

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

HYBRID MEETING AGENDA

January 11, 2024

<u>In-Person Attendance Option</u> Berthoud Town Hall 807 Mountain Avenue Berthoud, CO 80513	<u>Virtual Attendance Option</u> Call-in Number: (224) 501-3412 Access Code: 562-513-213 Online Meeting: https://bit.ly/2024NFRCouncil
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For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – December 7, 2023 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
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| 3) Air Pollution Control Division (APCD) (Handout) | (Written) | |
| 4) Regional Air Quality Council (RAQC) (Handout) | Mike Silverstein – Executive Director, RAQC | 6:05 |
| 5) NFRMPO Air Quality Program Updates (Page 12) | Dena Wojtach – Two Rivers Environmental | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
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| 6) Report of the Chair | Jon Mallo – Councilmember, City of Loveland | 6:25 |
| • 2024 Committee Assignments | | |
| 7) Executive Director Report | Suzette Mallette - Executive Director | 6:30 |
| • 2020 Census UZA Boundaries | | |
| • 2023 Annual Report (Handout) | | |
| • VanGo™ Annual Survey (Page 15) | | |
| 8) TAC (Page 16) | (Written) | |
| 9) Community Advisory Committee (CAC) (Page 17) | (Written) | |

PRESENTATIONS:

- | | | |
|---|--|------|
| 10) Front Range Passenger Rail District Update | Andy Karsian – General Manager, FRPR District | |
| (Handout) | David Singer – Passenger Rail Branch Manager, CDOT-DTR | 6:35 |
| 11) Proposed Colorado Housing Legislation (Handout) | Nathan Lindquist – CDOT-DTD | 6:55 |

ACTION ITEM:

- | | | |
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| 12) 2023 Call for Projects Resolution 2024-01 (Page 18) | Becky Karasko - Transportation Planning Director | 7:05 |
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DISCUSSION ITEMS:

- | | | |
|--|---------------|------|
| 13) 2020-2024 NFRMPO Targets for Safety Performance Measures (Page 24) | Becky Karasko | 7:15 |
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14) NFRMPO Articles of Association Amendment *(Page 33)* Suzette Mallette 7:35

COUNCIL REPORTS: 7:40

Transportation Commission	Jim Kelly - Transportation Commissioner	
CDOT R4 Update	Heather Paddock - CDOT R4 Transportation Director	
Colorado Transportation Investment Office (CTIO) <i>(Handout)</i>	(Written)	
I-25 Coalition	Scott James – Weld County Commissioner	
US34 Coalition	Kristin Stephens – Larimer County Commissioner	
Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens – Larimer County Commissioner	
Front Range Passenger Rail District <i>(Handout)</i>	Will Karspeck– Mayor Town of Berthoud Johnny Olson – City of Greeley Councilmember	
Host Council Member Report	Will Karspeck	7:50

MEETING WRAP UP:

Next Month's Agenda Topic Suggestions 7:55



MPO Planning Council

City of Loveland

Jon Mallo, Mayor Pro Tem – Chair

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember- Vice Chair

Alternate- Brett Payton, Mayor Pro Tem

Weld County

Scott James, Commissioner – Past Chair

Alternate- Perry Buck, Commissioner

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Jeni Arndt, Mayor

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Troy Mellon, Mayor

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

TBD

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Mayor Pro Tem

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Barry Wilson, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Jim Kelly, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**December 7, 2023
Hybrid Meeting in Eaton, CO**

Voting Members Present:

Scott James – Chair	-Weld County
Jon Mallo – Vice Chair	-Loveland
Will Karspeck – Past Chair	-Berthoud
Jessica Ferko	-APCD
Jim Kelly	-Transportation Commission
Mark Clark	-Evans
Dan Dean	-Milliken
Liz Heid	-Eaton
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Frank Baszler	-Severance
Tricia Canonico	-Fort Collins
Paula Cochran	-LaSalle
Lisa Laake	-Timnath

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Brooke Bettolo**, Mobility Planner; **Rachel Stillwell**, Accountant; **Shane Armstrong**, Operations and Fleet Manager; **Alex Gordon**, Transportation Planner III; **AnnaRose Cunningham**, Transportation Planner III; **Jerome Rouser**, Transportation Planner I; **Michael Saunders**, Transportation Planner I.

In Attendance: Brad Buckman, Rich Christy, Alex Donaldson, Michelle Edgerley, Jim Eussen, Nicole Hahn, Marilyn Hilgenberg, Wayne Howard, Omar Herrera, Hanna Johnson, Michelle Johnson, Will Jones, Katrina Kloberdanz, Wesley LeVanchy, Joshua Ma, Evan Pinkham, Elizabeth Relford, Justin Stone, Josie Thomas, Paul Trombino, Dena Wojtach

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

Public Comment:

No public comment.

Move to Approve Agenda and Minutes

Olson **moved** to *APPROVE THE DECEMBER 7, 2023, MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Heid and passed unanimously.

Stephens noted her name was misspelled in the November 2, 2023 meeting minutes.

Olson **moved** to *APPROVE THE NOVEMBER 2, 2023 MEETING MINUTES WITH CORRECTIONS*. The motion was **seconded** by Heid and passed unanimously.

Lead Planning Agency for Air Quality Agenda

Chair James opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Ferko stated APCD will begin a toxic air contaminant monitoring program and is seeking input and feedback to help inform the location of the final three of six monitoring sites. APCD is seeking comments on the draft 2023 Greenhouse Gas Inventory through December 17, 2023, and the Division is hosting a Greenhouse Gas Verification Intensity Protocol public meeting on Wednesday, January 10, 2024. Ferko noted AQCC discussed updates to the Colorado GHG Emission Reduction Roadmap at the November 16, 2023 AQCC meeting. AQCC will consider establishing new regulations on the use of lawn and garden equipment within the Denver Metro North Front Range ozone nonattainment area at the December 12-15, 2023 Commission meeting.

