



North Front Range
Metropolitan
Planning
Organization

***On the Move:* Your Quarterly Transportation News & Updates**

In this Issue:

- 2022 Planning Council and TAC elections
- Tips for driving in Colorado during the winter
- Nonattainment area boundary expansion
- VanGo™ begins using hybrid vans
- How the federal infrastructure bill impacts the NFRMPO
- CSU installs a new kind of roundabout
- Transportation Commission adopts GHG rule
- Mobility News in Northern Colorado
 - RideNoCo 2021 Year in Review
 - Coordinated plan adopted
- NFRMPO Partner agency updates
 - Fort Collins Active Modes Plan Update
 - Air Quality in the North Front Range

Read on for the latest transportation updates along the North Front Range.

[Visit our Website](#)

NFRMPO Planning Council and TAC Elections



Town of Berthoud Mayor
Will Karspeck
2022 Planning Council Chair

Weld County Commissioner
Scott James
2022 Planning Council Vice-Chair

At their December meeting, the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) elected new officers to serve during 2022. The Planning Council voted to elect Will Karspeck, Town of Berthoud Mayor, as Planning Council Chair and Scott James, Weld County Commissioner, as Vice-Chair. The Planning Council officers make up the Executive Committee and work cooperatively to set the Planning Council's meeting agendas.

The Technical Advisory Committee (TAC) also elected officers for 2022 at their December meeting. TAC elected Eric Tracy of Larimer County as Chair and elected Allison Baxter of the City of Greeley as Vice Chair.

Winter Driving Tips

Winter driving can be hazardous and frightening, especially with Colorado's sudden weather changes and heavy snowstorms. The Colorado Department of Transportation (CDOT) has several resources to help anyone who is driving in Colorado be safe on the roads. Click on the photo to see the Winter Wise quick tips or visit CDOT's [Winter Travel Center](#). Keep up to date on driving conditions and road closures at [COtrip.org](#) or [sign up for travel alerts and news](#).



Vehicle/Tire Safety

A safe vehicle, winter tires and tread depth are essential for a secure winter driving experience. If conditions require, these laws could be implemented:*

Traction Law: All motorists are required to either have an all-wheel or four-wheel drive vehicle, or mud/snow tires (M+S icon), winter tires (mountain-snowflake icon), or tires with an all-weather rating by the manufacturer.

All tires must have a minimum of 3/16" tread depth.

Chain Law: Every vehicle must have chains or an approved alternative traction device.

*From Sept. 1 to May 31, the Traction Law is active on Interstate 70 from Dotsero to Morrison.



Travel Resources

Stay informed about the latest winter driving happenings to guide your travels.

Visit: **COtrip.org**, **winter.codot.gov** or call 511 for traffic updates, weather forecasts and additional travel resources.



Winter Wise



I-70 Mountain Travel

Be prepared so you can drive the I-70 Mountain Corridor like a pro. Visit **winter.codot.gov** or **GoI70.com** for traffic updates, weather forecasts, peak time deals and more.



Winter Operations

CDOT works tirelessly throughout the winter to ensure the safest road conditions possible.

Tandem Snowplow Law: It is illegal for drivers to pass a snowplow operating in tandem formation with one or more snowplows. The snowplows have the right-of-way.

Visit **winter.codot.gov** for information on how you can do your part to help CDOT with snow removal, avalanche mitigation and other winter operations.



GO I70.com

COLORADO
Department of Transportation

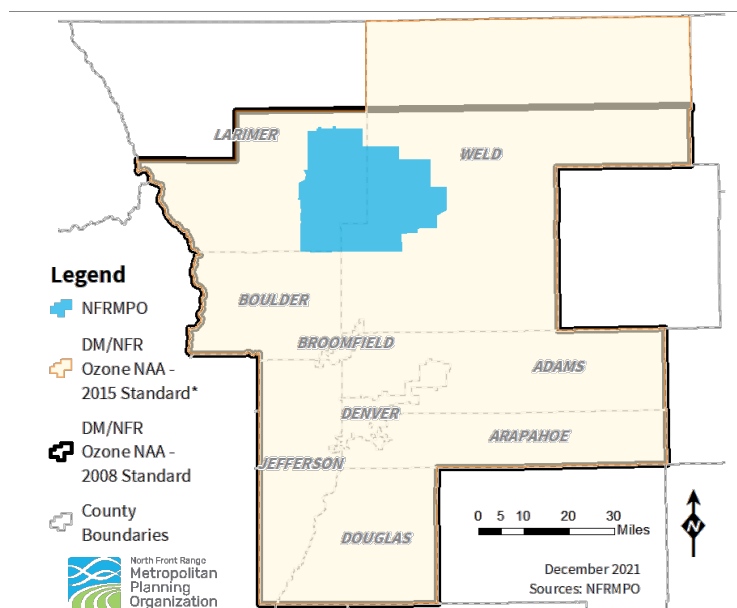
CDOT has launched a new video series called "Winter Driving in the Wild" which will continue throughout

