



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

September 15, 2021

1:00 – 3:30 p.m.

-
- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of August 18, 2021 Meeting Minutes (Page 2)**
-

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates
- 2) 2021 Ozone Season Update (Page 6)
- 3) GHG Budgets for Transportation Plans (Page 10)

Jessica Ferko, RAQC
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION/DISCUSSION ITEM

- 4) 2021 Call for Projects Guidebook (Page 25)

Cunningham

PRESENTATION

- 5) 2050 Regional Transportation Plan (RTP) Kick-off (Page 42)

Gordon

DISCUSSION ITEM

- 6) FY2021 TIP Project Delay Review (Page 48)

Cunningham

PARTNER REPORTS

- 7) NoCo Bike & Ped Collaborative
- 8) Regional Transit Agencies
- 9) Mobility Updates (Page 52)

Written Report

Schmitt

REPORTS

- 10) September Planning Council Meeting Summary (Page 76)
- 11) Community Advisory Committee (CAC) Summary
- 12) Roundtable

Written Report

Written Report

All

-
- 4. Final Public Comment (2 minutes each)**
 - 5. Next Month's Agenda Topic Suggestions**
 - 6. Next TAC Meeting: October 20, 2021—Hybrid Meeting**

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

Virtual Meeting

August 18, 2021

1:01 p.m. – 3:04 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Jessica Ferko – RAQC
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Pepper McClenahan – Milliken
Rusty McDaniel – Larimer County
Elizabeth Relford – Weld County

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Hanna Johnson
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Richard Coffin – CDPHE-APCD
Mark Oberschmidt – Evans
Adam Olinger – Town of Berthoud
Town of Eaton
Town of LaSalle

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Abdul Barzak – Severance
Candice Folkers – COLT
Katie Guthrie – Loveland
Myron Hora – WSP
Dan Joseph – Weld County
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Lauren Light – Weld County
Evan Pinkham – Weld County
Skyler Potocek – Northern Colorado Clean Cities
Caree Rinebarger – Milliken
Taylor Robinson – Weld County
Jan Rowe – CDOT
Carrie Tremblatt – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JULY 21, 2021 TAC MINUTES

Baxter moved to approve the July 21, 2021 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft reported the Employee Traffic Reduction Program (ETRP) proposal has been withdrawn by the Air Pollution Control Division (APCD) and the Air Quality Control Commission

(AQCC) will consider the outright dismissal on August 19. The interest from the Planning Council on voluntary ETRP has led to further discussions on transportation demand management (TDM), which Alex Gordon will present to TAC later in the agenda.

The Greenhouse Gas budget proposal was noticed and sent out earlier in the week. It includes the rule with the GHG budgets and includes the amount of reductions for the NFRMPO. An in-depth presentation about the rule will be given to Planning Council at their September meeting and CDOT staff will be invited to present to TAC at their September meeting. CDOT will be holding eight rulemaking hearings around the State, with one being held in the NFRMPO region in Fort Collins on September 30. The hearings have a virtual option and registration is required.

Regarding the EPA's intention to expand the 2015 Ozone Boundary to include Weld County, both the NFRMPO and APCD submitted letters to the EPA recommending incorporating additional data into the analysis prior to the decision being made. EPA will not announce their decision until late September at the soonest. In the meantime, Staff is looking into any potential conformity redetermination requirements.

Ferko reported the 2021 Ozone season has been hot and dry leading to many ozone high monitoring values around the region. A presentation will be given to TAC in September on the upcoming SIP planning process.

CONSENT AGENDA

No items this month.

ACTION ITEM

No items this month.