Regional Air Quality Council (RAQC)

None this month.

NFRMPO Air Quality Program Updates

Wojtach noted NFRMPO staff had a productive meeting with EPA Region 8 Administrator Becker in response to the EPA letter. Region 8 recognized the Intermountain West does experience higher background ozone levels and emissions have been exacerbated by wildfires. Region 8 did not have any new recommendations on potential solutions to address the concerns outlined in the EPA letter. Wojtach stated there are two lawn and garden equipment regulation proposals from AQCC and RAQC. Both organizations have revised their proposals to address concerns that were raised. Planning Council asked for clarification on the differences between the two proposals and how the state will be enforcing lawn and garden equipment regulations. Ferko stated AQCC plans on enforcing the regulation through their record keeping reporting requirements.

Metropolitan Planning Organization (MPO) Agenda

Chair James opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

James noted the I-25 ribbon cutting went well. He noted Governor Polis and Executive Director Lew attended as well as Commissioners James and Stephens spoke.

Executive Director Report

Mallette provided an update on the 60+ ride contract. The contract should be completed by the end of the year. The NFRMPO has received three proposals for the US34 TMO. The next Planning Council meeting will be on January 11th which is the second Thursday of the month.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

PRESENTATION:

VanGo Update: Armstrong gave an overview of the VanGo™ program. The NFRMPO is home to VanGo™ program which helps with many of the NFRMPO's goals, including reduced SOV and Ozone and GHG emissions. Armstrong noted VanGo ridership was significantly impacted by the COVID-19 pandemic. Prior to the pandemic, there were 45 active routes and 216 participants and a 4.6 Occupancy Rate. In 2023, there were 20 active routes and 76 participants and a 3.7 Occupancy Rate. There are 29 active vans with 20 on-routes and 9 on reserve. Fourteen out of the 20 routes run on hybrid vehicles with the goal to have all routes run on hybrid vehicles. The VanGo program has been heavily impacted by supply chain issues in the purchase of vehicles. VanGo continues to have a strong relationship with the City of Fort Collins and City of Greeley maintenance which does great work for the program. Armstrong outlined the Participant Annual Survey, noting the high scores on customer satisfaction. Mallette noted the VanGo program has been successful for a very long time and many participants really enjoy this program. It also brings federal transit dollars into the region which Council has used for their priorities.

CONSENT AGENDA:

2023 Q1, Q2, and Q3 Unaudited Financials- Stephens **moved** to approve the consent agenda. The motion was **seconded** by Mallo and **passed** unanimously.

ACTION ITEMS:

2024 Officers Election – Chair James opened nominations for 2024 Council Chair. James noted the Chair and Vice-Chair must represent Larimer and Weld Counties.

Mellon **nominated** Mallo for Chair. Mallo was elected to 2024 Council Chair by acclamation.

Chair James opened nominations for 2024 Council Vice Chair

Heid **nominated** Olson for Vice Chair. Olson was elected 2024 Council Vice Chair by acclamation.

November 2023 TIP Amendment – Cunningham stated the FY2024-FY2027 TIP went into effect on November 7th. Cunningham noted the November 2025 TIP Amendment includes one revision to remove the Weld County *Roundabout at WCR74 and WCR33* project from the TIP. The Public Comment period began on November 8, 2023, and concludes on December 7, 2023. Approval is contingent on not receiving any negative comments. Mellon asked what happens to the funds when they return to the pool. Cunningham stated the funds will first be allocated to any waitlisted projects, and if there are none, it will return to the pool to be allocated in future Calls for Project.

Olson **moved** to approve RESOLUTION NO. 2023-22 THE NOVEMBER 2023 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP). The motion was **seconded** by Karspeck and **passed** unanimously.

DISCUSSION ITEMS:

2023 Call for Projects – Cunningham provided an overview of the 2023 Call for Projects. All 13 recommended projects are within ¼ of a mile of at least one equity area with 53% of recommended projects being within ¼ of a mile of an equity index area with a score of three. Cunningham noted the projects that are on a congested corridor and how the projects contribute to the strategies outlined in the 2023 Congestion Management Process. A performance measure analysis was also provided. Project sponsors of projects recommended for funding gave a short presentation on their projects. Councilmembers asked clarifying questions about the projects. The Planning Council discussed the disadvantage smaller communities have regarding crash data and the capacity to provide their own crash data to supplement NFRMPO crash data. Cunningham noted TAC will make their recommendation to Planning Council at the December 20th meeting and Planning Council will vote to approve the 2023 Call for Project recommendations at the January 11th meeting.

COUNCIL REPORTS:

Transportation Commission – Kelly noted the Transportation Commission has been discussing budget items and Front Range Passenger Rail. The Transportation Commission began discussion on pricing related to the broadband fiber program. Kelly provided an overview of various projects throughout the state.

CDOT R4 Update – Thomas stated the I-25 Express Lanes are open between Berthoud and Johnstown. The Express Lanes on Segments 7 & 8 are expected to open on December 15th. All toll fees on the express lanes will be waived during the initial test period. Tolling fees are anticipated to begin in 2024.

STAC Report – A written report was provided.

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

I-25 Coalition – James noted the I-25 coalition will shift their focus to construction on I-25 Section 5.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted Alex Gordon gave a presentation about transit in Northern Colorado at the November 30th meeting. NAAPME is working on creating a public accountability dashboard. NAAPME is working on the project requirements for the future Call for Projects which will likely be focused on transit and bike and ped projects. James asked when the call for projects will open. Stephens noted NAAPME will likely open the call in 2024. Mallette asked if NAAPME has discussed local match requirements. Stephens noted NAAPME has considered options that allow for smaller communities to be able to have access to these funds.

