



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

January 9, 2025

**In Person:** Windsor Police Department, Community Training Room, 960 N. 15<sup>th</sup> Street Windsor, CO 80550

**Virtual:** Call-in Number: (872) 240-3212 **Access Code:** 187-535-685

**Weblink:** <https://meet.goto.com/NFRMPO/2025nfrmcouncil>

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Johnny Olson, Chair	-	6:00
2	Public Comment - 2 min each <i>(accepted on items not on the Agenda)</i>	<i>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.</i>	-	-
3	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – December 5, 2024	Johnny Olson, Chair	10	-

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Air Pollution Control Division (APCD)	Written	15	-
5	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	17	6:05
6	Regional Air Quality Council (RAQC)	Kristin Stephens, Vice Chair, Larimer County Commissioner	Handout	6:15
7	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

### Metropolitan Planning Organization Agenda

#### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Johnny Olson, Chair	-	6:20



	<ul style="list-style-type: none"> <li>Finance Committee Members</li> </ul>			
9	Executive Director Report	Paul Sizemore, Executive Director	-	6:25
10	Finance Committee	Written	22	-
11	TAC	Written	23	-
12	Mobility	Written	Handout	-

**Consent Agenda**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	FY2024 TIP Delay Review <b>Resolution 2025-01</b>	Jonathan Stockburger, Transportation Planner I	Handout	6:35
14	Quarter 3 2024 Unaudited Financials	Michelle Edgerly, Go Figure	25	-

**Action Item**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	Off-Cycle December 2024 TIP Amendment <b>Resolution 2025-02</b>	Jonathan Stockburger	Handout	6:40

**Discussion Items**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	2021-2025 NFRMPO Targets for Safety Performance Measures	Mykayla Marek, Transportation Planner I	34	6:45
17	NFRMPO 10-Year Priority List	Becky Karasko, Transportation Planning Director	Handout	6:55
18	2024 MMOF Call for Projects	Mark Northrop, Transportation Planner II & Project Sponsors	43	7:10

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	Transportation Commission	TBD, Transportation Commissioner	-	7:30



20	I-25 Coalition	Scott James, Weld County Commissioner	-	-
21	US34 Coalition	Scott James	-	-
22	Front Range Passenger Rail District	Will Karspeck, Mayor Town of Berthoud Tricia Canonico, City of Fort Collins Councilmember	-	-
23	Host Council Member Report	Julie Cline, Mayor Town of Windsor	-	7:40

**Executive Session**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
24	Executive Session	<i>To consider personnel matters, pursuant to C.R.S. §24-6-402(4)(f), regarding the contract of the Executive Director and not involving: any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies.</i>	-	7:45

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: February 6, 2025 – Hosted by Weld County



## MPO Planning Council

### *City of Greeley and Greeley Evans Transit (GET)*

**Johnny Olson, Councilmember –Chair**

Alternate- Brett Payton, Mayor Pro Tem

### *Larimer County*

**Kristin Stephens, Commissioner – Vice Chair**

Alternate- Jody Shadduck-McNally, Commissioner

### *City of Loveland*

**Jon Mallo, Mayor Pro Tem – Past Chair**

### *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- Melanie Potyondy, Councilmember

### *Town of Garden City*

**Fil Archuleta, Mayor**

### *Town of Johnstown*

**Andrew Paranto, Councilmember**

### *Larimer County*

**Kristin Stephens, Commissioner**

Alternate- Jody Shadduck-McNally, Commissioner

### *Town of LaSalle*

**Paula Cochran, Trustee**

### *Town of Milliken*

**Dan Dean, Trustee**

Alternate- Elizabeth Austin, Mayor

### *Town of Severance*

**Matt Fries, Mayor**

Alternate- TBD

### *Town of Timnath*

**Bill Jenkins, Councilmember**

### *Town of Windsor*

**Julie Cline, Mayor**

Alternate- Ron Steinbach, Mayor Pro Tem

### *Weld County*

**Scott James, Commissioner**

Alternate- Perry Buck, Commissioner

### *CDPHE- Air Pollution Control Division*

**Jessica Ferko, Manager, Planning & Policy Program**

### *Colorado Transportation Commission*

**TBD, 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

<b>§5303 &amp; §5304</b>	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
<b>§5307</b>	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
<b>§5309</b>	FTA program funding for capital investments
<b>§5310</b>	FTA program funding for enhanced mobility of seniors and individuals with disabilities
<b>§5311</b>	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
<b>§5326</b>	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
<b>§5337</b>	FTA program funding to maintain public transportation in a state of good repair
<b>§5339</b>	FTA program funding for buses and bus facilities
<b>3C</b>	Continuing, Comprehensive, and Cooperative
<b>4P</b>	CDOT Project Priority Programming Process
<b>7th Pot</b>	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACP</b>	Access Control Plan
<b>ADA</b>	Americans with Disabilities Act of 1990
<b>ADT</b>	Average Daily Traffic (also see AWD)
<b>AIS</b>	Agenda Item Summary
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APCD</b>	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
<b>AQCC</b>	Air Quality Control Commission (of Colorado)
<b>ARPA</b>	American Rescue Plan Act of 2021
<b>ATP</b>	Active Transportation Plan
<b>AWD</b>	Average Weekday Traffic (also see ADT)
<b>BIL</b>	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
<b>BUILD</b>	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (federal)
<b>CAC</b>	Community Advisory Committee (of the NFRMPO)
<b>CBE</b>	Colorado Bridge Enterprise funds
<b>CDOT</b>	Colorado Department of Transportation
<b>CDPHE</b>	Colorado Department of Public Health and Environment
<b>CEO</b>	Colorado Energy Office
<b>CMAQ</b>	Congestion Mitigation and Air Quality (an FHWA funding program)
<b>CMP</b>	Congestion Management Process
<b>CNG</b>	Compressed Natural Gas
<b>CO</b>	Carbon Monoxide
<b>COG</b>	Council of Governments
<b>COLT</b>	City of Loveland Transit
<b>CPG</b>	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
<b>CFY</b>	Calendar Fiscal Year
<b>CRP</b>	Carbon Reduction Funds

## GLOSSARY (cont'd)

<b>CTIO</b>	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
<b>DOLA</b>	Department of Local Affairs
<b>DOT</b>	(United States) Department of Transportation
<b>DRCOG</b>	Denver Regional Council of Governments
<b>DTD</b>	CDOT Division of Transportation Development
<b>DTR</b>	CDOT Division of Transit & Rail
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EPA</b>	Environmental Protection Agency
<b>EV</b>	Electric Vehicle
<b>FAST ACT</b>	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
<b>FASTER</b>	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
<b>FHWA</b>	Federal Highway Administration
<b>FNC</b>	Freight Northern Colorado Plan
<b>FRA</b>	Federal Railroad Administration
<b>FRPR</b>	Front Range Passenger Rail District (Replaced SWC&FRPRC)
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>GET</b>	Greeley-Evans Transit
<b>GHG</b>	Greenhouse Gas
<b>GOPMT</b>	Goals, Objectives, Performance Measures, and Targets
<b>GVMPO</b>	Grand Valley MPO (Grand Junction/Mesa County)
<b>HOV</b>	High Occupancy Vehicle
<b>HSIP</b>	Highway Safety Improvement Program (FHWA Safety Funds)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>IACT</b>	State Interagency Consultation Team (for GHG)
<b>ICG</b>	Inter-Agency Consultation Group for Ozone Nonattainment Area
<b>IGA</b>	Intergovernmental Agreement
<b>IIJA</b>	Infrastructure Investment and Jobs Act (also known as BIL)
<b>IMW MPO</b>	Intermountain West MPO Group
<b>INFRA</b>	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LCMC</b>	Larimer County Mobility Committee
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>LUAM</b>	Land Use Allocation Model (of the NFRMPO)

## GLOSSARY (cont'd)

<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MAPG</b>	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
<b>MMOF</b>	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAPME</b>	Nonattainment Area Air Pollution Mitigation Enterprise
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NARC</b>	National Association of Regional Councils
<b>NCMC</b>	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NoCo</b>	Northern Colorado Bicycle and Pedestrian Collaborative
<b>NOFO</b>	Notice of Funding Opportunity
<b>NOx</b>	Nitrogen Oxides
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>OIM</b>	Office of Innovative Mobility, division of CDOT
<b>PACOG</b>	Pueblo Area Council of Governments
<b>PL</b>	Federal Planning (funds)
<b>PIP</b>	Public Involvement Plan
<b>POP</b>	Program of Projects
<b>PPACG</b>	Pikes Peak Area Council of Governments (Colorado Springs)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RATC</b>	Regional Active Transportation Corridor
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RSC</b>	Regionally Significant Corridor
<b>RTC</b>	Regional Transit Corridor
<b>RTD</b>	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
<b>RTDM</b>	Regional Travel Demand Model (of the NFRMPO)
<b>RTP</b>	Regional Transportation Plan
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle



## GLOSSARY (cont'd)

<b>SPR</b>	State Planning and Research (federal funds)
<b>SRTS</b> ( <i>see TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
<b>SS4A</b>	Safe Streets and Roads for All Funding Program
<b>STAC</b>	Statewide Transportation Advisory Committee
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STBG</b> ( <i>previously STP-Metro</i> )	Surface Transportation Block Grant (a FAST Act FHWA funding program)
<b>SWC&amp;FRPRC</b>	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
<b>SWMPO</b>	Statewide MPO Committee
<b>SWP</b>	Statewide Plan (CDOT)
<b>TAC</b>	Technical Advisory Committee (of the NFRMPO)
<b>TA</b> ( <i>previously TAP</i> )	Transportation Alternatives program (an FHWA funding program)
<b>TAZ</b>	Transportation Analysis Zone (used in travel demand forecasting)
<b>TC</b>	Transportation Commission of Colorado
<b>TDM</b>	Transportation Demand Management
<b>TERC</b>	Transportation Environmental Resource Council
<b>TIGER</b>	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
<b>TIP</b>	Transportation Improvement Program
<b>Title VI</b>	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
<b>TMA</b>	Transportation Management Area (federally designated place >200,000 population)
<b>TMO</b>	Transportation Management Organization, also known as TMA – Transportation Management Association
<b>TOD</b>	Transit Oriented Development
<b>TPR</b>	Transportation Planning Region (state-designated)
<b>TRAC</b>	Transit & Rail Advisory Committee (for CDOT)
<b>UFR</b>	Upper Front Range TPR
<b>UPWP</b>	Unified Planning Work Program
<b>UrbanSIM</b>	Land Use model software licensing company used by the NFRMPO for the LUAM
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compound
<b>WCMC</b>	Weld County Mobility Committee

# Meeting Minutes of the North Front Range Transportation and Air Quality Planning Council

**December 5, 2024**  
**Hybrid Meeting in Greeley, CO**

## Voting Members Present:

Jon Mallo – Chair	-Loveland
Johnny Olson – Vice Chair	-Greeley
Scott James – Past Chair	-Weld County
Tricia Canonico	-Fort Collins
Julie Cline	-Windsor
Dan Dean	-Milliken
Liz Heid	-Eaton
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Kristin Stephens	-Larimer County

## Voting Members Absent:

Fil Archuleta	-Garden City
Mark Clark	-Evans
Jessica Ferko	-APCD
Paula Cochran	-LaSalle
Matthew Fries	-Severance
Jim Kelly	-Transportation Commission
Andrew Paranto	-Johnstown

**MPO Staff:** **Paul Sizemore**, Executive Director; **Becky Karasko**, Transportation Planning Director; **Cory Schmitt**, Mobility Director; **Aaron Hull**, Mobility Planner; **Jerome Rouser**, Transportation Planner II; **Mark Northrop**, Transportation Planner II; **Jonathan Stockburger**, Transportation Planner I

**In Attendance:** Brad Buckman; Rich Christy; Michelle Edgerley; Jim Eussen; Omar Herrera; Victoria Leonhardt; Dee McIntosh; Evan Pinkham; Elizabeth Relford; Mike Silverstein, Justin Stone; Josie Thomas; Eric Tracy; James Usher; Keith Wakefield; and Dena Wojtech.

Chair Mallo called the MPO Council meeting to order at 6:02 p.m.

## Public Comment

No comments were submitted.

## Move to Approve Minutes

Olson **moved** to *APPROVE THE NOVEMBER 7, 11, 2024 MEETING MINUTES*. The motion was **seconded** by James and **passed** unanimously.

## Lead Planning Agency for Air Quality Agenda

Chair Mallo opened the Air Quality portion of the meeting.

## REPORTS:

### Air Pollution Control Division (APCD)

A written report was provided.

### NFRMPO Air Quality Program Updates

Wojtach discussed the 2024 GHG Resolution, adopted by the RAQC Board, which aims to implement Clean Miles Policies for transportation and set new GHG reduction goals. She then discussed Colorado's 2023 GHG Inventory. Transportation is predicted to be the largest source of emissions by 2030. She then discussed updates to the AQCC Procedural Rules to improve public access and engagement, with action expected in January. She then discussed Colorado Transportation Vision 2035, released by the Governor's Office, which outlines strategies to cut transportation-related pollution. Finally, she discussed the Air Quality Enterprise and upcoming funding for air quality programs.

### Regional Air Quality Council (RAQC)

Stephens discussed the RAQC Board retreat held on November 1st. She said the next RAQC Board meeting will be held December 6th.

### Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens discussed the new Community Clean Transportation Assistance Grant Funding Program (CCTAP), which is now accepting applications. The program has about \$17 million available, with a minimum request of \$500,000. Applications will be open until the end of February. Communities that can't meet the 20% matching requirement can request a waiver. Anyone in the nonattainment area, including southern Larimer County and all of Weld County, is eligible. The program is currently aimed at smaller projects, but NAAPME plans to offer a larger grant process next year for bigger projects.

### Metropolitan Planning Organization (MPO) Agenda

Chair Mallo opened the MPO portion of the meeting.

## REPORTS:

### *Report of the Chair*

Chair Mallo said his report would be included as part of the 2025 Officers Election action item.

### *Executive Director Report*

Sizemore discussed the Greeley MERGE project and the 1601 process, noting that it was reviewed at the Transportation Commission workshop in November and will be presented for action in December. He then discussed the budget amendment and the change to CDOT's Consolidated Planning Grant (CPG) formula for FY2025 and 2026, which will reduce member government dues to about 20% of the typical amount for those years. He then discussed Policy Directive (PD) 14 and the positive feedback received from the Transportation Commission. He then recognized Corey Schmitt's last day at the NFRMPO and introduced new mobility planner Aaron Hull. He then gave updates on the controller position and the new Mobility Director position. Finally, he discussed the addition of VanGo service to Estes Park.

Canonico asked if VanGo has looked at adding a route between Front Range Community College and Longmont. Sizemore said VanGo does communicate with educational facilities. He said an educational route can be challenging given staff and student schedules. He noted that a new VanGo route connects to Colorado State University.

#### *Finance Committee*

A written report was provided.

#### *TAC*

A written report was provided.

#### *Mobility*

A written report was provided.

#### PRESENTATION:

*Mobility Program Overview* – Schmitt provided an update on the mobility program. He first discussed RideNoCo, mobility committees, planning, and the subrecipient program. He then discussed efforts to improve individual and regional mobility, and the three-year timeline for implementing the website and call center, trip discovery tool, and trip scheduling. He then highlighted the RideNoCo Coordination Project, which won Transit Project of the Year at the Fall CASTA conference. He then talked about data reporting tools like heatmaps and dashboards. Schmitt noted growth in the call center and website since 2021. He then discussed what is to come in 2025 and beyond including mobility management and TDM, expansion of Transactional Data Specifications (TDS), and identifying and addressing regional transportation gaps.

James thanked Schmitt for his work on the RideNoCo Program.

#### CONSENT AGENDA:

##### *FY2024-2025 UPWP FY2025 Budget Amendment*

Olson **moved** to approve the consent agenda. The motion was **seconded** by Heid and **passed** unanimously.

#### ACTION ITEMS:

##### *2025 Officers Election*

Olson's nomination for Chair was **passed** unanimously.

Canonico moved to nominate Stephens to Vice-chair. The motion was **seconded** by Karspeck. James **moved** to cease nominations and elevate Stephens to Vice-chair by acclamation.

#### DISCUSSION ITEMS:

*FY2024 TIP Delay Review* – Stockburger discussed TIP projects subject to the TIP Delay Procedure for FY2024. Projects awarded by the NFRMPO Planning Council are subject to the annual Delay Procedure.

He went over a list of 3rd delay, 2nd delay, and 1st delay projects. Some projects, subject to the Delay Review, met the milestone deadline and are not delayed.

Olson asked about the delay process and what happens after a project receives a 3<sup>rd</sup> delay. Karasko said the NFRMPO has not had a project that is subject to a 4<sup>th</sup> delay. She said if a project went beyond a 3<sup>rd</sup> delay, NFRMPO Staff would recommend Planning Council take action to pull the funds for the project. Stephens asked if the Planning Council would vote to approve all the delays. Karasko said Planning Council will take action on 2<sup>nd</sup> and 3<sup>rd</sup> Delay projects in January.

Olson noted that issues related to the railroad, right-of-way, and endangered species can cause project delays.

*NFRMPO 10-Year Priority List* – Karasko provided an update on the NFRMPO’s 10-Year Priority List process. The NFRMPO 10-Year Priority List Workshop will be held on January 30<sup>th</sup> in Weld County. She said potential project additions and changes to project tiers were discussed at the November TAC meeting. Proposed project additions and tier changes came from Weld County, Greeley, Fort Collins, and Berthoud. The list of proposed projects will be provided in the January Council packet, with a workshop voting discussion at the January Council meeting.

#### COUNCIL REPORTS:

*Transportation Commission* – No report was provided.

Stephens asked if there has been any update on the Commission seat. Sizemore said there has not been any news about the seat. He said the seat was discussed at the Upper Front Range Transportation Planning Region (TPR).

Canonico provided an election update including the status of House District (HD) 16 and the potential impact on the house majority.

*CDOT R4 Update* – A written report was provided. Thomas discussed the Colorado Hands-Free Law that takes effect in January 2025. She also noted that CDOT provided project updates in the report.

Canonico asked about the Lane Filtering Law and public education. Thomas said she will investigate and be in touch with the Colorado State Patrol (CSP).

*STAC Report* – A written report was provided.

*I-25 Coalition* – James said Elizabeth Relford was recognized at the I-25 Coalition meeting. He noted that she is just changing positions and not leaving Weld County.

Jenkins recognized the handouts provided by CDOT at the I-25 coalition meeting. He found the handouts very informative and shared them with Timnath Council.