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

2021 Call for Projects Guidebook– Cunningham outlined the contents of the Draft *2021 Call for Projects Guidebook* which include funding estimates, proposed schedule, project requirements and scoring criteria for the CMAQ, STBG, and TA funding programs. Cunningham highlighted the changes which are being proposed for all funding programs including requiring agencies submitting a project must have a representative on the scoring committee, the inclusion of an environmental justice and performance measure impact analysis for each project, and requesting selected projects submit GHG emissions analysis inputs to the NFRMPO. Klockeman asked for clarification on the makeup of the Scoring Committee; Karasko clarified each NFRMPO member agency is allowed to have one voting member on the scoring committee, whether or not they submitted an application. Relford asked if NFRMPO staff scores the projects and Karasko stated staff reviews the applications but are non-voting members of the Scoring Committee. Relford asked if there were examples of what data inputs would be needed for GHG emissions analysis. Bornhoft stated the NFRMPO currently does not have specifics but there would likely not be any further information needed for CMAQ projects, but it is unknown what else NFRMPO staff may need for STBG and TA projects.

Cunningham outlined the changes to the scoring criteria and subcriteria for the CMAQ program and the changes to the Project Life Effectiveness table which will be used to inform the Cost Effectiveness of CMAQ projects. Relford asked if the CMAQ emissions calculators identified in the CDOT Guidebook will be used and if local agencies will be required to conduct the emissions analysis. Cunningham clarified the local agencies will provide inputs on each project and Staff will conduct the calculations using the recommended tools from the CDOT Guidebook. Baxter asked how emissions will be calculated for projects with multiple components.

Cunningham clarified the emissions benefits will be calculated using the recommended tool and project life effectiveness for each component and totaled for the cost effectiveness calculations.

TAC discussed further revisions to the scoring weights under the STBG program including decreasing the number of points available for environmental justice and increasing the points available for safety. TAC discussed revising the application for TA to include the same information as is required in STBG and adding in the requirement for right of way documentation for all programs.

Klockeman requested Staff call attention to the CMAQ request limits in the presentation to Planning Council as the request limit allows for one project to receive half the available funding during this Call. Buckman asked if the request limit for CMAQ was for one or multiple projects. Cunningham stated each agency can apply for up to the total amount of the request limit over multiple projects.

Cunningham presented the changes to the Project Life Effectiveness table and TAC requested the removal of 'Other Alternative Fuel Vehicles' from the list as agencies will not be pursuing that project type due to the suspension of Buy America Waivers. Buckman asked for clarification on how the Project Life Effectiveness is used in the scoring process. Cunningham and Bornhoft clarified the life effectiveness of each project is used to calculate the overall cost effectiveness of each project, as opposed to using standard short term and long-term benefits for all projects.

Further comments on the Draft *2021 Call for Projects* guidebook can be submitted to Staff by August 31.

NFRMPO TDM Planning – Gordon stated members of the NFRMPO Planning Council are interested in exploring transportation demand management (TDM) strategies with the employee traffic reduction program rulemaking being withdrawn from the AQCC rulemaking. Gordon defined TDM, presented examples, explained the benefits of TDM strategies, and outlined TDM work which is already implemented in the region.

TAC discussed what the NFRMPO's role in TDM planning should and TAC expressed support for the NFRMPO providing TDM resources to local agencies. Relford recommended including the Upper Front Range TPR and the Northeast Colorado Association of Local Governments (NECALG) in further conversations. Baxter recommended including local agency economic development departments in the initiative. Gordon stated one option NFRMPO Staff has discussed is incorporating actionable TDM strategies into the Congestion Management Process. The TDM Planning presentation is scheduled to be included on the September Planning Council agenda.

PARTNER REPORTS

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

Regional Transit Agencies – No updates this month.

Senior Transportation Updates –Johnson reported the RideNoCo website is entering the final phase of development and is scheduled to be complete within the next week. The Call Center to assist in finding transportation options across the region is live. There will be a joint meeting for the Weld and Larimer County Mobility Committees on August 24. It will be a hybrid in-person and virtual meeting. The VIA mobility pilot began at the beginning of August.

REPORTS

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

ROUNDTABLE

Karasko stated the September TAC meeting will be virtual and the October meeting will be a hybrid meeting.

Cunningham stated information on the NFRMPO's project delay review will be sent out within the next week with the discussion planned for the September TAC meeting.