Winter 2022. The series will be a humorous way to educate and remind drivers how to stay safe on Colorado roads. The first video can be found [here](#). Future videos will cover the Passenger Vehicle Traction Law, tire and snowplow safety, winter preparedness tips and a guide for winter driving resources. View the new video series on [CDOT's YouTube channel](#).



EPA Expands Boundary for 2015 Ozone Nonattainment Area

On November 17, 2021, EPA Administrator Michael S. Regan signed a final rule to revise the boundary of the Denver Metro/North Front Range (DM/NFR) 8-hour Ozone Nonattainment area (NAA) for the 2015 Ozone standard to include the entirety of Weld County. The rule redesignates the northern portion of Weld County from attainment to nonattainment and has an effective date of December 30, 2021.



*The boundary for the 2015 ozone standard reflects the nonattainment area designated by EPA effective December 30, 2021. Prior to that date, the boundaries for the 2015 ozone standard and 2008 ozone standard were coterminous.

The rule does not change the boundary of the DM/NFR nonattainment area for the 2008 Ozone standard. Currently, the DM/NFR region is designated by the EPA as a Serious nonattainment area for the 2008 Ozone standard and as a Marginal nonattainment area for the 2015 Ozone standard.

Weld County filed a motion for a judicial stay on the effectiveness of the EPA's final rule and on December 16, 2021, the NFRMPO Planning Council agreed by consensus to submit a declaration in support of Weld County's request for a judicial stay. The declaration identifies the adverse impacts to the NFRMPO of the rule going into effect when it may later be reversed on appeal. The court ruling on the judicial stay is expected in February 2022.

VanGo™ Goes Hybrid!

Part of the mission of VanGo™

is to aid air quality measures in the North Front Range Metropolitan Planning Organization's boundary and all along the Front Range. To serve this purpose, we are always on the lookout for ways to improve our footprint. In closing out 2021 and beginning 2022 we are taking possession of new hybrid vans for our participants utilization. Despite the turmoil in the automotive industry, VanGo™ has been able to, at 2021 year end, transfer six routes into new Toyota Sienna hybrids, with an additional six coming online in early 2022.



The new hybrid vans, in addition to offering VanGo™ participants myriad new safety features, also reduces their trips to the pump—and reducing volatile organic compounds (VOC) and Carbon Monoxide (CO) released into our air. As one vanpooler wrote, from a route that runs daily between Fort Collins and Lakewood /Golden, "We averaged 2 1/2 trips per tank [in a 2016 Toyota Sienna]. With the 2021 Hybrid I've actually gotten 4 round trips on a tank."

So, when you see these new vans rolling down the road—with the new wrap design as well—know we are helping the environment even more than before as well as reducing VanGo™'s fueling expenses: win/win.

IIJA and the NFRMPO

In November, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which has also been called the Bipartisan Infrastructure Deal/Law (BID/BIL). The IIJA includes the federal transportation reauthorization bill, specifically funding for transportation (highway, transit, bicycle and pedestrian, safety, freight, and rail). The IIJA also includes funding for broadband access, clean water, and improvements to the electric grid. Overall, the bill includes \$567.5B for transportation programs and investments across the country.



Major components of the IIJA impacting the transportation system in Northern Colorado include existing highway and transit funds, as well as dedicated funding for complete streets standards and policies, housing coordination, carbon reduction strategies and programs, resiliency, active transportation, autonomous and connected vehicles, electric vehicle charging and alternative fueling infrastructure, healthy streets, transportation access, and railroad crossing elimination.

Funding in the IIJA is a mix of formula funding, which will be distributed to CDOT and local communities, as well as competitive grants. NFRMPO staff, TAC, and Planning Council will stay aware of potential funding opportunities to

improve the regional transportation system.

