,000
- Larimer CR 69 and CR 74E. New Guardrail Installation (3 Locations) - \$288,000
- Crosswalk Improvements, Rectangular Rapid Flashing Beacons, Pedestrian Refuge, Road Diets, etc.

(<https://highways.dot.gov/safety/proven-safety-countermeasures>)

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Highway Safety Improvement Program

2022-2023 Expected

Local Agency HSIP Grant Timeline:

- December 2022: Notice of Funding Opportunity Issued
- February 2023: Applications Due
- April 2023: Awards Notice Issued
- Coordinate with CDOT Region 4 Traffic Group
Katrina Klobberdanz - Region 4 Traffic Engineer

CDOT Region Boundary Map



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AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 21, 2022	2019-2023 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To discuss target setting options for the five federally required Highway Safety Performance Measures for 2019-2023.		<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 2019-2023 period by February 27, 2023. CDOT set statewide Targets for 2019-2023 for the National Safety Measures in August 2022. 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 2019-2023 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 668 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.262 • Number of Serious Injuries – 3,041 • Rate of Serious Injuries per 100M VMT – 5.794 • Number of Non-motorized Fatalities and Serious injuries – 548 <p>The NFRMPO used the same methodology CDOT used to set the 2019-2023 Safety Targets to present the status of safety in the NFRMPO. The regional target option is presented in Table 1.</p>		
Committee Discussion		
This is the first time TAC is discussing the 2019-2023 Safety Targets.		
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 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2022 and 2023. The five year average was calculated using actual fatality and serious injury numbers for 2019-2021 and the forecasted numbers for 2022-2023. • 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 2019-2023 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). • The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting. • The NFRMPO has set Safety Performance measure targets by supporting CDOT's targets for the past five performance periods. These targets are presented in Table 2. 		
Advantages		
Adopting the State's Targets aligns the NFRMPO with Safety Planning being completed at the Statewide level. 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 2019-2023 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

- **Table 1:** 2019-2023 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets
- Targets for Safety Performance Measures Presentation

Table 1: 2019-2023 Safety Performance Measure Target Options

Measure	CDOT	NFRMPO
Fatalities	668	42
Fatality Rate Per 100M VMT	1.262	1.017
Serious Injuries	3,041	163
Serious Injury Rate Per 100M VMT	5.794	4.141
Non-Motorized Fatalities and Serious	548	29

Table 2: Historical CDOT Safety Performance Measure Targets

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023
Fatalities	610	644	618	603	597	668
Fatality Rate	1.2	1.21	1.143	1.113	1.093	1.262
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041
Serious Injury Rate	6.79	5.575	6.075	5.828	5.846	5.794
Non-Motorized Fatalities and Serious Injuries	586	514	670	551	571	548