*Front Range Passenger Rail District* – Canonico discussed the Government Affairs and Communication Committee meeting, and conversations held on Senate Bill 24-184. Senate Bill 24-184 is a bill that

would add a three-dollar charge to short term vehicle rentals to fund transit and Front Range Passenger Rail. Colorail presented on Front Range Passenger Rail at Colorado State University (CSU). She noted there will be community outreach associated with the project and there is a desire for coalition building for a 2026 ballot initiative.

Olson asked about the status of the Service Development Plan (SDP). Canonico said the SDP is due at the end of December.

*Host Council Member Report*– Olson discussed the West Greeley Development and the need for improvements at US 34 and WCR 17. He then discussed the improvements at US 34 and 35<sup>th</sup> Ave, with construction anticipated in 2026. He then mentioned the passage of the food tax in Greeley to help pay for the TIFIA loan. He concluded by talking about improvements to the airport and the development of the city center.

## EXECUTIVE SESSION

Chair Mallo entertained a motion to enter into Executive Session.

Cline **moved** the Council enter into an Executive Session pursuant to section C.R.S. 24-6-402(4)(f) for discussion of a personnel matter regarding the Executive Director’s Performance Evaluation Process for the current year and potential salary and benefits contract and not involving any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. The motion was **seconded** by Olson and **passed** unanimously.

Chair Mallo initiated a 3-minute recess at 7:12 p.m.

Council entered Executive Session at 7:17 p.m. The session ended at 8:02 p.m.

## MEETING WRAP-UP:

Next Month’s Agenda Topic Suggestions – None.

The MPO Council meeting was adjourned at 8:02 p.m.

Meeting minutes submitted by: Mark Northrop, NFRMPO Staff



Dedicated to protecting and improving the health and environment of the people of Colorado

## December 2024 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, January 9, 2024

### [Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- **[Landfill methane reductions in Colorado](#)**: The Air Pollution Control Division intends to propose a rule to the Air Quality Control Commission in 2025 to reduce methane pollution from municipal solid waste landfills. Municipal solid waste landfills are significant sources of methane, a potent greenhouse gas that causes climate change. Join us for a public information meeting to learn more about the concept and requirements of the proposed rule. This online meeting will provide time for community members to ask questions and share feedback. [Register to join the Jan. 11 meeting](#) from 11a.m.-1p.m.
- **[Air toxics scientific community technical working group](#)**: Between January 2024 and 2025, the division is hosting a scientific community technical working group focused on toxic air contaminants. This group will help advance the 2022 state law: [Public Protections from Toxic Air Contaminants Act](#) (House Bill 22-1244). These technical meetings are open to the public. The meetings stream live online. A technical working group meeting is scheduled for January 2025 where working group members will discuss establishing health based standards, but the exact date is to be determined. [Updated meeting information will be posted on the working group's web page when dates are finalized.](#)
- **[Steering committee on reducing nitrogen oxides from oil and gas exploration and production](#)**: The Nitrogen Oxides (NOx) Reduction Steering Committee began meeting in March 2024. During these meetings, members engage in technical discussions on potential strategies to reduce NOx pollution from oil and gas exploration and production processes in Colorado. Meetings are held virtually. Members of the public are welcome to observe. Register to join and listen to the upcoming [January 15, 2025 technical meeting from 1-3 p.m.](#)



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 12/30/24

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**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 2, 2025 Meeting.

**Summary:**

In December, TRE tracking activities at the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), as well as federal activities. Highlights include the APCD's proposed recommendation to EPA regarding areas meeting the new 2024 lower PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS), the AQCC's adoption of revised Procedural Rules and a new oil and gas related rule specific to industrial fossil-fuel combustion emissions and trading, and the RAQC's efforts to identify emissions control strategies for the upcoming Serious Ozone State Implementation Plan (SIP).

**Air Quality Activities:**

AQCC Activities:

The AQCC agreed to hold a public hearing at their upcoming January 2025 meeting on Colorado's status in meeting EPA's January 2024 revised 9 µg/m<sup>3</sup> PM<sub>2.5</sub> NAAQS.<sup>1</sup> The APCD shared information from PM<sub>2.5</sub> monitoring sites operated in Colorado, focusing on those operated for at least three years under EPA approved monitoring plan. This data demonstrates that three-year averages from the most recent full three years (2021-2023) are below the 9 µg/m<sup>3</sup> standard. As a result, the APCD is recommending that the AQCC support its recommendation to EPA that all areas within the state be designated as attainment or attain/unclassifiable.

The APCD's Technical Support Document's Figure 2 illustrates the three-year averages in reference to the 9 µg/m<sup>3</sup> standard and Table 2 illustrates three-year average values per monitor.<sup>2,3</sup>

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<sup>1</sup> EPA's 2024 PM<sub>2.5</sub> National Ambient Air Quality Standard of 9 µg/m<sup>3</sup> is the three-year average of the maximum 24 hour

<sup>2</sup> State of Colorado. "Technical Support Document, 2024 Primary Annual PM<sub>2.5</sub> Standard Designation Recommendations," DRAFT – December 3, 2024. p. 4. Downloaded December 28, 2024 from the Air Quality Control Commission's January 16-17 meeting materials associated with the Request for Hearing, here: <https://cdphe.colorado.gov/aqcc>

<sup>3</sup> Ibid, p. 6.



Figure 2. Colorado Annual PM<sub>2.5</sub> Ambient Air Concentration Trends

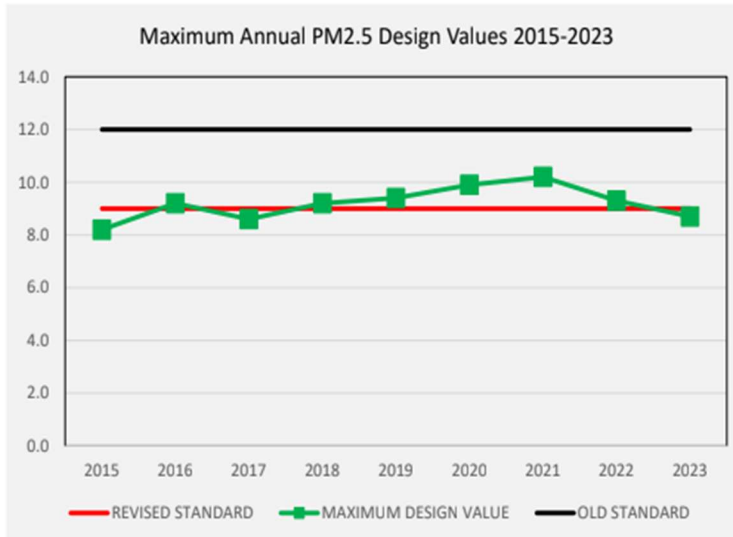


Table 2. AQS Monitoring Site Design Value Summary 2015-2023

County Name	Local Site Name	2013-2015 (µg/m <sup>3</sup> )	2014-2016 (µg/m <sup>3</sup> )	2015-2017 (µg/m <sup>3</sup> )	2016-2018 (µg/m <sup>3</sup> )	2017-2019 (µg/m <sup>3</sup> )	2018-2020 (µg/m <sup>3</sup> )	2019-2021 (µg/m <sup>3</sup> )	2020-2022 (µg/m <sup>3</sup> )	2021-2023 (µg/m <sup>3</sup> )
Adams	Birch Street									8.5
Arapahoe	Arapahoe Community College	6.3	5.9	5.9	6.0	6.1	6.1	6.4	6.1	5.9
Boulder	Longmont - Municipal Building	7.0	6.9	6.7	6.9	6.9	7.6	8.4	8.1	7.3
Boulder	Boulder Chamber Of Commerce	5.9	5.6	5.5	5.8	6.0	6.2	6.5	6.1	5.5
Denver	Denver - National Jewish Health							7.7	7.5	6.9
Denver	La Casa	7.5	7.2	7.0	7.1	7.2	7.3	7.5	7.2	6.6
Denver	I-25		9.2	8.6	8.0	8.1	8.3	8.5	7.6	7.4
Denver	Globeville				9.2	9.4	9.9	10.2	9.3	8.7
Douglas	Chatfield State Park	5.5	5.2	5.3	5.7	5.8	5.9	6.1	5.8	5.5
El Paso	Colorado Springs - College	5.7	5.6	5.7	6.0	5.7	5.7	5.6	5.5	5.3
Larimer	Fort Collins - CSU - Edison	6.8	6.8	7.1	7.3	7.0	7.2	7.5	7.7	7.1
Mesa	Grand Junction - Powell Building	7.4	6.6	6.1	5.9	5.5	5.7	5.8	5.8	5.3
Rio Blanco	Rangely Golf Course	8.2	7.8	7.8	7.9	8.0	8.3	8.6	8.5	7.2
Weld	Greeley - Hospital	7.3			9.1	9.1	9.5	9.5	8.8	8.1

Those PM<sub>2.5</sub> monitors with highest annual averages (or Design Values) are the Globeville, Greeley Hospital and I-25 monitoring stations located in Denver and Weld Counties.