The USDOT has prepared a [fact sheet](#) for each state, including Colorado.

CSU Bike Roundabout

Colorado State University (CSU) constructed its first bicycle-specific roundabout at the heavily-congested intersection of the Mountain Loop and Green Trail near the Lory Student Center and the Library. The roundabout intends to separate bicycles commuting along the trail from pedestrians accessing the pedestrian mall from various converging sidewalks and an hourly parking lot.



Image Credit: The Collegian

Pedestrians are guided around the roundabout to the pedestrian mall with decorative fencing panels ([BIKERAIL® RAILSCREEN™](#) Modular Steel System), signage, and designated crossed walks. The roundabout itself is design to slow bicycles using vertical elements (bollards, panels, and breakaway blocks) to constrict the trail segments prior to navigating the roundabout. CSU is testing the bike roundabout and is considering it an interim solution before investing in permanent concrete elements.

The launch of the roundabout required onsite education and user intercept. The established pedestrian movement created unpredictable trail crossing movements encouraging risky bicycling behavior to weave around the “determined” pedestrian. CSU placed staff and students at the crosswalks of the roundabout to discourage pedestrians from entering the roundabout and what they perceived as the fastest path to their designation. A new established crossing pattern took weeks as CSU had students from previous years remembering the more direct (and dangerous) route prior to the roundabout. The roundabout is sized to permit the movement of police and fire to respond in emergency with sufficient trail widths and breakaway bollards.

Learn more about the project in the [Collegian article](#) and on YouTube by watching the [product demo](#).

The Greenhouse Gas (GHG) Planning Standard was adopted by the Transportation Commission (TC) on December 16, 2021. The standard sets GHG emission requirements for the long-range transportation plans developed by the State's five MPOs and for CDOT's 10-Year Plan.

The NFRMPO engaged extensively in the stakeholder process and submitted several rounds of comments to the TC in support of a data-driven, feasible, and effective rule. Several of the high priority comments submitted by the NFRMPO were incorporated into the final standard, such as allowing entities other than CDOT and MPOs to implement GHG Mitigation Measures, including operations strategies in the GHG Mitigation Measures, and removing the requirement for the TC to consider revising the rule based on changes in Vehicle Miles Traveled (VMT) per capita.

Additional information on the adopted GHG Planning Standard, including final rule text and an updated Frequently Asked Questions document is available at <https://www.codot.gov/programs/environmental/greenhousegas>.

The NFRMPO is beginning work to update the 2045 Regional Transportation Plan (RTP) in compliance with the new GHG Planning Standard. An update to the RTP is required by October 1, 2022. Concurrently, NFRMPO staff are 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 the 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.

Mobility News in Northern Colorado

2021: Year in Review

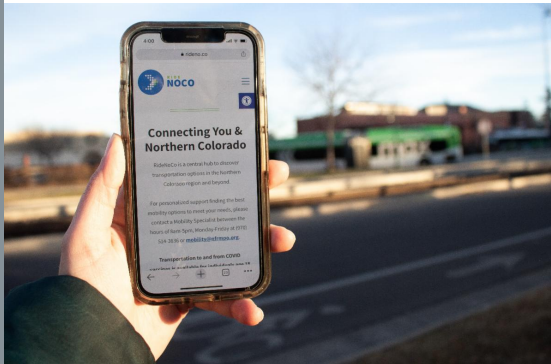
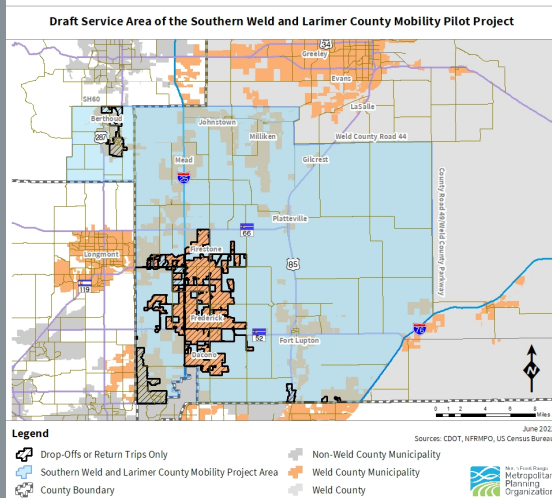
The NFRMPO and regional partners were busy in 2021. A few highlights include:

Vaccine Transportation

Through partnerships with the Larimer County Office on Aging, Larimer County Office of Emergency Management and Weld County Area Agency on Aging, the NFRMPO implemented the core components of the One Call/One Click Center to support county, regional, and federal efforts to remove barriers to accessing COVID vaccines by connecting individuals in need of transportation with providers able to serve them across Larimer and Weld counties. As of December 2021, at least 28 residents have been transported to their vaccine appointments through the project.