Gordon stated the Poudre Express expanded service.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: Ozone season presentation by Jessica Ferko, TIP project delay review, Greenhouse Gas presentation from CDOT, and the Call for Projects Guidebook.

Meeting adjourned at 2:58 p.m.


Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

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




2021 OZONE SEASON UPDATE


JESSICA FERKO, AIR QUALITY PLANNER
REGIONAL AIR QUALITY COUNCIL
SEPTEMBER 2021 NFRMPO TAC MEETING

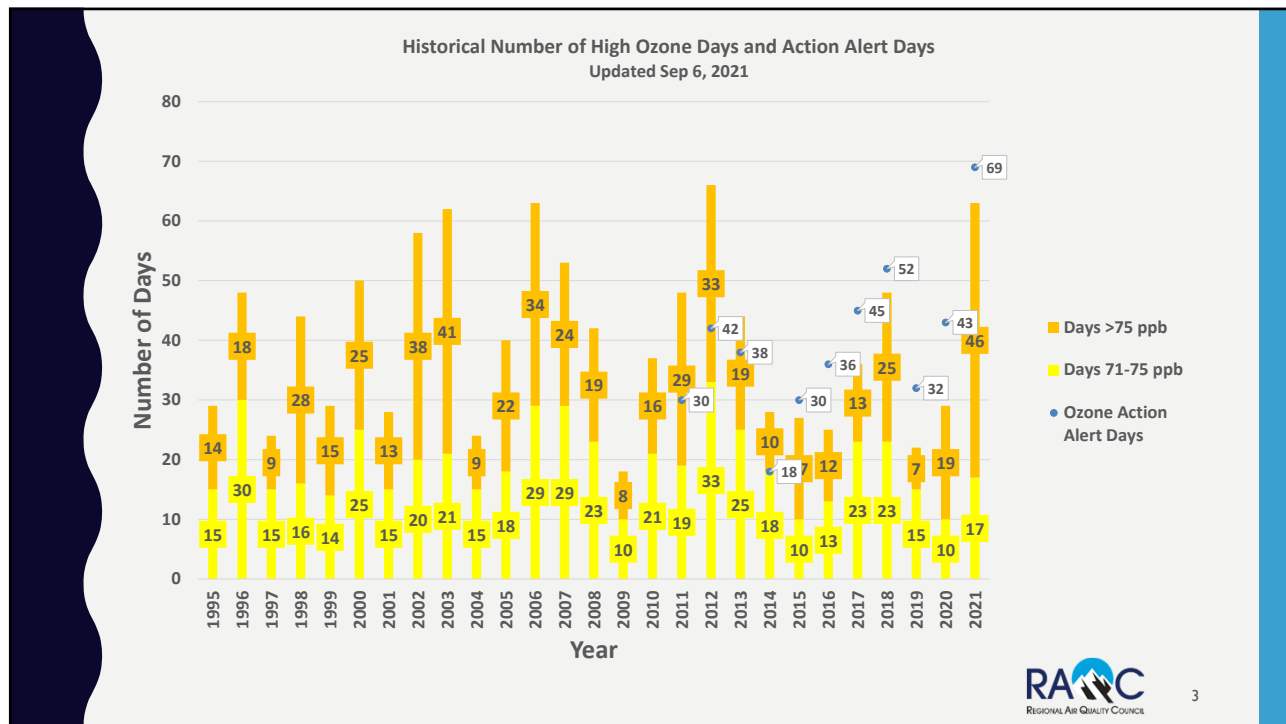


The 2019-2021 Design value is an average of the 4th maxes in each year. This three-year average determines attainment.