Front Range Passenger Rail District – Karspeck stated the Board of Directors held a retreat in Denver on November 30th and December 1st. The Board discussed the accomplishments the Board and the Front Range Passenger Rail District had in 2023 and what needs to be done to have a successful ballot initiative next November. Olson noted there is a board meeting on December 11th. The board voted on a route alignment which is US287. Mallette asked if the Rail District Boundary will be updated prior to the ballot initiative. There are no plans to change the boundaries currently. Stephens asked if it is up to the cities to determine station locations. Front Range Passenger Rail will work with communities to determine station location. The Federal Rail Administration announced Front Range Passenger Rail was awarded funding through the Corridor ID program.

Host Council Member Report – Heid noted Eaton voters passed a 1% sales tax initiative for fixing roads. Eaton received a \$1.5 million grant from DOLA to match a CDOT grant to improve Downtown Eaton. Eaton is starting a Downtown Development Authority.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 8:00 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 12/21/23

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their January 11, 2024 Meeting.

Summary:

In December, the Colorado Legislative Interim Committee on Air Quality met, wrapping up six months of information gathering on ozone and sharing perspectives as legislators contemplate the upcoming 2024 Legislative Session. Several Regional Air Quality Council (RAQC) meetings were held in preparation for the December Air Quality Control Commission (AQCC) rulemaking hearings related to the 2008 ozone standard, planning for the 2015 ozone standard and updating the State Implementation Plan (SIP). The AQCC adopted revisions to the Severe SIP under the 2008 ozone standard and supporting regulations, as well as took preliminary final action to adopt lawn and garden equipment restrictions. Note that the AQCC intends to take final action adopting the lawn and garden equipment restrictions in February 2024.

Review of the hearing record indicates that the more significant issues relate to the breadth of whom the regulation may apply, compliance timing, and whether or not a ban on the sales of equipment should be adopted. The NFRMPO submitted a November 3, 2023 comment letter on both rulemaking hearings to the AQCC.

The Regional Air Quality Council (RAQC) held a separate Control Strategies Meeting, where additional control strategies for considerations as part of the 2015 Ozone NAAQS Serious SIP were discussed. These strategies relate to pneumatic devices, venting and blowdowns used in the oil and gas sector.

Other recent air quality related information of interest includes the 12/8/23 Interim Legislative Committee on Ozone meeting, Governor's *Roadmap to Colorado's Future: 2026* release, EPA's final rule on locomotive engine pre-emption, EPA's pre-publication release of revised oil and gas regulations, and upcoming January 2024 Intermountain West transportation organizations' Air Quality Workgroup.

Highlights of Ozone Related Efforts:

AQCC Activities: (see [Press Release](#) on December actions)

At the December meeting, the AQCC adopted various revisions related to the Serious 2008 Ozone SIP and additional strategies to continue driving ozone reductions. In particular, the AQCC adopted those motor vehicle emissions budgets (MVEBs) as proposed by the Air Pollution Control Division (APCD) without any revisions.

NO_x emission reduction strategies were specific to securing emission reductions from stationary internal combustion engines - both within the oil and gas sector, including for pre-production activities, and larger engines. The more controversial elements of this proposal relate to a novel

NOx Intensity Program requiring oil and gas companies to prioritize reducing air pollution amounts per barrel of oil produced and whether additional protections could be extended from cumulatively impacted communities, to also include disproportionately impacted communities.

The AQCC took preliminary final action on a proposal to set in-use restrictions securing VOC and air toxic emission reductions from lawn and garden equipment. The AQCC is currently compiling elements from both the APCD's and RAQC's proposals into a more finalized version, coming back for final action on the compiled regulation in February 2024. The final version is anticipated to set in-use restrictions for hand-held and push gasoline-powered lawn and garden equipment as follows:

- Limitation: use of gasoline powered hand-held or push lawn and garden equipment between 6/1 and 8/31, annually beginning in 2025
 - provides exemptions related to emergency use and 1st responders
 - provides for "soft compliance" (meaning still used prohibited equipment) as long as if document reasoning for use
- Applies to:
 - State government agencies (& their contractors), state-wide are prohibited from using <25 hp equipment
 - Public entities (& their contractors) in the nonattainment area using <10 hp equipment
 - Special districts
 - School districts
- May also apply to federal government agencies (& their contractors)
- Not anticipated to apply to residential use, HOAs, commercial use outside of contracts with state governments/public entities, or use outside of 6/1-8/31 summer months

The AQCC intends to request additional information in 2025-2026 regarding both outreach to affected entities as well as engagement with commercial operators and HOAs, and separately tracking market share of non-gasoline powered lawn and garden equipment sales to potentially revise this regulation.

Further, the AQCC will reconsider its GHG Resolution in January 2024, shedding insight on additional future air quality initiatives, which are also likely to provide ozone co-benefits.

RAQC Activities

The RAQC is putting out a Request for Proposal, accepting bids from modeling contractors to carry out modeling activities over the next five years. This process could afford the opportunity to consider opportunities to use machine-learning to develop a more robust picture of background ozone, among other things, in response to the [related paper](#) NFRMPO staff shared with RAQC staff in November. Note that this paper suggests that background ozone levels are higher than values currently used in modeling and suggests an approach to account for this.

The RAQC is transitioning into developing the 2015 Serious Ozone SIP, identifying potential additional reduction opportunities associated with oil and gas, transportation, idling, and indirect



sources (sources like warehouses or large box stores or malls - that either own/operate large fleets or attract significant mobile sources).