Via Southwest Weld Pilot

A partnership between the NFRMPO and Via Mobility Services piloted a new transportation service in rural



Want to stay up to date with Mobility News in Northern Colorado? Sign up RideNoCo's Newsletter!

Connecting You & Northern

southwestern Weld County centered along the US85 corridor. Between launching on August 2nd through November 30th, Via has registered 64 new riders for the service and provided 268 trips. Due to the success of the pilot, partners have extended the pilot until March 1, 2022 and hope to secure funding to maintain service.

First Joint Mobility Committee

In August 2021, the NFRMPO convened the first Joint Mobility Committee meeting joining the Larimer County and Weld County Mobility Committees. This hybrid meeting served as an opportunity to provide input on the update to the Coordinated Plan, learn more about the roll out of RideNoCo, and facilitate stronger relationships and coordination among regional partners related to mobility. Due to the success of the meeting and positive feedback received from members, two Joint Mobility Meetings are on the calendar for 2022 to continue the momentum and conversations from August's meeting.

RideNoCo: Phase I Launch

In fall of 2021, the RideNoCo website and call center launched, completing Phase I of the One Call/One Click Center for Northern Colorado. To discover transportation options in your community, visit the RideNoCo website at www.ridenoco.co or call a Mobility Specialist at (970) 514-3636.

Supporting Local Partners

In 2021 the NFRMPO worked with CDOT and local partners to obtain two new vehicles to provide enhanced service to older adults and individuals with disabilities in Weld County:

- Envision received a new ADA Van in January 2021
- The Town of Milliken was awarded funding to purchase a new bus for the town's Senior Center and is scheduled to be delivered in 2022.

2021 Coordinated Plan Adopted

At their December 1, 2021 meeting, the Planning Council adopted the [2021 Coordinated Public Transit/Human Services Transportation Plan](#), or Coordinated Plan for short. The Coordinated Plan identifies gaps in services for older adults, individuals with disabilities, and low-income individuals to get around Larimer and Weld counties as well as strategies to address the gaps. Ideally, the Coordinated Plan supports RideNoCo/the NFRMPO's Mobility program as well as human service transportation and transit providers in the region. To this end, the Plan was guided by the Larimer County Mobility Committee (LCMC) and Weld County Mobility Committee (WCMC), including hosting the first regional Mobility Committee meeting.



Identified gaps include lack of awareness of services, lack of funding, limited hours and geographies for service, and driver retention. Recommendations include improving and addressing coordination, collaboration, education, infrastructure and funding, and non-mobility concerns. The two Mobility Committees will work on implementing the recommendations over the next few years.

Partner Agency Updates

Fort Collins Updates Active Modes Plan



walk. bike. roll.
ACTIVE MODES PLAN

The City of Fort Collins, in partnership with Colorado State University (CSU), is currently developing an Active Modes Plan, which will combine and update the 2011 Pedestrian Plan and 2014 Bicycle Plan. The plan will incorporate not only pedestrians and bicyclists, but also micromobility devices such as electric

scooters and skateboards. Key opportunities to significantly improve and expand existing active modes networks, support facilities, policies, and programs will be identified. The goal is to make it easy, safe, and attractive for people of all ages and abilities to use active modes of transportation. While the plan is focused on the City of Fort Collins growth management area, it will be consistent with the NFRMPO's 2021 Regional Active Transportation Plan and seek to improve regional connections and serve regional transportation priorities.

The project team is currently wrapping up the existing conditions phase of the Plan, which is informed not only by data analysis but also by community input. The project team is working to elevate the voices and perspectives of historically underrepresented groups. Over 640 people responded to the community survey, including nearly 300 Spanish-speaking community members. Nearly 1,400 comments related to barriers to walking and biking were provided on a web map. The City's Safe Routes to School program facilitated an in-person mapping exercise with nearly 350 middle school youth. The project team will seek community feedback at key milestones throughout the plan process, which is anticipated for adoption by City Council in August 2022. To learn more and stay up to date on the plan's progress, visit fcgov.com/WalkBikePlan.