Notably the Technical Support Document makes no mention of wildfire influence or other natural events, thus it is assumed that the data presented includes all monitored data regardless of wildfire influence over time. Further, the Technical Support Document attributes recent reductions in PM<sub>2.5</sub> levels to emission reductions from mobile sources, regulated industry and



residential activities anticipating that “regulatory and statutory requirements for Ozone, Regional Haze, and Greenhouse Gases applicable in Colorado” will help maintain PM<sub>2.5</sub> levels into the future.<sup>4</sup>

In December, the AQCC took final action adopting revisions to their Procedural Rules that take effect for all rulemaking proceedings initiated before August 1, 2025. Generally, these revisions extend the rulemaking process and timeline, affording more time early in the process for stakeholder engagement, including engagement of disproportionately impacted communities. Any entity intending to engage in a rulemaking process may engage informally, by providing input and public comments early in the process (during the Pre-petition and Pre-hearing Phases), and formally, filing for party status during the Pre-hearing Phase. The AQCC will transition to implementing these new rules in 2025, and recognized that the Serious Ozone SIP pre-rulemaking efforts began prior to these revisions taking effect.

The AQCC also adopted new regulations specific to the midstream segment of the oil and gas sector, seeking to reduce emissions from this segment by encouraging the electrification of facilities but also allowing for emissions banking/trading to promote cost effective emissions reductions. The APCD estimated this rule would achieve between \$23.9-59.3 million/yr, achieve 1.031 million metric tons CO<sub>2</sub>e/yr by 2050, and avoid a cumulative \$1.37 billion in 2050 of avoided costs associated with climate change.<sup>5</sup> Additional co-benefits of reductions in ozone pre-cursor pollutants are also anticipated with this rule implementation. While costly, the AQCC adopted this rule in response to the 2021 Colorado Environmental Justice Act mandating a 20% reduction in GHG emissions by 2030 from the manufacturing and industrial sector.<sup>6</sup>

Further, the AQCC adopted revisions to previous Ozone SIP submittals, related to Reasonably Available Control Technology (RACT) requirements to satisfy EPA concerns, and Contingency Measure requirements to address a formal 2023 EPA disapproval of Colorado’s previously submitted contingency measures.

#### RAQC Activities

The RAQC Board met on 12/6/24, largely discussing administrative topics, including a new Legislative Engagement Policy. Staff identified a slate of ozone control strategies currently under analysis or being developed for consideration as part of the Serious Ozone SIP revision in 2025 or a future SIP effort. Landscape equipment (or lawn & garden equipment), consumer products and oil and gas (venting & blowdowns, and pneumatic controllers) were highlighted as for near-term actions. Staff continue to explore establishing mobile source emission targets and/or indirect source rules (ISR) as control strategies. Notably, the APCD indicated taking a different approach to RAQC’s oil and gas control strategies forwarded in 2024 to the APCD.

During the 12/3/24 ISR Work Group Meeting, staff recommended near-term focus on indirect sources associated with warehouses, entertainment and recreation, and airports and universities. Note that the awaited Phase 2 Report data was not presented, so the impact of focusing on these subcategories is unknown. Additionally, NFRMPO and DRCOG staff

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<sup>4</sup> Ibid, p. 4.

<sup>5</sup> See APCD’s “Regulatory Analysis;” 12/6/24. p. 2. Downloaded 12/30/24, here: <https://drive.google.com/drive/u/1/folders/1U5VWj3VNVhAcl2bDZKAve51P7vKj6NV0>

<sup>6</sup> See 25-7-105(1)(e)(XIII), C.R.S.



presented different methods and models used by those organizations in projecting future growth, related transportation demand and thus emission estimates from on-road/mobile sources. RAQC staff shared a memo outlining Colorado’s legal authority to regulate indirect sources, seeming to take the position that no further legal authority was needed to regulate indirect sources in Colorado. Staff was requested to further explain the difference between federal and Colorado statute definitions of “indirect sources,” and were questioned on the reasoning behind earlier recommendations to the Transportation Legislative Review Committee to strengthening legislative authority in order to regulate indirect sources. Notably, APCD and AGO staff did not weigh in on the legality of regulating these sources in Colorado.

During the 12/18/24 Control Strategy Committee Meeting, a potential future mobile source emissions cap was discussed conceptually, which could be part of an indirect source rule. This future cap could potentially be broken down per non-road and on-road categories. When questioned about how this strategy could translate into a rule, staff suggested that the AQCC could incorporate the caps into their GHG Resolution in the future to establish benchmarks and reporting requirements, and potentially future regulations if adequate progress is not made.

Additionally, staff discussed landscape maintenance equipment and the potential to expand current rules by adopting elements of the RAQC’s 2023 rule alternative that were not adopted by the AQCC in 2023. Elements not adopted by the AQCC include an equipment sales ban, applying the in-use limitations beyond public entities to also include homeowner’s associations, private golf courses and commercial landscaping companies. The RAQC will update estimated emissions benefits associated with these strategies upon receiving updated data platforms in the coming months.

Other Air Quality Initiatives:

EPA announced the tentative selection of the state of Colorado as a recipient of EPA’s Clean Heavy-Duty Vehicles Grant Program to receive \$735,000 to fund replacement of three straight/box trucks and utility vehicles.<sup>7</sup>

EPA action on Contingency Measures – On 12/3/24, EPA finalized guidance on meeting State Implementation Plan (SIP) Contingency Measures requirements.<sup>8</sup> Note that the Denver Metropolitan North Front Range Ozone Nonattainment (DMNFR) Area is subject to adopting contingency measures into the Ozone SIP, establishing control requirements that take effect if the area does not meet a prescribed milestone (i.e. attain the NAAQS by the attainment date or meet Reasonable Further Progress milestones). In this guidance, EPA recommends changes in methodology determining the amount of reductions needed to satisfy this SIP element, recommends an infeasibility justification that may be used if the amount of reductions cannot be satisfied, and recommends changes to the time period in which the contingency measures take

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<sup>7</sup> See EPA’s “Clean Heavy-Duty Vehicles Grant Program” webpage, at: <https://www.epa.gov/clean-heavy-duty-vehicles-program>, selecting “Tentatively Selected Applications & Project Information” under “Resources.”

<sup>8</sup> See EPA Guidance from Joseph Goffmann to Regional Air Division Directors, Regions 1-10. “Guidance on the Preparation of State Implementation Plan Provisions that Address the Nonattainment Area Contingency Measure Requirements for Ozone and Particulate Matter,” 12/3/24. Downloaded 12/28/24 from: [https://www.epa.gov/system/files/documents/2024-12/cmtf-final-guidance-signature-version-11-22-24\\_clean\\_0.pdf](https://www.epa.gov/system/files/documents/2024-12/cmtf-final-guidance-signature-version-11-22-24_clean_0.pdf)

place. It appears that EPA may apply this guidance in acting upon previously submitted to Contingency Measure SIP elements, including for the DMNFR Area.

On 12/10/24, EPA released a pre-publication version finalizing the NO<sub>x</sub>/SO<sub>2</sub>/PM, establishing multi-pollutant secondary or welfare based standards.<sup>9</sup> Specifically, EPA revises the SO<sub>2</sub> secondary standard from to an annual standard of 10 ppb (on a 3 year average basis) from a 0.5 ppm value not to be exceeded more than once per year (on a 3 hour/year basis), and retains all remaining NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> secondary standards. Recall that in May 2024, public commentors suggested the need for more stringent standards, including the need to set an ammonia secondary standard, to reduce eco-system impacts in national parks. Specifically, impacts to Rocky Mountain National Park were referenced by commentors.

On 12/13/24, the Mobile Sources Technical Review Subcommittee of EPA's Clean Air Act Advisory Committee received updates from their Locomotives and EV Consumer Information Metrics work groups.<sup>10</sup> Recommendations will be sent to CAAAC to consider, which may in turn influence a future EPA rulemaking on non-road engines, and specific to yard engines or "switcher" locomotive emissions. Many of these engines have exceeded the 10-15 year life expectancy, cannot be easily retrofit with control equipment and do not meet newer emission standards of the newly built Tier 4 emission standards. While states are limited in establishing non-road engine emission standards, states may establish in-use standards (i.e. anti-idling) and/or provide incentives to replace equipment to address these sources of emissions.

#### **Upcoming Activities:**

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

#### Meetings TRE Plans to Attend (or screen)

- 1/2/25 NFRMPO Council Meeting
- 1/3/25 RAQC Board Meeting
- 1/11/25 APCD Landfill Methane Reduction Stakeholder Meeting
- 1/14/25 RAQC ISR Control Strategy Subcommittee Meeting
- 1/15/25 RAQC Control Strategy Committee Meeting
- 1/16-17/25 AQCC Meeting
- 1/28/25 ISR Subcategory Work Group Meetings

#### Other Anticipated Air Quality Activities

- 1/8/25-5/7/25 Colorado Legislative Session
- EPA's Review of the Ozone NAAQS

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<sup>9</sup> See EPA's Final rule prepublication, "Review of the Secondary National Ambient Air Quality Standards for Oxides of Nitrogen, Oxides of Sulfur, and Particulate Matter," dated 12/10/24. Downloaded 12/30/24, here: [https://www.epa.gov/system/files/documents/2024-12/5788-2060-as35-noxsoxpm-sec-naaqs-nfr-20241209\\_admin.pdf](https://www.epa.gov/system/files/documents/2024-12/5788-2060-as35-noxsoxpm-sec-naaqs-nfr-20241209_admin.pdf)

<sup>10</sup> See EPA's "Mobile Sources Technical Review Subcommittee Meeting, December 13, 2024" website for details, at: <https://www.epa.gov/caaac/mobile-sources-technical-review-subcommittee-meeting-december-13-2024>

## [Air Quality Control Commission](#) (Commission) Updates:

### December 18-20, 2024 Commission Meeting

- **Request for Public Hearing  $PM_{2.5}$  Designation:** The Commission set a public hearing to consider a designation recommendation for EPA's revised  $PM_{2.5}$  National Ambient Air Quality Standard. The public hearing was set for January 2025.
- **Regulation Number 3 and Regulation Number 7:** The Commission set a hearing to consider revisions to Regulation Number 3 and Number 7 to address air toxics reporting requirements and potential increases to emissions permitting fees, in response to HB 22-1244. A rulemaking hearing was set for April 2025.
- **Regulation Number 7, Regulation Number 25, Regulation Number 26, and Regulation Number 27:** The Commission adopted revisions to Regulation Number 7 to include the midstream segment emission reduction plan. Midstream operations include facilities that gather, compress, and process natural gas, such as compressor stations or processing plants. This also included revisions to Regulations Number 25, Number 26, and Number 27, which includes changes to address SIP disapprovals.