Legislative Insights

The [Interim Legislative Committee on Ozone](#) held its last scheduled meeting prior to the 2024 legislative session, where Senator Winter indicated her interest for potential legislation on increased protections for disproportionately impacted communities by means of air quality permitting and enforcement. Representative Wilford also mentioned the potential for legislation related to air quality permitting of smaller sources (i.e. minor sources).

Also, given the interest and depth of discussion on lawn and garden equipment at the December AQCC meeting, the 2024 legislative session may also touch on lawn and garden equipment, resources to provide outreach and support the “soft enforcement” of in-use restrictions, and/or incentives to drive market share of alternatives to gasoline-powered small lawn and garden equipment.

Other Highlights

Governor Polis released [Colorado’s Roadmap](#) collectively addressing housing, transportation, air quality and more. Together, these efforts will secure ozone co-benefits.

EPA’s final rule on [locomotive engine pre-emption](#), opens the door to locally regulating railroad engines. It appears that Colorado (and other states or localities) have the option to pursue emission reductions from these non-road engines, where they were previously prohibited from doing so.

EPA released its [final rule revising oil and natural gas regulations](#) specific to methane and VOCs, largely based on Colorado’s pre-existing regulations. These rules are anticipated to take effect in early 2024 and will lead to ozone co-benefits.

The intermountain west transportation planning organizations’ air quality workgroup is set to continue discussions about how to elevate the intermountain west challenges with background ozone and non-controllable emission contributions to ozone in January to consider next steps.

Next Steps:

1. TRE intends to listen to the January AQCC meeting, RAQC meetings and Intermountain West Air Quality Workgroup meeting and will report back to Council.
2. Decide next steps to better address and account for background ozone levels and other non-controllable emissions contributions in planning efforts.

Upcoming Meetings:

- 1/5/24 RAQC Board Meeting
- 1/11/24 Intermountain West Air Quality Workgroup Meeting
- 1/18/24 AQCC Monthly Meeting



2023 VanGo™ Annual Survey Highlights

- Customer Satisfaction (% that agrees VanGo™ staff provides ‘timely and helpful’ service): 92%
- How most people heard about VanGo™: ‘From a friend, family member or coworker’ (63%)
- Reason why people chose to vanpool: ‘It reduces my personal vehicle costs’ (79%)
- Likely to recommend VanGo Vanpools to a friend or colleague: 90%.
- Have recommended VanGo to anyone in the last 12 months: 80%

Anonymous Comments:

- ‘Great program. complete life saver. ‘
- ‘Great program. Without the program not sure I would continue the long commute to Denver for a job, which I very much enjoy!.’
- ‘The service is great and the administrators are outstanding in their responsiveness and knowledge.’
- ‘This service is amazing and makes my commute an enjoyable experience..’
- ‘I’ve been on the same van for the 10 years I’ve been riding. My van coordinator does a great job!.’
- ‘This service is amazing and makes my commute an enjoyable experience.’
- ‘Very nice program. I do this to keep wear down on my vehicle and also for the environment.’

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
December 20, 2023**

APPROVAL OF THE NOVEMBER 15, 2023 TAC MINUTES

Hahn moved to approve the November 15, 2023, TAC minutes. Buckman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates - Moore stated the AQCC approved the SIP as presented. Moore described the attainment demonstration contained in Chapter Five of the SIP, which modeled attainment of the 2008 Ozone Standard of 75ppb within the nonattainment area by 2027. Moore noted an increase of 2-3ppb in the 2026 projected design value concentrations, citing a more conservative and realistic approach to AQCC modeling. Moore explained the hybrid approach for reducing gas powered lawn and garden equipment emissions that AQCC approved. The hybrid approach stipulates that all state entities and their private contractors must transition to electric equipment, whereas local entities and their private contractors will only be required to transition to electric equipment if they are within the nonattainment area. Moore noted that these requirements will likely come into effect by 2025.

Moore explained that ozone levels will continue to be monitored from 2024 to 2026 to demonstrate attainment.

ACTION ITEMS

TAC Chair and Vice Chair Elections – Relford nominated Oberschmidt for 2024 TAC Chair. Oberschmidt was elected via acclimation.

Buckman nominated Hahn as the 2024 TAC Vice Chair. Hahn was elected via unanimous consent.

2023 Call for Projects – Cunningham stated CDOT’s federal reconciliation resulted in approximately \$630K reduction across all four federal funding programs for FY2023. Due to the reduction in federal funding available, the Greeley *9th & 10th St Mobility Improvements* project within the CMAP program and the Loveland *Wilson Ave Multiuse Path and Crossing* project within the CRP program will become partially funded with the remaining funding waitlisted.

Buckman moved to recommend the Planning Council approve the recommended funding for the four federal funding programs in the 2023 Call for Projects. Hahn seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2020 – 2024 NFRMPO Targets for Safety Performance Measures – Cunningham stated targets for the safety performance measures are set annually by DOTs and MPOs. Cunningham noted that MPOs can either support the State’s target or set regionally specific targets. Though the NFRMPO has previously set targets by supporting the CDOT targets, Cunningham explained it may make sense for the MPO to set regional targets due to statewide targets trending upwards in recent years. The Planning Council will discuss the targets at the January Planning Council meeting. The safety targets will be action at TAC in Council in February. Targets are due to CDOT at the end of February.