Regional Air Quality Council (RAQC)



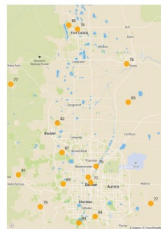
2021 Air Quality for the North Front Range

While ozone has protective qualities high up in the stratosphere, ozone in our lower atmosphere is a lung irritant that causes respiratory and cardiovascular illnesses. Nine counties in the Denver Metropolitan/North Front Range (DM/NFR) comprise the 8-hour Ozone Nonattainment Area (NAA), which the EPA has designated as consistently exceeding ozone limits. Due to this, the Colorado Department of Public Health and Environment (CDPHE) must monitor ozone year-round, although the highest concentrations occur during the ozone season that runs from June to September.

The National Ambient Air Quality Standards (NAAQS) set by the EPA currently include two ozone standards: the 2008 standard at 75 parts per billion (ppb), and the 2015 standard at 70 ppb. Though these concentrations may seem small, they are enough to worsen chronic respiratory conditions such as asthma and may compromise the body's ability to combat infections. Determining whether the DM/NFR is in attainment with these standards involves three steps. Each day, 8-hour ozone averages are calculated, and the highest average is taken as the value for that day (i.e., the maximum daily 8-hour average). Then, among the 365 or 366 daily averages in the year, the 4-highest value is chosen (4-highest maximum daily 8-hour average). Lastly, three consecutive years are averaged together for a Design Value (DV), which is compared against the 2008 and 2015 standards to determine attainment.

The 2021 summer ozone season saw high ozone concentrations in the DM/NFR even without contributions from wildfires. Ozone precursor pollutants were emitted on days with meteorological conditions that favor ozone formation (hot, dry days with low winds), resulting in high ozone throughout the region. On some July and August days, high ozone was due to both local emissions and transported pollutants from interstate and local wildfire smoke. The map below shows the 4-highest ozone concentration maximums at monitors in the DM/NFR NAA this year. Every monitor exceeded the 75 ppb NAAQS. The table below calculates the 2021 Design Value¹, which is determined based on data from 2019-2021, showing that the region is exceeding the standards by a substantial amount.

¹ The 2021 data is not yet validated by CDPHE and may be subject to change.



2021 Air Quality in the North Front Range

Each year the Regional Air Quality Council (RAQC) provides the NFRMPO with a summary of the condition of air quality in the region.

Click the picture to read the article.

For information on or to participate in the RAQC's air quality planning efforts, visit www.raqc.org.

Get Involved

See what's happening at the NFRMPO and join us virtually at one of our upcoming events or meetings. For a comprehensive and up to date calendar of events, visit

<https://nfrmpo.org/calendar>, and to download meeting materials, visit

<https://nfrmpo.org/meeting-materials>.



Due to current circumstance regarding COVID-19 many meetings are being conducted virtually or a hybrid of virtual and in person. Please check our [Events Calendar](#) for the most up to date information.

Upcoming Events

January 6, 2022

Planning Council

January 12, 2022

NoCo Bike & Ped
Collaborative

January 13, 2022

Community Advisory
Committee (CAC)

January 17, 2022

Martin Luther King, Jr. Day
-NFRMPO Office Closed

January 19, 2022

Technical Advisory
Committee (TAC)

January 20, 2022

Larimer County Mobility
Committee (LCMC)

February 11, 2022

Winter Bike to Work Day

February 21, 2022

President's Day
-NFRMPO Office Closed

March 17, 2022

Joint Mobility Committee

Recurring Meetings

North I-25 Coalition meets the first Wednesday of each month at 6:30 p.m.

NFRMPO Council meets the first Thursday of each month at 6:00 p.m.

NoCo Bike and Ped Collaborative meets the second Wednesday of each month at 10:00 am. Meetings are currently being held virtually.

Technical Advisory Committee (TAC) meets the third Wednesday of each month at 1:00 p.m.

Mobility and Access Priority Group (formerly the Senior Transportation Coalition) meets the first Thursday every other month (February) at 1:30 p.m.

Larimer County Mobility Committee (LCMC) meets the third Thursday every other month (January) at 1:30 p.m.

Weld County Mobility Committee (WCMC) meets the fourth Tuesday every other month (February) at 1:30 p.m.

Community Advisory Committee (CAC) meets the second Thursday every other month at 6:00 p.m.