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CDOT Statewide Targets

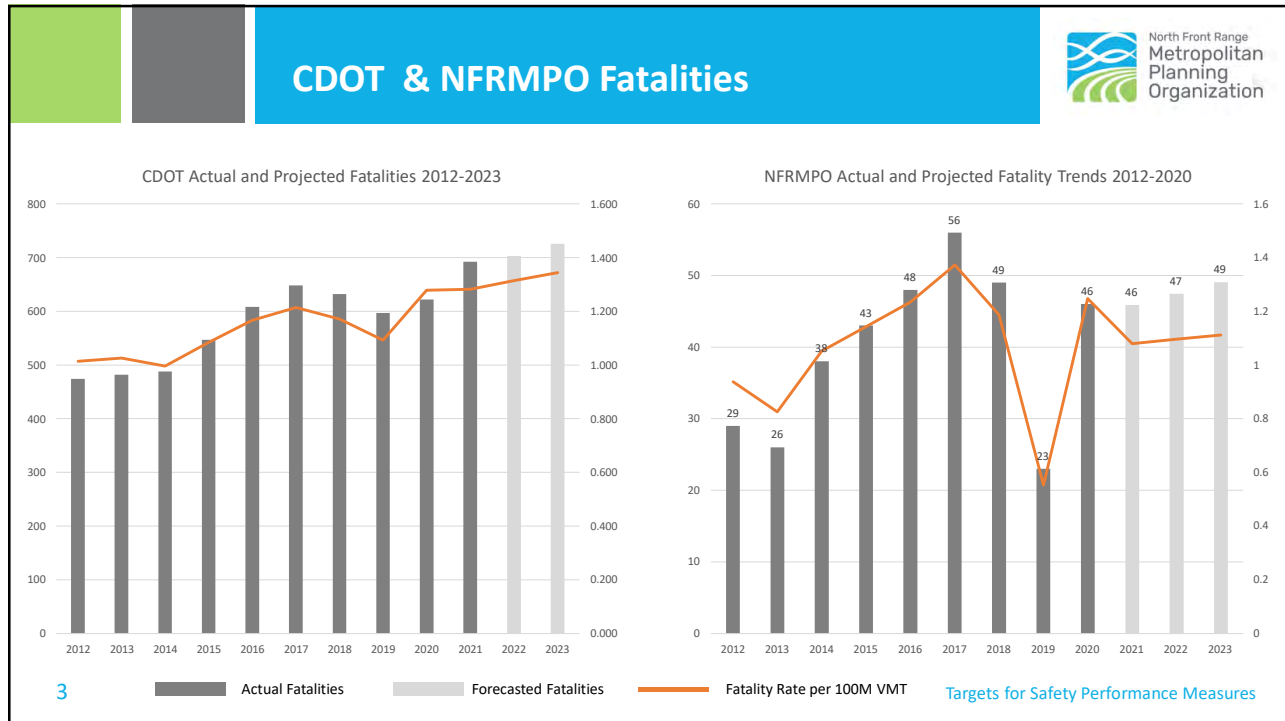
Measure	2018-2022	2019-2023
Fatalities	597	668
Fatality Rate	1.093	1.262
Serious Injuries	3,194	3,041
Serious Injury Rate	5.846	5.794
Non-Motorized Fatalities and Serious Injuries	571	548

- Methodology**
 - 5-year average using 2019-2021 actual numbers and 2022-2023 forecasted estimates based on the prior 10 years of data

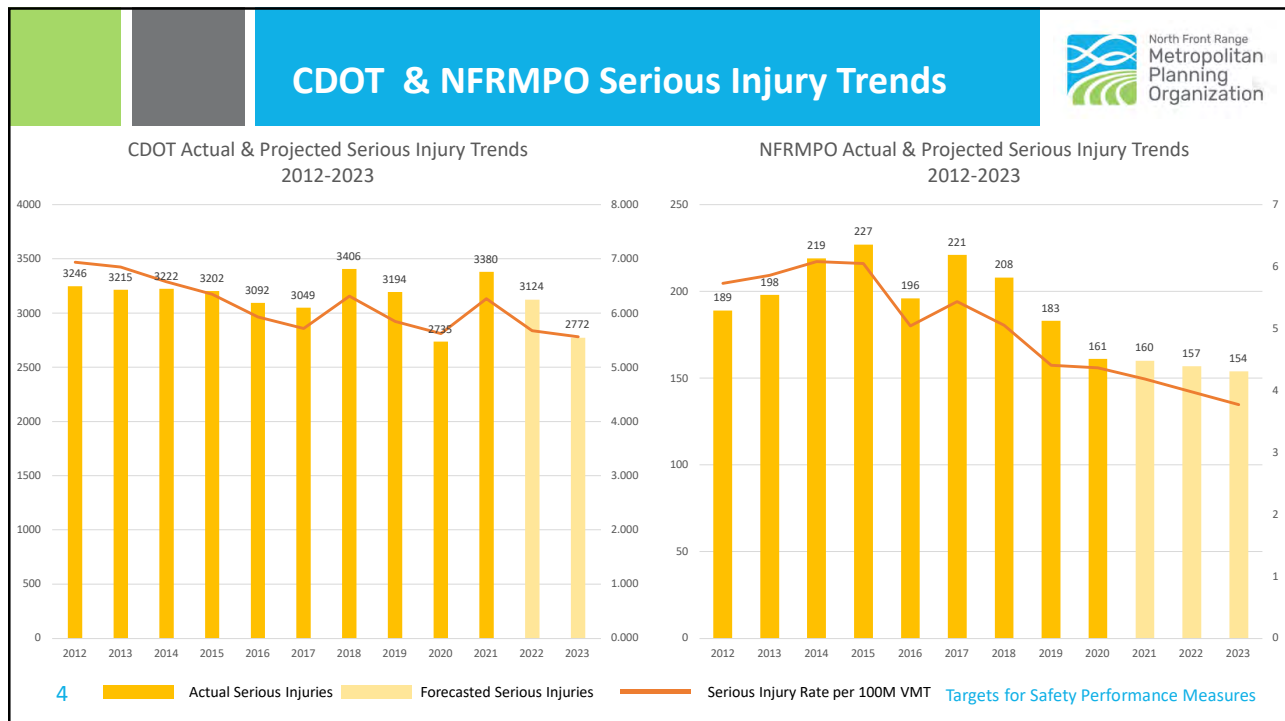
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Targets for Safety Performance Measures