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

December 14, 2023

Attendees: York, Pauline Migliore, Brad Ragazzo, Nathalie Rachline, Reid Maynard, Pete Piccolo

Staff: Alex Gordon, AnnaRose Cunningham, Jerome Rouser

Bicycle Colorado

Pete Piccolo, Bicycle Colorado Executive Director, introduced himself and the organization, and the organization's focus on centering biking as a public good. Bicycle Colorado is working on a Strategic Plan, including an updated vision and mission. Three focus areas include policy, education, and bike event support. Pete reviewed policies that have been adopted in the last few years, including the safety stop, e-bike adoption, three feet to pass signs, Safe Routes to Schools, and SB-200: automated traffic enforcement. Piccolo explained some logic to where automated traffic enforcement may make sense, including the high injury roadway network and schools. Potential topics for the 2024 Legislative Session, including handsfree phone bills, generating funds for vision zero infrastructure, teen driver training and education, and removal of parking minimums. AnnaRose asked if additional adult education or testing for driving has been discussed, and Pete said there have been discussions.

Looking Ahead to 2024

AnnaRose reviewed efforts the CAC undertook in 2023. Alex provided a quick update about the US34 Transportation Management Organization (TMO) and the LinkNoCo Phase II study. AnnaRose talked about the NFRMPO Work Plan over the next few years, including the Active Transportation Plan, Freight Plan, LinkNoCo Phase II, and the Coordinated Public Transit/Human Services Transportation Plan. The NFRMPO is continuing work on the Safe Routes to School Subcommittee.

AnnaRose proposed topics for 2024 meetings, and asked the group if they would like to shift to meeting every other month, instead of every month. The group also discussed hosting some meetings in person, and the group supported the idea of a few meetings per year in a central location during warmer months. The next meeting will be in February due to the Planning Council meeting.

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

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: January 11, 2024

Re: 2023 Call for Projects

Background

The 2023 Call for Projects closed on October 6, 2023. The NFRMPO received applications for 26 projects from nine local agencies. The Scoring Committee for the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) programs was held on November 1, 2023. The scoring committee recommended fully funding 11 requests, partially funding one request, and waitlisting 12 requests. The scoring committee for the Transportation Alternatives (TA) program was held on November 8, 2023 during the NoCo Bike and Ped Collaborative Meeting and recommended fully funding one project and waitlisting the second project.

At the close of each fiscal year, CDOT compares forecasted revenues from the prior fiscal year to actual revenues and adjusts funding pool totals. The revenue difference for these programs is a result of the final federal obligation limitation being lower than forecasted. The result of the FY2023 Federal Reconciliation is provided in **Table 1**, the resulting funding available for award for the 2023 Call for Projects is provided in **Table 2**.

All recommendations from scoring committees with the updated funding estimates are presented in **Table 3**. Projects above the red line are being recommended for funding. Projects below the red line are being recommended to remain on the waitlist.

Action

At their December 20, 2023 meeting, TAC recommended Planning Council approve the recommended funding for the four federal funding programs in the 2023 Call for Projects.

Attachments

Table 1: FY2023 Federal Revenue Reconciliation Adjustments

Table 2: Federal Funding Availability

Table 3: Scoring Committee Recommendations

Resolution #2024-01



Table 1: FY2023 Federal Revenue Reconciliation Adjustments

Program	Total Adjustment
CMAQ	(\$437,835)
STBG	(\$122,069)
TA	(\$5,838)
CRP	(\$61,941)
TOTAL	(\$627,683)

Table 2: Federal Funding Availability

Program	FY2024	FY2025	FY2026	FY2027	Federal Funding Total
CMAQ	\$(368,691)	\$108,384	\$5,419,439	\$5,538,667	\$10,697,799
STBG	\$1,459,178	\$384,428	\$4,503,210	\$4,652,924	\$10,999,740
TA	\$9,633	\$23,491	\$497,753	\$468,377	\$999,254
CRP	\$32,969	\$705,687	\$721,803	\$739,882	\$2,200,341
TOTAL					\$24,897,134



Table 3: Scoring Committee Recommendations

Carbon Reduction Program (CRP)				
Project Name	Rank	Score	Funding Request	Scoring Committee Recommendation
Taft/US34 Adaptive Signals	1	75.68	\$620,925	\$620,925
Bus Stop Upgrades	2	65.39	\$538,447	\$538,447
Wilson Ave Multiuse Path and Crossing	3	63.89	\$1,080,000	\$1,040,969
9th & 10th St Mobility Improvements	4	61	\$2,552,675	Waitlisted
Taft Hill Crossing	5	32.68	\$1,456,413	Waitlisted
Congestion Mitigation and Air Quality (CMAQ)				
Project Name	Rank	Score	Funding Request	Scoring Committee Recommendation
US34 Transit	1	86.5	\$1,394,184	\$1,394,184
Power Trail Grade Separated Crossing	2	78.39	\$3,239,300	\$3,239,300
WCR37 & SH392 Aux Lane Improvements	3	77.79	\$2,000,000	\$2,000,000
9th & 10th St Mobility Improvements	4	71.61	\$4,279,053	\$ 4,064,315
Purchase of 2 Battery Electric Buses	5	64.07	\$2,239,751	Waitlisted
US34 & US287 Intersection Improvements	6	50.32	\$2,000,000	Waitlisted
Crossroads and Colorado Intersection Improvements	7	50.29	\$2,000,000	Waitlisted
Intersection of Colorado Blvd & Roosevelt Blvd	8	41.43	\$2,000,000	Waitlisted
COLT Bus Expansion	9	39.93	\$1,834,289	Waitlisted
Intersection Improvements HWY60 & Colorado Blvd	10	33.68	\$3,000,000	Waitlisted