Monitor	2019	2020	2021*	DV*
Fort Collins - West	71	75	85	77
Fort Collins - CSU	64	67	76	69
Greeley - Weld Tower	65	72	76	71
Rocky Mountain NP	65	72	77	71
Platteville		76	83	
Boulder Reservoir	69	76	82	75
Rocky Flats	72	84	87	81
Welby	60	78	79	72
Black Hawk	69	75	81	75
La Casa	65	78	83	75
CAMP	67	74	77	72
NREL	75	87	89	83
Aurora East	66	77	77	73
Evergreen		63	79	
Highland	73	83	84	80
Chatfield State Park	78	83	89	83

*Last updated of September 6, 2021





3

**SIMPLE STEPS.
BETTER AIR.
2021 OUTREACH
PROGRAM**

Between June 1st and September 6th, 69 Ozone Action Alerts have been issued:

- Longest consecutive alert streak (since NAAQS change in 2015)
- Very engaged TV Meteorologist partners driving increased coverage



4

SIMPLE STEPS. BETTER AIR. 2021 OUTREACH PROGRAM

Strategic Partnerships

- Suffer Better
 - Partnered in May on FOX31/Channel 2's Colorado's Best segment on "Ride & Tie" event and ways to improve AQ
- DRCOG/Way to Go
 - Bike To Work Day on Sept. 22
- DDPHE
 - Love My Air online dashboard and mobile app coming this fall

Earned and Paid Media

- TACTICS Campaign
- Colorado Public Radio – Climate Newsletter
- Denver 7 – Homepage Takeover
- Website and Social Media Presence Increase
- Letter to the Editor Campaign
- TV Meteorologist Advisory Group



waytogo
A program of DRCOG



RAQC
REGIONAL AIR QUALITY COUNCIL

5



Opportunities to Engage in Planning Efforts

- 1) Participation in monthly Board Meetings
 - RAQC Staff will be providing monthly briefings on Control Strategy Committee and Work Group Efforts
 - Beginning January 2022 RAQC Staff and partners will be presenting SIP chapters for Board discussion
- 2) Participation in monthly Control Strategy Committee Meetings
 - Control Strategy Committee will be engaging in ongoing strategy analysis
 - Staff and partners will present information relevant to development of SIP chapters
 - [Sign Up for Control Strategy Committee Updates](#)
- 3) Participation in Work Group efforts
 - Work Groups will focus on intensive strategy analysis and advancement efforts
 - Work Groups looking at Indirect Source Rule, Non-Road Engine Strategies, and Local Government Collaboration Efforts
 - [Sign Up for Work Group Participation](#)
- 4) Engage with RAQC Staff
 - RAQC Staff are available to answer questions, provide additional information, and to provide briefings/participate in other stakeholder events

RAQC
REGIONAL AIR QUALITY COUNCIL

6

QUESTIONS?

CONTACT:
JESSICA FERKO
[JFERKO@RAQC.ORG](mailto:jferko@raqc.org)

ADDITIONAL INFORMATION:
WWW.SIMPLESTEPSBETTERAIR.ORG
WWW.RAQC.ORG/CONTROL-STRATEGY-COMMITTEE-INFORMATION/



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: AnnaRose Cunningham

Date: September 15, 2021

Re: 2021 Call for Projects Guidebook

Background

The 2021 Call for Projects to award FY2024 and FY2025 funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs, as well as remaining FY2021 STBG and TA funds, will be held this fall. The *Draft Guidebook for the Call for Projects* is linked below along with project applications for each of the three funding programs. The *Draft Guidebook* identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program.

The [2021 Draft Call for Projects Guidebook](#) carries forward most of the policies from the [2018 Call for Projects](#). The Draft Guidebook was presented to the Planning Council on September 2, 2021. Council members requested additional information on the following topics regarding the Environmental Justice (EJ) scoring criteria within the STBG funding program: recommendations presented during EJ Plan development, data used to determine the locations of EJ and Communities of Concern (COC) areas, and how the NFRMPO EJ Areas and COCs align with the disproportionately impacted communities outlined in [Colorado HB-1266](#).