### January 15-17, 2025 Commission Meeting

- **$PM_{2.5}$  Designation:** The Commission will consider a designation recommendation for EPA's revised  $PM_{2.5}$  National Ambient Air Quality Standard.
- **Regulation Number 11 and Regulation Number 12:** The Commission will consider revisions to Regulation Number 11 and Regulation Number 12 to update the vehicle inspection program.
- **Regulation Number 30:** The Commission will consider establishing a new Regulation Number 30 to identify up to five priority air toxic contaminants, in response to HB 22-1244. [For more information see the priority air toxics webpage.](#)



Meeting Minutes of the  
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

December 19, 2024

3:00 p.m.

Microsoft Teams

<b>Members</b>	<b>Staff</b>
Kristin Stephens	Paul Sizemore
Bill Jenkins	Becky Karasko
Mark Clark	Michelle Edgerly, Go Figure
Matthew Fries	Barbara Bills

The meeting was called to order by Stephens at 3:01 p.m.

**Approval of Minutes:**

Fries made the motion to approve the November 21, 2024, meeting minutes, and Jenkins seconded. The motion passed by acclamation.

**Q3 Unaudited Financial Statements:**

Edgerley discussed both the MPO and VanGo third quarter financials. Some of the highlights were improved cash flow due to more timely submission and payments of CDOT billings, lower payroll expenses due to open positions within the MPO, a change in the indirect cost rate, and the purchase of six VanGo vans.

There was some discussion on perhaps changing the accounting procedures for Van purchases and how the interest from the Colorado Trust account is distributed between the MPO and VanGo. Sizemore indicated staff would bring forward research about the history of the VanGo reserve balances and operational expenses for further discussion at a future Finance Committee meeting.

Jenkins moved to recommend approval of the financial statements to the Council, Fries seconded, and the motion passed unanimously.

**Other Items:**

Sizemore mentioned that a minor UPWP amendment would be presented at the January Finance Committee meeting and the assignment of committee members would be on the January Council meeting agenda.

The meeting was adjourned at 3:49 p.m.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
December 18, 2024**

**ACTION ITEMS**

**2025 TAC Chair and Vice Chair Election** – Tracy nominated Hahn for 2025 TAC Chair. Hahn was elected via unanimous consent. Herrera nominated Pinkham as the 2025 TAC Vice Chair. Pinkham was elected via unanimous consent.

**Off-Cycle December 2024 TIP Amendment** – Stockburger discussed the Off-Cycle December TIP Amendment, which includes one new project addition, CDOT Region 4’s *US287: Median Safety South Berthoud* with \$2,036,250 Federal (Discretionary (DIS) funding and \$300,000 State FASTER funding in FY25, \$239,005 Federal HSIP funding and \$356,160 State FASTER funding in FY26, and \$484,385 in Federal HSIP funding in FY27. Koivuniemi moved to recommend Planning Council approval of the Off-Cycle TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

**FY2024 TIP Delay Review** – Stockburger discussed the FY2024 TIP Delay Review, with 28 projects subject to the FY2024 TIP Delay Review process. He requested TAC members approve the seven projects delayed for the first time and to recommend Planning Council approval of the nine projects delayed for the second time and two projects delayed for a third time. Koivuniemi moved to recommend Planning Council approval of the TIP Delay Review. Hornkohl seconded the motion, which was approved unanimously.

**PRESENTATION**

**North Front Range Water Quality Planning Association (NFRWQPA) Introduction and Discussion**– Mark Thomas, NFRWQPA, discussed the NFRWQPA’s purpose and role in water quality planning in the North Front Range region. He detailed the history of the NFRWQPA, the Clean Water Act of 1977, Section 208 which lays out the guidelines for regional water quality planning associations. Thomas then discussed the water planning efforts the NFRWQPA undertakes including the Areawide Water Quality Management Plan. He reviewed the 45 member agencies of the NFRWQPA and how they predict and plan for population growth through water usage and planning. Thomas showed the Weld County communities and Larimer County communities population projections based on their Water Quality Plans. He then discussed the projected wastewater capacity for the next 20 years in relation to the projected population growth.

**DISCUSSION ITEMS**

**2021-2025 NFRMPO Targets for Safety Performance Measures** – Marek discussed the 2021-2025 NFRMPO Targets for Safety Performance Measures, including the federal requirements for the Targets and the requirements for the Targets. She noted the NFRMPO’s history of supporting the state’s targets until 2024, when the NFRMPO adopted regionally specific targets. She reviewed the state’s targets and the NFRMPO’s regional targets and the development methodologies. She discussed CDOT’s targets, which have increased in all areas, and the NFRMPO’s regional targets, which have seen a decrease in fatalities and fatality rate but increases in the other categories. She also outlined the schedule for adopting the targets and the deadline.

**NFRMPO 10-Year Priority List Update** – Karasko provided an overview of the discussion before handing the item over to Wakefield with Loveland and Feldmann with Greeley to discuss their requested project additions to the project lists for consideration at the January 30, 2025 Workshop. Loveland requested moving one project from the Tier 2 Roadway list to the Tier 1 Roadway list, moving a project from the Tier 1 Roadway list to the Non-Motorized list, and adding a new project to the Tier 2 Roadway list. Greeley requested a scope change to a Tier 1 project.

**2024 MMOF Call for Projects** – Northrop provided an update on the 2024 MMOF Call for Projects Scoring Committee’s funding recommendations from their December 13 meeting. He provided a brief overview of the MMOF program goals and funding amounts available in FY24-28 funds. For Category A, the Scoring Committee is recommending the US34 Transit Sidewalk Connectivity Project and Taft Hill Road Corridor Project be fully funded and the Foothills Transit Station and Roundabout project be partially funded. For Category B, the Scoring Committee is recommending fully funding the FRPR Fort Collins and Loveland Station and Weld County On-demand Transit Program projects. Northrop then provided the next steps for the Call, including the sponsor presentations at the January 9 Planning Council meeting.





## MEMORANDUM

**To: NFRMPO Council**

**From: Michelle Edgerley**

**Date: December 16, 2024**

**Re: CY 2024 3<sup>rd</sup> Quarter Unaudited Financial Statements**

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 3<sup>rd</sup> Quarter of Calendar Year 2024 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

### **MPO Highlights**

- Cash flow has become more consistent due to timely CDOT invoicing. Grant tracking and follow up of CDOT receivables occurring on regular basis.
- The Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. Received new contracts for all 2025 grants.
- Payroll expenses will trend lower than budgeted for the remainder of the year due to fewer employees on staff.
- Notes on Consultant expenditures are itemized on the financials.
- 2025 indirect cost rate of 39.37% was approved by CDOT. The new IDC will be reflected on 4Q 2024 CDOT invoices.

### **VanGo™ Highlights**

- Six vans purchased 1Q – 3Q 2024. Six vans sold 1Q – 3Q 2024.

### **Action**

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the 2024 3<sup>rd</sup> Quarter Unaudited Financial Statements.

**Note 1:**

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

**Note 2:**

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2024 indirect cost rate was calculated using the 2022 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

Metropolitan Planning Organization  
Statement of Net Position  
For the Nine Months Ending September 30, 2024

<b>ASSETS</b>	
Cash and Cash Equivalents	352,968
Cash-Savings	
Investments	1,390,295
Receivables	630,733
Prepays	6,428
Due From Other Funds	1,215,349
Capital Assets, net	19,237
Long Term Liabilities	918,041
Total Assets	<u><u>4,533,051</u></u>
 <b>LIABILITIES AND NET ASSETS</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	1,116,366
Deferred Revenue	(36,622)
Advances From Other Funds	2,317,284
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	65,626
Total Liabilities	<u><u>3,462,654</u></u>
 <b>FUND BALANCE</b>	
Unreserved	1,314,080
Current Year Revenue over (under) Expenditures	(243,683)
Total Fund Balance	<u><u>1,070,397</u></u>
 Total Liabilities and Fund Balance	 <u><u>4,533,051</u></u>

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenue, Expenditures, and Changes in Fund Balances  
For the Nine Months Ending September 30, 2024