Surface Transportation Block Grant (STBG)				
Project Name	Rank	Score	Funding Request	Scoring Committee Recommendation
College & Trilby Intersection Improvements	1	82.11	\$1,655,800	\$1,655,800
US34 & US287 Intersection Improvements	2	69.57	\$3,168,000	\$3,168,000
9th & 10th St Mobility Improvements	3	65.29	\$3,168,343	\$3,168,343
WCR13 & WCR 50 Intersection Realignment	4	58.21	\$1,632,177	\$1,632,177
Crossroads & Colorado Intersection Improvements	5	49.64	\$1,632,177	\$1,113,061
35th Ave Intersection	6	49.14	\$1,303,943	Waitlisted
CR19 (Taft Hill Rd) Improvements - Horsetooth to Harmony	7	48.42	\$3,143,095	Waitlisted
HWY 60 & WCR 19 Signal Installation	8	30.07	\$1,500,000	Waitlisted
Transportation Alternatives (TA)				
Project Name	Rank	Score	Funding Request	Scoring Committee Recommendation
Garfield Bike Route	1	89.67	\$900,000	\$900,000
Mason Trail Crossings	2	71.00	\$822,104	Waitlisted

RESOLUTION NO. 2024-01
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2023 CALL FOR PROJECTS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, transportation projects selected in the 2023 Call for Projects were submitted to the NFRMPO and were scored on November 1, 2023 and November 8, 2023; and

WHEREAS, 12 projects have been recommended for funding including:

- Carbon Reduction Program (CRP)
 - Loveland – *Taft/US34 Adaptive Signals*- \$620,925
 - Fort Collins – *Bus Stop Upgrades*- \$538,447
 - Loveland – *Wilson Ave Multiuse Path and Crossing*- \$1,040,969
- Congestion Mitigation and Air Quality (CMAQ)
 - Greeley – *US34 Transit*- \$1,394,184
 - Fort Collins – *Power Tril Grade Separated Crossing*- \$3,239,300
 - Weld County – *WCR37 & SH392 Aux Lane Improvements*- \$2,000,000
 - Greeley – *9th & 10th St Mobility Improvements*- \$4,064,315
- Surface Transportation Block Grant (STBG)
 - Fort Collins – *College & Trilby Intersection Improvements*- \$1,655,800
 - Loveland – *US34 & US287 Intersection Improvements*- \$3,168,000
 - Greeley – *9th & 10th St Mobility Improvements*- \$4,064,315
 - Weld – *WCR13 & WCR50 Intersection Realignment*- \$1,632,177
 - Windsor – *Crossroads & Colorado Intersection Improvements*- \$1,632,177
- Transportation Alternatives (TA)
 - Loveland – *Garfield Bike Route*- \$900,000

Resolution No. 2024-01

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2023 Call for Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 11th day of January 2024.

Jon Mallo, Chair

ATTEST:

Suzette Mallette, Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
January 11, 2024 Berthoud	2020-2024 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 2020-2024.		<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 2020-2024 period by February 27, 2024. CDOT set statewide Targets for 2020-2024 in August 2023.</p> <p>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 2020-2024 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 716 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.538 • Number of Serious Injuries – 3,507 • Rate of Serious Injuries per 100M VMT – 6.528 • Number of Non-motorized Fatalities and Serious injuries – 572 <p>The NFRMPO used the same methodology CDOT used to set the 2020-2024 Safety Targets to present the status of safety in the NFRMPO and potentially set regional targets for the 2020-2024 period rather than support the statewide targets. The regional target option is presented in Table 1.</p>		
Committee Discussion		
This is the first time Planning Council is discussing the 2020-2024 Safety Targets. TAC discussed the Safety Targets at their meeting on December 20, indicating support for setting regionally specific 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 2023 and 2024. The 5-year average was calculated using actual fatality and serious injury numbers for 2020-2022 and the forecasted numbers for 2023-2025. NFRMPO Staff duplicated this methodology using crash data for the region. • 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 2020-2024 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 six performance periods. These targets are presented in Table 2. 		

Advantages
<ul style="list-style-type: none"> • Adopting the State's Targets aligns with historical safety target setting at the NFRMPO. • Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range
Disadvantages
The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
Analysis/Recommendation
Staff requests Planning Council discuss either setting Targets by supporting the CDOT statewide Safety Targets for the 2020-2024 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets or setting regionally specific targets.
Attachments
<ul style="list-style-type: none"> • Table 1: 2020-2024 Safety Performance Measure Target Options • Table 2: Historical CDOT Safety Performance Measure Targets • Targets for Safety Performance Measures Presentation

Table 1: 2020-2024 Safety Performance Measure Target Options

Measure	2020-2024	2020-2024
	CDOT	NFRMPO
Fatalities	716	39
Fatality Rate Per 100M VMT	1.358	1.11
Serious Injuries	3,507	238
Serious Injury Rate Per 100M VMT	6.528	6.73
Non-Motorized Fatalities and Serious	572	36

Table 2: Historical CDOT Safety Performance Measure Targets

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024
Fatalities	610	644	618	603	597	668	716
Fatality Rate	1.2	1.21	1.143	1.113	1.093	1.262	1.358
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507
Serious Injury Rate	6.79	5.575	6.075	5.828	5.846	5.794	6.528
Non-Motorized Fatalities and	586	514	670	551	571	548	572



Targets for Safety Performance Measures

Planning Council




North Front Range
Metropolitan
Planning
Organization

Photo Credit: City of Fort Collins

January 11, 2024

1

Federal Target Setting Requirements



North Front Range
Metropolitan
Planning
Organization

- Targets set by state DOTs and MPOs annually
 - Targets based on 5-year rolling average
 - Targets must be data driven
 - Newly established targets must be incorporated into any update to the RTP or TIP
- 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

2

Targets for Safety Performance Measures

2

Safety Vision: Towards Zero Deaths



- The NFRMPO understands there is no acceptable number of deaths or serious injuries on the roadway network.
- The NFRMPO and its member communities agree to work towards eliminating deaths and serious injuries