Staff has prepared alternative set of scoring criteria for the STBG funding program for TAC to discuss and make a recommendation to Planning Council:

Option 1: Include EJ scoring criteria as presented to TAC and Planning Council in August/September

Option 2: Allow for up to 10 points under the EJ scoring criteria for both large and small communities with **no scoring subcriteria**. Points awarded within this criterion will be up to the discretion of the Scoring Committee based on the benefits and burdens as illustrated within the Environmental Justice Analysis Worksheet prepared by project applicants.

Action

Staff requests TAC review changes being presented to the STBG Scoring Criteria and choose which option to include in the Guidebook. Staff requests TAC recommend Planning Council approve the Call for Projects Process, Guidebook (with specified changes), and applications to maintain the current Call for Projects



Schedule. The Call for Projects Process and *Guidebook* is scheduled to be an Action Item at the October 7, 2021 Planning Council meeting. The call is scheduled to open on October 8, 2021

Attachments

1. [2021 Draft Call for Projects Guidebook](#)
2. 2021 Call for Projects Guidebook Presentation
3. Updated CMAQ, STBG, and TA Applications



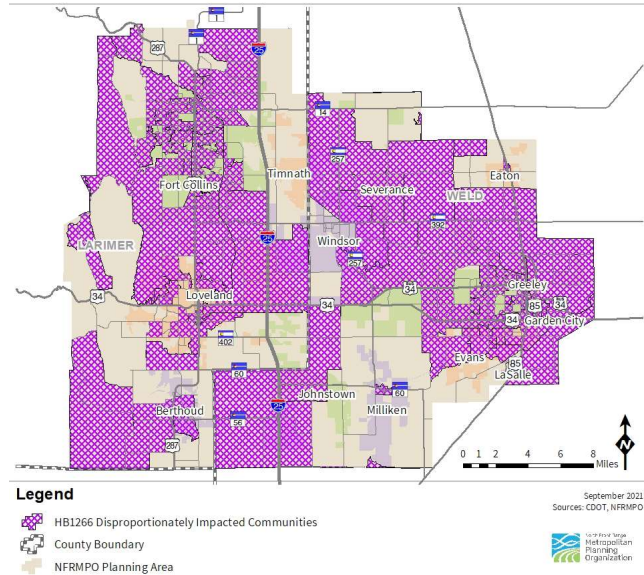
1

<div>EJ Plan</div> <div>Recommendations</div>	R1: Develop a digital equity planning tool.
	R2: Create a Community Advisory Committee.
	R3: Integrate EJ and equity into the NFRMPO Call for Projects process.
	R4: Conduct more detailed EJ analysis in the NFRMPO Transportation Improvement Program (TIP).
	R5: Develop equity-related performance measures and targets.
	R6: Incorporate equity-related outputs into the Regional Travel Demand Model (RTDM) and Land Use Allocation Model.
	R7: Retain and expand the use of video conferencing and other digital engagement tools for ease of public meeting attendance and involvement.
	R8: Expand NFRMPO outreach presence around the region.
	R9: Expand the LCDHE's Multimodal Index (MMI) tool and explore other datasets to improve understanding of the nexus between equity and the built environment.

2

Disproportionately Impacted Communities

- Colorado House Bill 21-1266
 - A community that is in a census block group where the proportion of households that are low income, identify as minority, or households that are housing cost-burdened, is greater than 40 percent