	2024 July-September	2024 Year to Date	2024 Budget	Variance	% Complete	
<b>REVENUE</b>						
FHWA-Federal Income-CPG	111,175	584,664	1,058,808	474,145	55.22%	(A)
FHWA-Federal Income-STBG			254,528	254,528	0.00%	
FTA-Federal Income-5310	30,353	96,344	247,600	151,256	38.91%	
State Funds_MMOF	78,638	307,924	378,304	70,380	81.40%	
State Planning Funds		7,496		(7,496)	0.00%	
State-CDPHE	8,929	14,041	35,000	20,959	40.12%	
State-SB 228			56,232	56,232	0.00%	
<i>Subtotal Grant Revenue</i>	<i>229,095</i>	<i>1,010,469</i>	<i>2,030,472</i>	<i>1,020,004</i>	<i>49.77%</i>	(B)
Local Match-Member Entities	56,112	319,281	727,372	408,091	43.90%	
100% Local			1,970	1,970	0.00%	
Transfer from VanGo			(310,000)	(310,000)	0.00%	
<i>Subtotal Local - All Sources</i>	<i>56,112</i>	<i>319,281</i>	<i>419,342</i>	<i>100,061</i>	<i>76.14%</i>	
City of Fort Collins Funds			20,000	20,000	0.00%	
<i>Subtotal Revenue from Other Sources</i>			<i>20,000</i>	<i>20,000</i>	<i>0.00%</i>	
Interest Earned	18,537	54,988		(54,988)	0.00%	
<i>Subtotal Other Revenue Sources</i>	<i>18,537</i>	<i>54,988</i>		<i>(54,988)</i>	<i>0.00%</i>	
<b>Total Revenue- Combined Sources</b>	<b>303,744</b>	<b>1,384,737</b>	<b>2,469,814</b>	<b>1,085,077</b>	<b>56.07%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Administration	21,792	96,154	173,581	77,427	55.39%	
Transportation Planning	228,595	656,483	998,244	341,761	65.76%	
Mobility Management	27,618	61,918	276,555	214,637	22.39%	
<i>Subtotal Payroll Expense</i>	<i>278,005</i>	<i>814,555</i>	<i>1,448,380</i>	<i>633,825</i>	<i>56.24%</i>	(C)
Professional Services & Consulting	177,619	631,729	585,107	(46,622)	107.97%	(D)
Subtotal professional Services & Consulting	177,619	631,729	585,107	(46,622)	107.97%	
Insurance Expense	1,484	4,451	3,800	(651)	117.12%	
Office Furniture/Equipment (non-cap)	185	685	54,800	54,115	1.25%	
Office Supplies	282	599	1,000	401	59.89%	
Communications (phone/data/fax)	2,562	7,959	10,311	2,352	77.19%	
Postage	160	480	439	(41)	109.32%	
Rent	46,983	132,950	184,000	51,050	72.26%	
Other Office Operating (Facility, Repairs, Furniture move	1,623	2,043	1,900	(143)	107.53%	(E)
Dues, Licensing, Subscriptions and IT Backups	4,712	15,150	21,834	6,684	69.39%	

METROPOLITAN PLANNING ORGANIZATION  
Statement of Revenue, Expenditures, and Changes in Fund Balances  
For the Nine Months Ending September 30, 2024

	2024	2024	2024		%
	July-September	Year to Date	Budget	Variance	Complete
Maintenance Contracts & Website Hosting	2,294	5,768	78,595	72,827	7.34%
Software maintenance	1,637	29,459	71,915	42,456	40.96%
Outreach	579	6,541	18,920	12,379	34.57%
Other Operating Costs	657	3,125	1,400	(1,725)	223.19%
Event/Meeting Expense	931	1,963	4,315	2,352	45.49%
Indirect Costs	(6,007)	(43,827)	(110,889)	(67,062)	39.52%
Travel/Conference/Training Expense	4,186	14,790	42,451	27,661	34.84%
<i>Subtotal Other Expenses</i>	<i>62,268</i>	<i>182,136</i>	<i>384,791</i>	<i>202,655</i>	<i>47.33%</i>
<b>Total Expenditures/Expenses</b>	<b>517,892</b>	<b>1,628,420</b>	<b>2,418,278</b>	<b>789,858</b>	<b>67.34%</b>
Excess(Deficiency of Revenue over Expenditures)	(214,148)	(243,683)	51,536	295,219	-472.84%

A) Utilizing CPG funds first before using other grants (STBG).

B) September CDOT Invoices not included with 3Q totals. September CDOT invoices to be submitted for reimbursement in November.

(C) Payroll expenses for nine months less than 75% of budget due to fewer actual employees than forecasted.

(D) Consulting/Professional Fees:

HDR Engineering \$191k for MMOF/Transit

Steer, Davies, & Gleave \$68k for OIM & MMOF-TMO

Envision \$38k for 5310 Urban

Edge Fish \$38k, Care A Van \$42k, Full Path \$44k for 009 Grant (MMOF)

Two Roads \$28k for CDPHE

MHP \$32k for audit

Go Figure \$58k for accounting services (additional hours due to increased workload/covering Financial Manager responsibilities)

Greystone Technology \$17k for IT

(E) Employment advertising over 100% budget due to extended search

VanGo  
Statement of Net Assets  
For the Nine Months Ending September 30, 2024

<b>ASSETS</b>	
Cash and Cash Equivalents	168,534
Investments	4,385,993
Receivables	2,364
Advances to Other Funds	2,317,284
Prepays	19,343
Capital Assets, net	291,500
Total Assets	<u><u>7,185,017</u></u>
 <b>LIABILITIES AND NET ASSETS</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	2,119
Deferred Revenue	2,708
Due to Other Funds	1,215,349
Accumulated Leave - Due in less than one year	10,478
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	3,592
Total Liabilities	<u>1,234,245</u>
 <b>FUND BALANCE</b>	
Unreserved	6,048,701
Current Year Revenue over (under) Expenditures	(97,929)
Total Fund Balance	<u>5,950,772</u>
 Total Liabilities and Fund Balance	 <u><u>7,185,017</u></u>

VanGo Program  
Statement of Revenue, Expenditures, and Changes in Fund Balances  
For the Nine Months Ending September 30, 2024

	2024 September	2024 Year to Date	2024 Budget	Variance	% Complete	
Program Revenue - Fares	34,585	114,500	185,000	70,500	61.89%	
Sale of Vehicles	54,360	96,720	60,000	(36,720)	161.20%	(A)
City of Fort Collins Funds			327,512	327,512	0.00%	(B)
<i>Subtotal VanGo Revenue-All Sources</i>	<i>88,945</i>	<i>211,220</i>	<i>572,512</i>	<i>361,292</i>	<i>36.89%</i>	
Interest Earned	59,156	190,167		(190,167)	0.00%	(C)
<i>Subtotal Other Revenue Sources</i>	<i>59,156</i>	<i>190,167</i>		<i>(190,167)</i>	<i>0.00%</i>	
<b>Total Revenue- Combined Sources</b>	<b>148,101</b>	<b>401,387</b>	<b>572,512</b>	<b>171,125</b>	<b>70.11%</b>	
<b>EXPENDITURES/EXPENSES</b>						
Fleet Insurance	10,183	40,511	93,000	52,489	43.56%	
Fleet Motor Fuel & Oil	10,027	28,810	60,000	31,190	48.02%	
Fleet Repairs & Maintenance	14,837	28,435	75,500	47,065	37.66%	
Fleet Repairs & Maintenance-Insurance Deductible	500	1,000	5,000	4,000	20.00%	
Guaranteed Ride Home		67	200	133	33.42%	
Fleet Other	688	5,056	3,100	(1,956)	163.10%	(D)
<i>Subtotal Fleet Expense</i>	<i>36,235</i>	<i>103,879</i>	<i>236,800</i>	<i>132,921</i>	<i>43.87%</i>	
VanGo Payroll	27,631	84,485	134,202	49,717	62.95%	
Professional Services and Consulting			500	500	0.00%	
Office Furniture/Equipment (non-cap)		1,875		(1,875)	0.00%	(E)
Postage		15	50	35	29.16%	
Credit Card Fees	2,389	9,042	8,000	(1,042)	113.02%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease)			520	520	0.00%	
Dues, Licensing, Subscriptions & IT Backups	612	4,573	4,704	132	97.20%	
Maintenance Contracts & Website Hosting	6,515	6,623	25,508	18,886	25.96%	
Rideshare Promotion	4,298	21,466	35,350	13,884	60.72%	
Indirect Costs	6,007	43,827	110,891	67,064	39.52%	
Travel/Conference/ Training	151	2,043	5,500	3,457	37.14%	
Capitalized Equipment/Vehicles	36,915	221,490	399,494	178,004	55.44%	(F)
Transfer to MPO			(225,901)	(225,901)	0.00%	
Budget Only - Use of Reserves			(111,570)	(111,570)	0.00%	
<i>Subtotal Other Expenses</i>	<i>56,886</i>	<i>310,953</i>	<i>253,046</i>	<i>(57,907)</i>	<i>122.88%</i>	
<b>Total Expenditures/Expenses</b>	<b>120,752</b>	<b>499,317</b>	<b>624,048</b>	<b>124,731</b>	<b>80.01%</b>	
Excess(Deficiency of Revenue over Expenditures)	27,348	(97,929)	(51,536)	46,393	190.02%	

A) Three vehicles sold in July

B) Exchange fund invoices to the City of Fort Collins billed in 4th quarter. No 1Q - 3Q activity

C) Interest earned on funds in Colorado Trust investment account

D) Rider Gift Cards/Incentives, Van Tolls, Cost to Wrap New Vans

E) Purchase of new laptop for VanGo manager, under the capitalization threshold

F) Six vans purchased 1Q - Q3 2024 from Pedersen Toyota (\$36,915/each)