3

Targets for Safety Performance Measures

3

Considerations



- NFRMPO has set targets by supporting the statewide targets since the target setting process was established
- Statewide targets and fatalities have been trending upward
- NFRMPO continued focus and prioritization on safety would be better reflected in setting regional targets

4

Targets for Safety Performance Measures

4

CDOT Statewide Targets



Measure	2018-2022	2019-2023	2020-2024
Fatalities	597	668	716
Fatality Rate	1.093	1.262	1.358
Serious Injuries	3,194	3,041	3,507
Serious Injury Rate	5.846	5.794	6.528
Non-Motorized Fatalities and Serious Injuries	571	548	572

Methodology

- 5-year average using 2020-2022 actual numbers and 2023-2024 forecasted estimates based on the prior 10 years of data

5

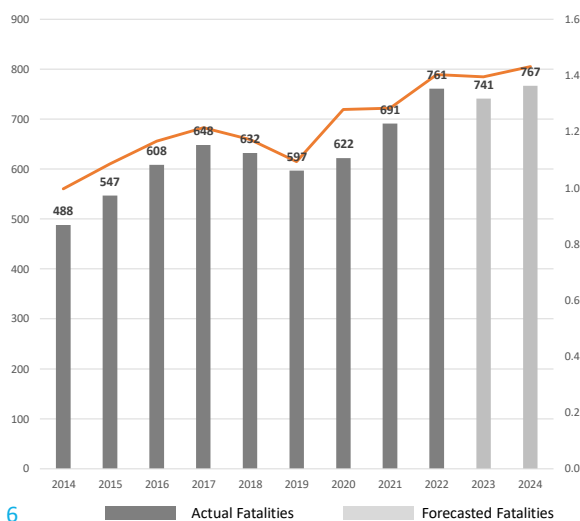
Targets for Safety Performance Measures

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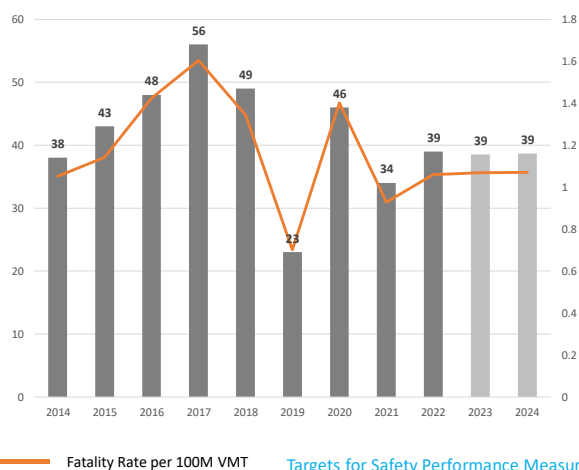
CDOT & NFRMPO Fatalities



CDOT Actual and Projected Fatality Trends
20214-2024



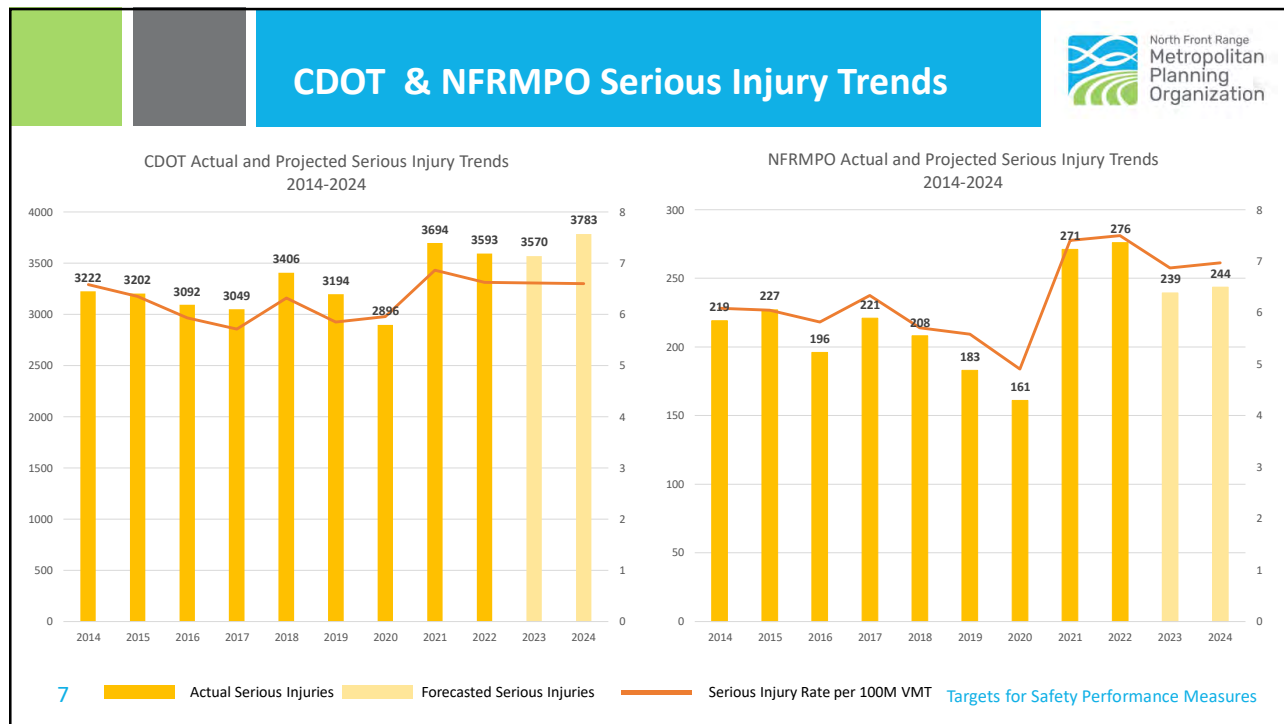
NFRMPO Actual and Projected Fatality Trends
2014-2024