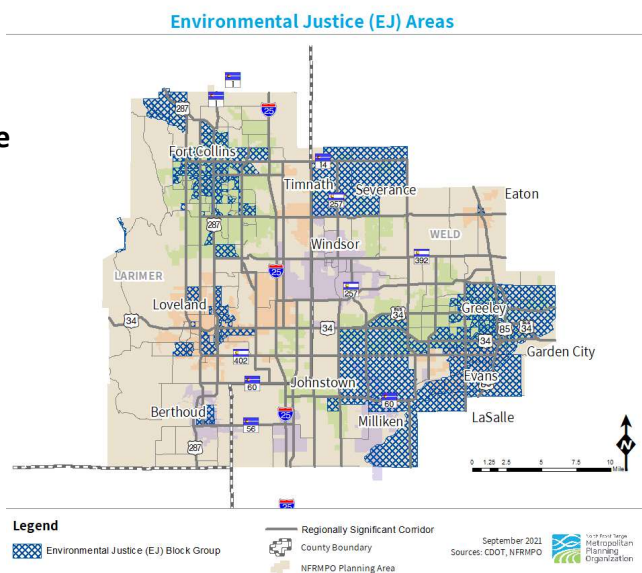


3

3

EJ Areas

- Census Block Groups with higher percentages than the regional average of:
 - Low Income
 - Weld: 18.91%
 - Larimer: 17.79%
 - Minority
 - 26.07%



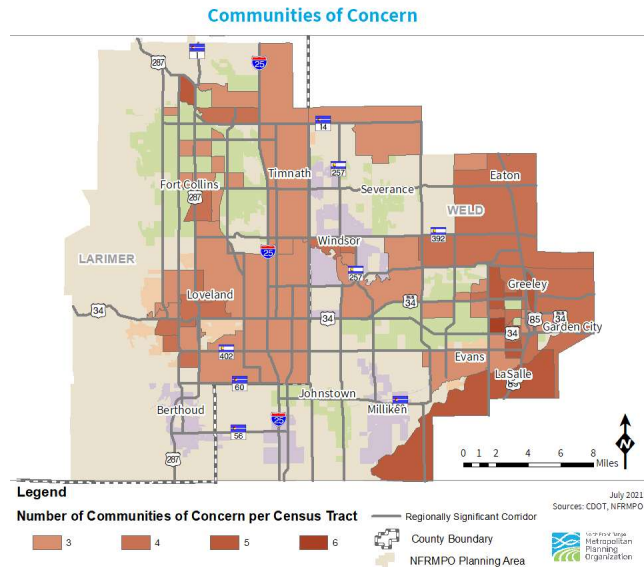
4

4

Communities of Concern (COC)



1. Limited English Proficiency (LEP)
2. Older adults and youths
3. Populations with disability
4. Female headed households
5. Homeless and unhoused populations
6. Zero car households



5

5

STBG Scoring Criteria: Option 1



Criteria	Small Communities	Large Communities
Safety	35	35
Mobility	20	25
System Preservation	15	10
Environmental Justice	10	15
Partnerships	15	10
Economic Development	5	5

6

Call for Projects Guidebook

6

STBG Scoring Criteria: Option 1	STBG Scoring Criteria**	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
	Safety:			
	Project achieves a reduction in traffic fatalities and serious injuries		35	35
		<i>The project scope's primary intent is to address the most prevalent crash types resulting in fatalities or serious injuries by implementing countermeasures that proven to reduce the indicated crash type</i>	30	30
	or	<i>The project scope includes elements that will likely reduce crashes resulting in fatalities or serious injuries but does not include proven countermeasures</i>	20	20
	or	<i>The project scope includes countermeasures proven to reduce the most prevalent crash type causing Property Damage only crashes.</i>	10	10
	or	<i>The project may help reduce crashes but does not include countermeasures to specifically reduce crash types causing fatalities, serious injuries, or property damage only crashes.</i>	5	5
	or	<i>The project has no intention to improve the safety of the transportation system.</i>	0	0
	Mobility:			
	Project improves the multi-modal system and/or addresses congestion, reliability, and continuity.		20	25
7		<i>Project increases the share of people using active transportation or adds to active transportation facilities in accordance with strategies and guidance within the Active Transportation Plan</i>	6	5
		<i>Project increases the share of people using transit by investing in projects that improves existing transit facilities or adding new transit facilities</i>	2	5
		<i>Project improves efficiency through ITS or operational improvements (contributes to Regional Performance Measure: Miles of Fiber for Connected Roadways)</i>	2	3
		<i>Project contributes to the achievement of Regional Performance Measures: Non-motorized facility miles, percent of Non-Single Occupant Vehicle Miles, Dily VMT Per Capita, travel time index on RSCs, Fixed Route Revenue Hours per Capita within Service Areas</i>	3	4
		<i>Project contributes to PM 3: System Performance</i>	3	4
		<i>Includes CMP Strategies Tier 1-4</i>	3	3
		<i>Includes CMP Strategies Tier 5-6</i>	1	1