North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of September 30, 2024

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of September 30, 2024</i>		
		<i>MPO</i>	<i>VanGo</i>	<i>Total</i>
<b>Cash</b>				
1st National Bank	8629	352,893		352,893
1st National Bank	7343		168,534	168,534
Petty Cash		75		75
<b>Total Cash</b>		<b>352,968</b>	<b>168,534</b>	<b>521,502</b>
<b>Investments</b>				
COLOTRUST	8001	1,390,295	4,385,993	5,776,288
<b>Total Investments</b>		<b>1,390,295</b>	<b>4,385,993</b>	<b>5,776,288</b>
<b>Total Savings and Investments</b>		<b>1,743,263</b>	<b>4,554,527</b>	<b>6,297,791</b>

<i>Operating Reserves</i>	<i>Capital Reserve</i>	<i>Reserved for Specific Use</i>	<i>Other</i>	<i>Other</i>	<i>Total</i>
<i>MPO</i>	<i>VanGo</i>	<i>VanGo</i>	<i>MPO</i>	<i>VanGo **</i>	
			352,893		352,893
			75	168,534	168,534
<b>0</b>	<b>0</b>	<b>0</b>	<b>352,968</b>	<b>168,534</b>	<b>521,502</b>
1,135,665	161,972	467,959	254,631	3,102,331	5,776,288
<b>1,135,665</b>	<b>161,972</b>	<b>467,959</b>	<b>254,631</b>	<b>3,102,331</b>	<b>5,776,288</b>
<b>1,135,665</b>	<b>161,972</b>	<b>467,959</b>	<b>607,599</b>	<b>3,270,865</b>	<b>6,297,791</b>

\*\* Funds in excess of required reserves, the majority of which are capital funds exchanged for local sales tax.



North Front Range Transportation & Air Quality Planning Council  
 Schedule of Expenditures of Federal Awards  
 As of September 30, 2024

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-through Entity Identifying Number	Grant Total	Total Expenditures	Remaining Funds
<u>U.S. Department of Transportation</u>					
Passed through Colorado Department of Transportation					
<i>Highway Planning and Construction Cluster:</i>					
Highway Planning and Construction	20.205	23-HTD-ZL-00102	1,082,545	1,063,890	18,655 CPG
Highway Planning and Construction	20.205	22-HTD-ZL-00171-M0002	144,841	0	144,841 STP
Total Highway Planning and Construction Cluster			1,227,386	1,063,890	163,496
 <i>Transit Services Programs Cluster:</i>					
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	24-HTR-ZL-00202	152,490	120,753	31,737 5310 Urban
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	24-HTR-ZL-00205	36,935	16,162	20,773 5310 Rural
Total Transit Services Programs Cluster			189,425	136,916	52,509
Total U.S. Department of Transportation			1,416,811	1,200,805	216,006
<b>Total Federal Financial Assistance</b>			<u>1,416,811</u>	<u>1,200,805</u>	<u>216,006</u>

## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Mykayla Marek**

**Date: January 9, 2025**

**Re: Discussion - 2021-2025 NFRMPO Targets for Safety Performance Measures**

### Objective

Planning Council review and feedback on the five federally required Safety Performance Measure Targets for 2021-2025.

### Summary

Per federal requirements, the NFRMPO must set Targets for five Safety Performance Measures for the 2021-2025 period by February 28, 2025. CDOT set statewide Targets for 2021-2025 in August 2024.

To set Targets, the NFRMPO can either:

- 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.

The statewide Targets set by CDOT for the 2021-2025 period include:

- Number of Fatalities – **740**
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – **1.363**
- Number of Serious Injuries – **3,640**
- Rate of Serious Injuries per 100M VMT – **6.701**
- Number of Non-motorized Fatalities and Serious injuries – **659**

The NFRMPO used the same methodology CDOT used to set the 2021-2025 Safety Targets to present the status of safety in the NFRMPO and potentially set regional Targets for the 2021-2025 period rather than support the statewide Targets. The state Target option and the regional Target option is presented in **Table 1**.

### Analysis

Requirements and Considerations:

- Targets for the Highway 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 2024 and 2025. The 5-year average was calculated using actual fatality and serious injury numbers for 2021-2023 and the forecasted numbers for 2024-2025. 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 2021-2025 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 *2020-2021 Strategic Transportation Safety Plan* 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 from 2018-2023. All statewide Targets are presented in **Table 2**. In 2024, the NFRMPO set its own regional Targets instead of supporting the statewide Targets. The 2024 regional Target and 2025 regional Target option are presented in **Table 3**.

#### Advantages:

- 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.

### Recommendation

NFRMPO Staff requests Planning Council review and discuss the proposed Safety Performance Measure Targets option for 2021-2025.

### Attachments

- **Table 1:** 2021-2025 Safety Performance Measure Target Options
- **Table 2:** Historical CDOT Safety Performance Measure Targets
- **Table 3:** Historical NFRMPO Safety Performance Measure Targets



**Table 1: 2021-2025 Safety Performance Measure Target Options**

Measure	2021-2025 CDOT Statewide Target Option	2021-2025 NFRMPO Regional Target Option
Fatalities	740	36
Fatality Rate Per 100M VMT	1.363	0.943
Serious Injuries	3,640	298
Serious Injury Rate Per 100M VMT	6.701	7.671
Non-Motorized Fatalities and Serious Injuries	659	41

**Table 2 :Historical CDOT Safety Performance Measure Targets**

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatalities	610	644	618	603	597	668	716	740
Fatality Rate Per 100M VMT	1.2	1.21	1.143	1.113	1.093	1.262	1.358	1.363
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507	3,640
Serious Injury Rate Per 100M VMT	6.79	5.575	6.075	5.828	5.846	5.794	6.528	6.701
Non-Motorized Fatalities and Serious Injuries	586	514	670	551	571	548	572	659

**Table 3: Historical NFRMPO Safety Performance Measure Targets**

Measure	2020-2024	2021-2025 Option
Fatalities	39	36
Fatality Rate Per 100M VMT	1.11	0.943
Serious Injuries	238	298
Serious Injury Rate Per 100M VMT	6.73	7.671
Non-Motorized Fatalities and Serious Injuries	36	41

**2021-2025 Targets for Safety Performance Measures**  
 Planning Council

North Front Range Metropolitan Planning Organization

Photo Credit: City of Fort Collins

January 9, 2024

1

**Safety Vision: Towards Zero Deaths**

North Front Range Metropolitan Planning Organization

- 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

2

2021-2025 Targets for Safety Performance Measures

2

## Federal Target Setting Requirements



- 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

3

2021-2025 Targets for Safety Performance Measures

3

## Considerations



- NFRMPO has supported the statewide targets from 2018-2023
- In February 2024, NFRMPO Planning Council approved a regional target instead of supporting the statewide target
- NFRMPO's continued focus and prioritization on safety could be better reflected in setting regional targets again for 2025

4

2021-2025 Targets for Safety Performance Measures

4

## CDOT Statewide Targets



Measure	2019-2023	2020-2024	2021-2025
Fatalities	668	716	740
Fatality Rate	1.262	1.358	1.363
Serious Injuries	3,041	3,507	3,640
Serious Injury Rate	5.794	6.528	6.701
Non-Motorized Fatalities and Serious Injuries	548	572	659

**Methodology:** A 5-year average is created using 2021-2023 actual crash data numbers and 2024-2025 forecasted estimates

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2021-2025 Targets for Safety Performance Measures

5

## NFRMPO Regional Targets



Measure	2020-2024	2021-2025
Fatalities	39	36
Fatality Rate	1.110	0.943
Serious Injuries	238	298
Serious Injury Rate	6.730	7.671
Non-Motorized Fatalities and Serious Injuries	36	41

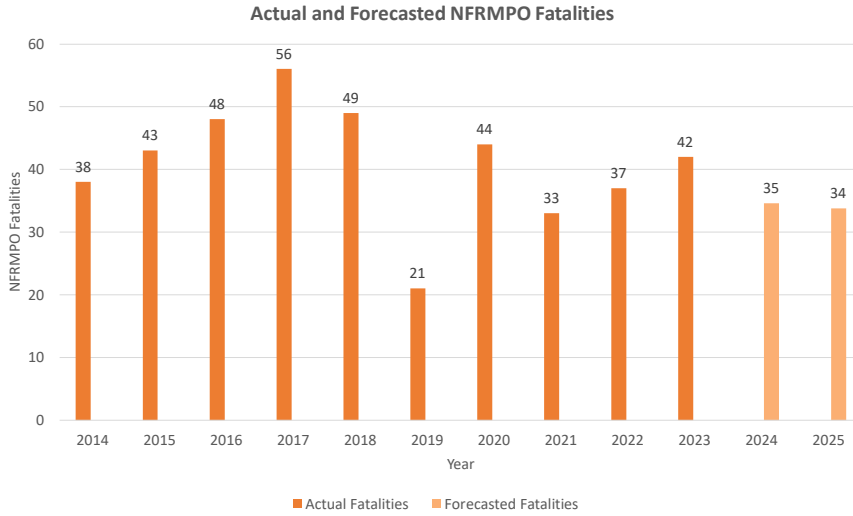
**Methodology:** A 5-year average is created using 2021-2023 actual crash data numbers and 2024-2025 forecasted estimates.