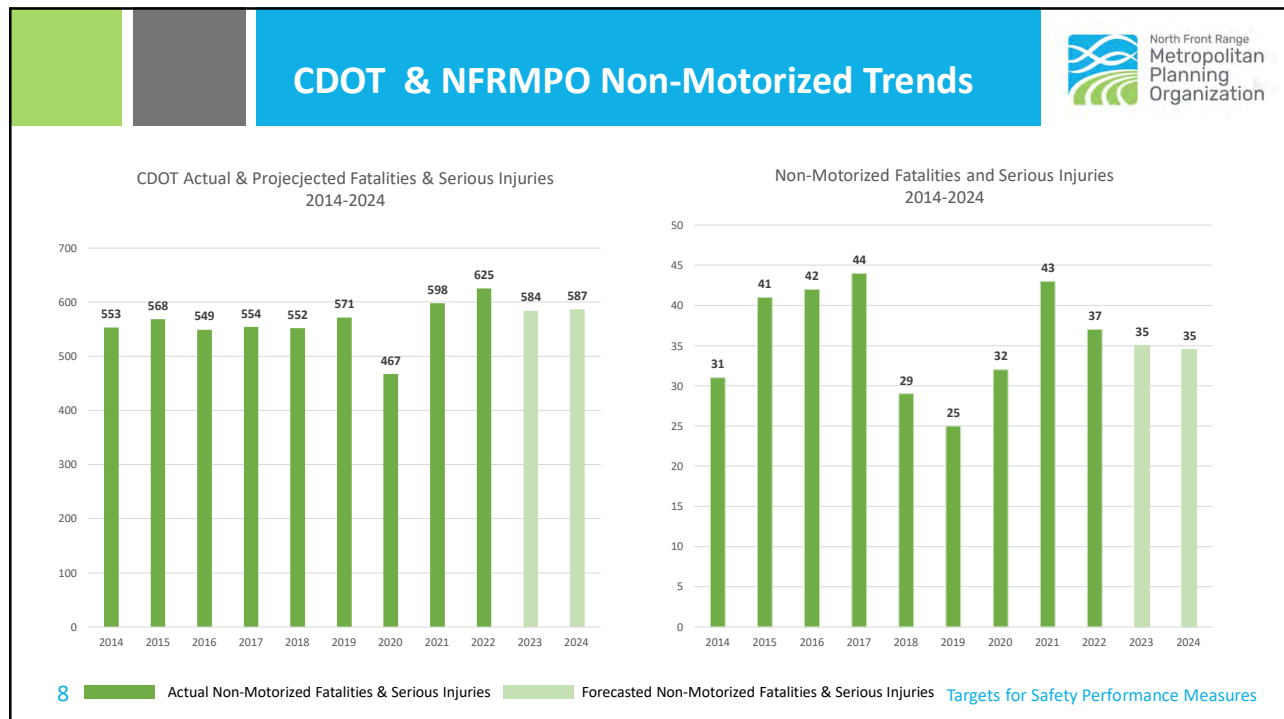
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Targets for Safety Performance Measures

6




7



8

CDOT Targets & NFRMPO Target Option




Measure	CDOT	NFRMPO
Fatalities	716	39
Fatality Rate	1.358	1.11
Serious Injuries	3,507	238
Serious Injury Rate	6.528	6.73
Non-Motorized Fatalities and Serious Injuries	572	36

- Note:** Safety targets are established as an amount **not to be exceeded** and does not reflect a desired outcome.

9
Targets for Safety Performance Measures

9

Next Steps



- TAC Approval – January 17, 2024
- Council Approval – February 1, 2024
- Targets Due to CDOT – February 27, 2024

10
Targets for Safety Performance Measures

10

Questions?



AnnaRose Cunningham
Transportation Planner III
(970) 818-9497
arcunningham@nfrmpo.org

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Targets for Safety Performance Measures

11

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: January 11, 2024

Re: Articles of Association Update

BACKGROUND

The Articles of Association, originally adopted on January 27, 1988, and last amended September 2022, are being recommended for update to include language that coordinates STAC representation with the Upper Front Range Transportation, per HB 23-1101 and the Transportation Commission's recommendations. Additionally, the Articles have been updated to identify joint Mobility Committee meetings as a combination of the two existing committees. The changes to the document are outlined below, the underlined sections indicate new text.

ARTICLE II OFFICERS

- c) The Chair, or their representative, will represent the Council on the State Transportation Advisory Committee (STAC) to review Regional and State Transportation plans, amendments, and updates to the State Plan, and to advise the Colorado Department of Transportation on the needs of transportation systems in Colorado. The NFRMPO will coordinate STAC representation with the Upper Front Range Transportation Planning Region (UFRTPR) so that no one jurisdiction will represent both agencies. This appointment is made at the January meeting with the new Chair.

ARTICLE V MOBILITY COMMITTEES

The Mobility Committees were established by resolution of the MPO Council. The Committees are called the Larimer County Mobility Committee (LCMC) and Weld County Mobility Committee (WCMC). The LCMC and WCMC also periodically meet together as the Northern Colorado Mobility Committee (NCMC).

Other minor non-substantive edits were also made. The full draft of the Articles of Association can be found at https://nfrmpo.org/wp-content/uploads/Draft-Articles-of-Association-2024_Mob-and-STAC-update.pdf.



ACTION

This is a discussion item and requires 21 days written notice of the proposed amendment be given to the members prior to requesting approval.