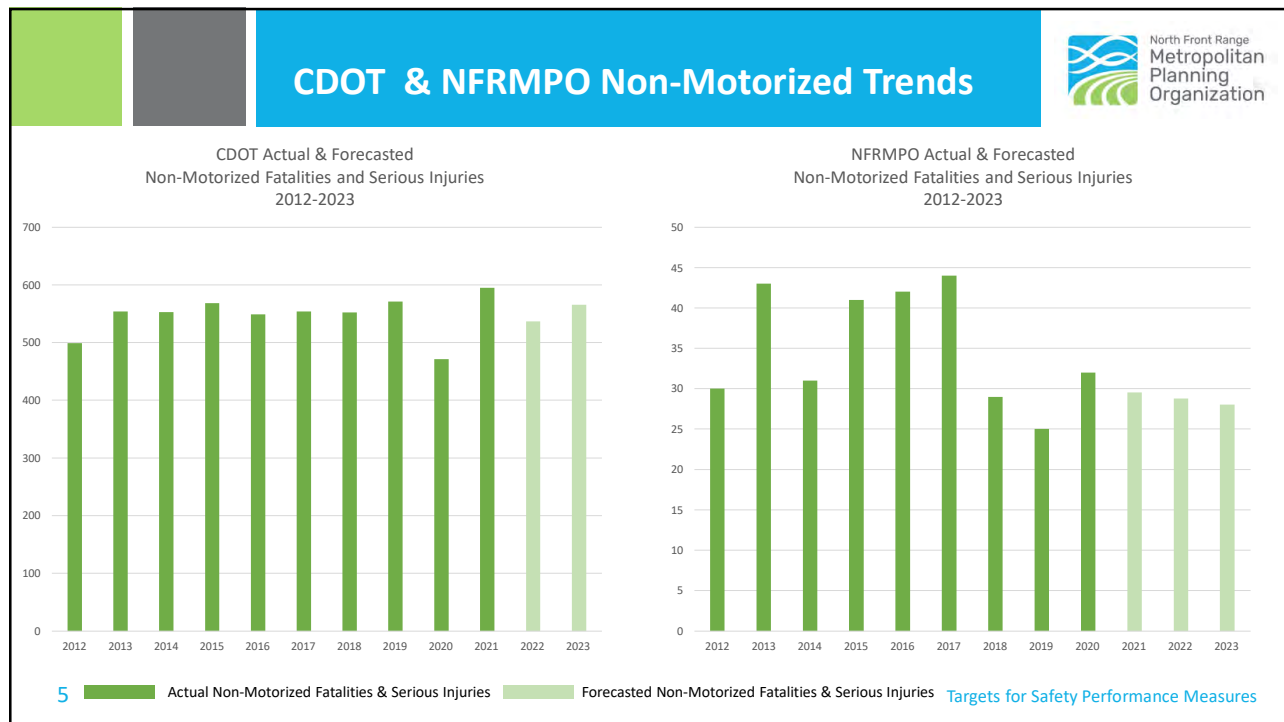
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Federal Target Setting Requirements

- Targets set by state DOTs and MPOs annually
- Targets based on 5-year rolling average
- Targets must be data driven


- Two target setting options:
 - Support CDOT targets by agreeing to plan and program projects which contribute to the achievement of the targets
 - Set regionally specific targets

■ Targets for Safety Performance Measures

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CDOT Targets & NFRMPO Target Option




Measure	CDOT	NFRMPO
Fatalities	668	42
Fatality Rate	1.262	1.017
Serious Injuries	3,041	163
Serious Injury Rate	5.794	4.141
Non-Motorized Fatalities and Serious Injuries	548	29