6

2021-2025 Targets for Safety Performance Measures

6

## NFRMPO Fatality Trends



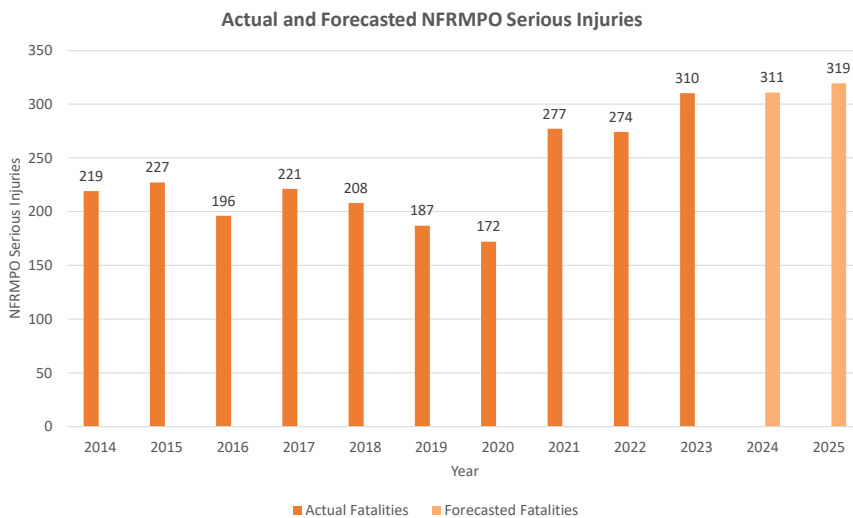
**Methodology:** 10 years of crash data (2014-2023) is inputted into a forecast equation to predict 2024-2025 estimates.

7

2021-2025 Targets for Safety Performance Measures

7

## NFRMPO Serious Injury Trends



**Methodology:** 10 years of crash data (2014-2023) is inputted into a forecast equation to predict 2024-2025 estimates.

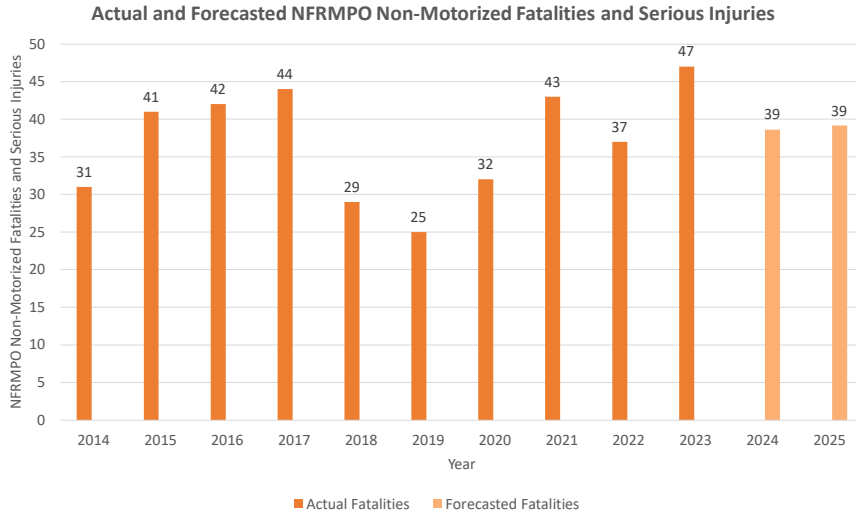
8

2021-2025 Targets for Safety Performance Measures

8



## NFRMPO Non-Motorized Trends



**Methodology:** 10 years of crash data (2014-2023) is inputted into a forecast equation to predict 2024-2025 estimates.

9

2021-2025 Targets for Safety Performance Measures

9

## 2 Options: CDOT Targets & NFRMPO Targets



Measure	CDOT	NFRMPO
<b>Fatalities</b>	<b>740</b>	<b>36</b>
<b>Fatality Rate</b>	<b>1.363</b>	<b>0.943</b>
<b>Serious Injuries</b>	<b>3,640</b>	<b>298</b>
<b>Serious Injury Rate</b>	<b>6.701</b>	<b>7.671</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>659</b>	<b>41</b>

**Note:** Safety targets must be data driven and are established as an amount **not to be exceeded**. Safety targets do not reflect a desired outcome.

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2021-2025 Targets for Safety Performance Measures

10

## Next Steps



- TAC Approval – January 15, 2025
- Council Approval – February 6, 2025
- Targets Due to CDOT – February 28, 2025

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2021-2025 Targets for Safety Performance Measures

11

## Questions?



**Mykayla Marek**  
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2021-2025 Targets for Safety Performance Measures

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## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: Mark Northrop**  
**Date: January 9, 2025**  
**Re: Discussion – MMOF Call for Projects**

### Objective

To discuss the project recommendations from the December MMOF Scoring Committee.

### Summary

The 2024 Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects closed on November 15, 2024. The NFRMPO received applications for 14 projects from 9 local agencies. A summary of the applications received is provided in **Attachment 1**. A summary of the total state funding requested and state funding available (per most recent state funding estimates per program) is provided in **Attachment 2**.

The Scoring Committee for the MMOF program was held on December 13, 2024. The scoring committee recommended fully funding 4 requests and partially funding one request.

All recommendations from the scoring committee are presented in **Attachment 3**. Projects above the red line are being recommended for funding.

Project sponsors of projects selected for full or partial funding will be presenting projects to the Planning Council at the January Council meeting.

### Recommendation

Staff requests Planning Council discuss the project recommendations from the December MMOF Scoring Committee.

### Attachments

**Attachment 1:** 2024 Multimodal Transportation and Mitigation Options Fund (MMOF) Applications

**Attachment 2:** State Funding Availability and Requests

**Attachment 2:** 2024 MMOF Scoring Committee Recommendations

**Attachment 3:** Presentation (Handouts)



**Attachment 1:** 2024 Multimodal Transportation and Mitigation Options Fund (MMOF) Applications

Project ID	Project Name	Sponsor	MMOF Request
<b>Category A</b>			
MMOF-02	Battery Electric Bus Purchase	Ft. Collins	\$850,000
MMOF-03	Foothills Transit Station and Roundabout	Ft. Collins	\$539,547
MMOF-04	Connecting North College	Ft. Collins	\$313,437
MMOF-09	Roundabout WCR13 and Roosevelt Pkwy	Johnstown	\$116,819
MMOF-10	Taft Hill Corridor Project	Larimer County	\$1,700,000
MMOF-11	US 34 Transit Sidewalk Connectivity Project	Loveland	\$1,388,297
MMOF-12	Great Western Trail Paving	Severance	\$658,000
MMOF-14	Windsor Sidewalk Improvements at Railroad Crossings	Windsor	\$815,580
<b>Category A Subtotal</b>			<b>\$6,381,680</b>
<b>Category B</b>			
MMOF-01	Collins St (WCR74) Corridor Design	Eaton	\$275,000
MMOF-05	Front Range Passenger Rail Fort Collins and Loveland Station	Ft. Collins	\$567,661
MMOF-06	10th Street Transit Vision	Greeley	\$450,000
MMOF-07	Greeley Active Modes Plan	Greeley	\$150,000
MMOF-08	Highway 34 Bypass Trail West	Greeley	\$465,000
MMOF-13	Weld County On-demand Transit Program	Weld County	\$567,661
<b>Category B Subtotal</b>			<b>\$2,475,322</b>
<b>Total MMOF Requests</b>			<b>\$8,857,002</b>

**Attachment 2:** State Funding Availability and Requests

Program	FY2024	FY2025	FY2026	FY2027	FY2028	Total	
<b>MMOF</b>	\$383,788	\$155,759	\$1,151,473	\$1,388,297	\$1,461,971	<b>\$4,541,288</b>	<b>Total Available</b>
	\$857,538	\$534,578	\$4,768,049	\$1,920,606	\$776,231	<b>\$8,857,002</b>	<b>Total Requests</b>
	<b>-\$473,750</b>	<b>-\$378,819</b>	<b>-\$3,616,576</b>	<b>-\$532,309</b>	\$685,740	<b>-\$4,315,714</b>	<b>Difference</b>



**Attachment 3: 2024 MMOF Scoring Committee Recommendations**

Rank	Project ID	Project Name	MMOF Request	Scoring Committee Recommendation
<b>Category A</b>				
1	MMOF-11	US 34 Transit Sidewalk Connectivity Project	\$1,388,297	\$1,388,297
2	MMOF-03	Foothills Transit Station and Roundabout	\$539,547	\$317,669
3	MMOF-10	Taft Hill Road Corridor Project	\$1,700,000	\$1,700,000
4	MMOF-04	Connecting North College	\$313,437	
5	MMOF-02	Battery Electric Bus Purchase	\$850,000	
6	MMOF-14	Windsor Sidewalk Improvements at Railroad Crossings	\$815,580	
7	MMOF-12	Great Western Trail Paving	\$658,000	
8	MMOF-09	Roundabout WCR13 and Roosevelt Pkwy	\$116,819	
<b>Category A Subtotal</b>				<b>\$3,405,966</b>
<b>Category B</b>				
1	MMOF-05	FRPR Fort Collins and Loveland Station	\$567,661	\$567,661
2	MMOF-13	Weld County On-demand Transit Program	\$567,661	\$567,661
3	MMOF-06	10th Street Transit Vision	\$450,000	
4	MMOF-07	Greeley Active Modes Plan	\$150,000	
5	MMOF-08	Highway 34 Bypass Trail West	\$465,000	
6	MMOF-01	Collins St. (WCR74) Corridor Design	\$275,000	
<b>Category B Subtotal</b>				<b>\$1,135,322</b>
<b>Total MMOF Funded</b>				<b>\$4,541,288</b>