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Targets for Safety Performance Measures

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Considerations




- Data issues
 - 2019 fatality anomaly
 - 2020 Non-motorized fatalities and serious injuries
 - 2020 COVID impacts
 - Delay in 2021 data
- NFRMPO does not have safety specific funding
 - Projects funded in the last year will not make an impact on the current performance period targets

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Targets for Safety Performance Measures

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NFRMPO Staff Recommendation




- Support statewide targets
- Continue to report out on NFRMPO specific data
- Continue to pursue options for impacting safety

Measure	CDOT	NFRMPO
Fatalities	668	42
Fatality Rate	1.262	1.017
Serious Injuries	3,041	163
Serious Injury Rate	5.794	4.141
Non-Motorized Fatalities and Serious Injuries	548	29

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Targets for Safety Performance Measures

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Next Steps



- Council Discussion – January 5, 2023
- TAC Approval – January 18, 2023
- Council Approval – February 2, 2023
- February 27, 2023 – Targets Due to CDOT

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Targets for Safety Performance Measures

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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, December 14, 2022

Hybrid Meeting- GoToMeeting & Windsor

Demonstration – Future Bike Lane Inventory Software

Eric Courchesne, Future Streets Design, presented on an Artificial Intelligence (AI) tool that can analyze parking, sidewalks, bicycle facilities, and other road uses to develop recommendations for reimagining rights-of-way. The AI tool inspects satellite imagery, Google Maps, and other inputs like the Census and TIGER/Line files that are organized into linear models. Outputs include a shapefile with polygon and polyline layers. The tool is evolving based on input from users. The tool does not consider the gutter pan or drain pan, because the developers decided to be conservative in their analysis and inconsistencies from imagery. NoCo members recommended considering traffic volumes, existing and perceived barriers, micromobility data, and transit and truck routes. Fodge recommended the tool could help smaller communities identify initial investments to create local bicycle networks by connecting to regional trails, while other communities may be able to better identify a low-stress bicycle network. Estimated costs for purchasing and analyzing the data for the NFRMPO region would be about \$70,000, based on 7,000 linear miles of road and \$10/linear mile. Data can be analyzed within about a month of request.

Regional Active Transportation Corridors (RATC) Review

NoCo members reviewed the Existing Conditions maps for the Regional Active Transportation Corridors (RATCs) from the 2021 Active Transportation Plan (ATP) for accuracy, priority, and to provide updates as needed. NFRMPO staff will analyze the results and incorporate the updates into the 2050 Regional Transportation Plan (RTP) Vision Plans. Jones stated the Great Western Trail (GWT) is anticipating completion in May 2023 after delivery of a precast bridge.

Year End Review

NoCo discussed anticipated goals for 2023, including a Shift Your Summer campaign, walk audits, training opportunities like PROWAG, identifying better connectivity of trails outside of the NFRMPO region, and trail progress. Fodge suggested celebrating the completion of the Poudre Trail in 2023 as the first completed RATC.

Roundtable Updates

Heidt stated Brighton will be completing an update to its Bicycle, Pedestrian, and Multimodal Transportation Master Plan in 2023.

Barzak stated Severance completed two connections to the GWT, paving of a portion of the trail, and improved crossings for the trail at WCR72 with a Rectangular Rapid Flashing Beacon.

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
December 1, 2022**

Move to Approve Agenda and Minutes

James **moved** to *APPROVE THE DECEMBER 1, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** and **passed** unanimously.

Mellon **moved** to *APPROVE THE NOVEMBER 3, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** and **passed** unanimously.

AIR QUALITY AGENDA

Air Pollution Control Division (APCD)

Ferko noted several upcoming listening and engagement sessions, the request for rulemaking on Reg 20 related to Advanced Clean Trucks, and the rulemaking hearing for the two ozone SIPs.

NFRMPO Air Quality Program Updates

Bornhoft explained the proposed changes to the Motor Vehicle Emission Budgets (MVEBs) and noted two GHG work items are ongoing.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

CONSENT AGENDA: FAMLI Opt Out (Resolution NO. 2022-33), Q3 2022 Unaudited Financials

Mellon **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

ACTION ITEMS:

2023 Officers Election - Chair Karspeck opened nominations for 2023 Council Chair.

*Clark **nominated** Vice Chair James. Vice Chair James was elected to 2023 Council Chair by acclamation.*

Chair Karspeck opened nominations for 2023 Council Vice Chair.

*Clark **nominated** Mallo; Canonico **nominated** Stephens. Mallo was elected to 2023 Council Vice Chair by a ballot vote.*

2022 Public Involvement Plan (PIP)

James **moved** to approve *RESOLUTION NO. 2022-34 ADOPTING THE 2022 NFRMPO PUBLIC INVOLVEMENT PLAN (PIP)*. The motion was **seconded** and **passed** unanimously.

November 2022 TIP Amendment

Rennemeyer **moved** to approve *RESOLUTION NO. 2022-35 APPROVING THE NOVEMBER 2022 TIP AMENDMENT TO THE FY2023-2026 TIP*. The motion was **seconded** and **passed** unanimously.

Transportation Demand Management (TDM) Plan

Rennemeyer **moved** to approve *RESOLUTION NO. 2022-36 ADOPTING THE TRANSPORTATION DEMAND MANAGEMENT (TDM) ACTION PLAN*. The motion was **seconded** and **passed** unanimously.

DISCUSSION ITEMS:

FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Tasks Update

Karasko explained tasks are being updated to reflect additional funding available as approved in FY2023 Budget Amendment #1. No new tasks or products are being added.

FY2023-2025 Additional Allocations

Cunningham described two options for allocating an additional \$13.5M from four federal funding programs. Staff recommends awarding funds to all waitlisted and unfunded projects from the last two Calls for Projects.

EXECUTIVE SESSION:

Council entered into an Executive Session pursuant to C.R.S. §24-6-402(4)(f) regarding the annual evaluation of the Executive Director.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

December 8, 2022

Attendees: York, Cindy Beemer, Gary Strome, Louisa Andersen, Diego Lopez

Staff: Alex Gordon, AnnaRose Cunningham

Roadway Safety

Cunningham reviewed Complete Streets, the NFRMPO's Safety – Towards Zero Deaths, locations of crashes within the NFRMPO region, the number and rates of serious injury and fatal crashes, National Roadway Safety strategy (Safe Systems Approach) focusing on addressing serious injury and fatal crashes, how safety is funded and addressed in the Infrastructure Investment & Jobs Act (IIJA), the federal performance measures for which the NFRMPO must set targets, and how the NFRMPO is proactively getting better data with the Bike and Ped Safety Reporter Tool. Cunningham explained the Vulnerable Road Users Special Rule, which requires states with more than 15 percent of fatal crashes involving a cyclist or pedestrian to spend Highway Safety Improvement Program (HSIP) funds on projects that benefit vulnerable road users. The Safe Streets and Roads for All (SS4A) grant program will help communities address safety issues through action planning and implementation grants. Cunningham reviewed countermeasures and their incorporation into the Project Scoring for NFRMPO Calls for Projects.

Beemer asked if the national numbers were rates or raw numbers after Cunningham noted that 42,000 people died on US roads in 2021. Cunningham stated the national numbers are raw numbers, while the region accounts for raw numbers and rates. York asked if the crash data included crashes that were not reported to law enforcement. Cunningham responded the crashes are the ones reported to the Department of Revenue. York asked when data is analyzed in the Safe System approach. Cunningham responded part of the Safe System Approach is analyzing data to address similar types of intersections or crash types, not just at one intersection. Beemer asked if driver data is also analyzed. Cunningham responded education campaigns or focused interventions can be designed to address driver-related factors, including an example from Lakewood where they plan to change streetlighting to improve drivers' sightlines. Andersen asked if the data delineates between the vulnerable user and motorists. Cunningham noted the data the NFRMPO receives does not necessarily give all the details.

2023 Meeting Dates and Topics

Cunningham asked if the group would prefer to continue holding meetings on the second Thursday of each month. York noted he has conflicts coming up. Cunningham reviewed suggestions for 2023 meeting dates and topics. Other attendees noted the night works. Cunningham will follow up with other members. Topics for 2023 include the 2050 RTP, Land Use Model, the Congestion Management Process (CMP), and emerging transportation trends. York suggested discussions of active transportation and making progress on that network as well as updates on the Front Range Passenger Rail District.

The meeting adjourned at 7:21 p.m.