7

STBG Scoring Criteria: Option 1	STBG Scoring Criteria**	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
	System Preservation:			
	Project maintains the current system based on current pavement and bridge condition or contributes to state of good repair targets for transit		15	10
		<i>Project contributes to PM 2: Pavement and Bridge Condition on NHS</i>	0	5
		<i>Project contributes to maintaining or increasing the pavement or bridge condition on non-NHS roads</i>	15	0
		<i>Project contributes to Transit Asset Management Targets</i>	0	5
	Partnerships:			
	Project sponsored by at least two agencies contributing at least 10% of Federal funding request plus local match (excluding local overmatch)		15	10
		<i>Partnerships meet or exceed the 10% requirement</i>	15	10
		<i>Project includes partnerships that are below the 10% requirement</i>	5	2
8	Environmental Justice:			
	Project has positive impact on Census Tracts identified as higher than regional average of minority or low-income populations		10	15
		<i>Project addresses transportation issues in Environmental Justice (EJ) Area</i>	3.3	5
		<i>Project addresses transportation issues in an area with three or more Communities of Concern (COC)</i>	3.3	5
		<i>Project scope includes mitigation strategies to offset undue burdens and/or has been vetted through local public involvement processes</i>	3.3	5
	Economic Development:			
	Project leads to improvements for businesses and the freight network		5	5
		<i>Project located/addresses congestion on Colorado Freight Corridors (CFCs)</i>	2.5	2.5
		<i>Project addresses top segments for truck delay in the state (See Freight Northern Colorado (FNC))</i>	2.5	2.5
	Total		100	100

8

STBG Scoring Criteria: Option 2



Criteria	Small Communities	Large Communities
Safety	35	35
Mobility	20	25
System Preservation	15	10
Environmental Justice	10	10
Partnerships	15	15
Economic Development	5	5

9

Call for Projects Guidebook

9

STBG Scoring Criteria: Option 2

STBG Scoring Criteria**	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
Safety:			
	Project achieves a reduction in traffic fatalities and serious injuries	35	35
	The project scope's primary intent is to address the most prevalent crash types resulting in fatalities or serious injuries by implementing countermeasures that proven to reduce the indicated crash type	30	30
or	The project scope includes elements that will likely reduce crashes resulting in fatalities or serious injuries but does not include proven countermeasures	20	20
or	The project scope includes countermeasures proven to reduce the most prevalent crash type causing Property Damage only crashes.	10	10
or	The project may help reduce crashes but does not include countermeasures to specifically reduce crash types causing fatalities, serious injuries, or property damage only crashes.	5	5
or	The project has no intention to improve the safety of the transportation system.	0	0
Mobility:			
	Project improves the multi-modal system and/or addresses congestion, reliability, and continuity.	20	25
	Project increases the share of people using active transportation or adds to active transportation facilities in accordance with strategies and guidance within the Active Transportation Plan	6	5
	Project increases the share of people using transit by investing in projects that improves existing transit facilities or adding new transit facilities	2	5
	Project improves efficiency through ITS or operational improvements (contributes to Regional Performance Measure: Miles of Fiber for Connected Roadways)	2	3
	Project contributes to the achievement of Regional Performance Measures: Non-motorized facility miles, percent of Non-Single Occupant Vehicle Miles, Dily VMT Per Capita, travel time index on RSCs, Fixed Route Revenue Hours per Capita within Service Areas	3	4
	Project contributes to PM 3: System Performance	3	4
	Includes CMP Strategies Tier 1-4	3	3
	Includes CMP Strategies Tier 5-6	1	1

10


10

STBG Scoring Criteria: Option 2	STBG Scoring Criteria	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
	System Preservation:			
	Project maintains the current system based on current pavement and bridge condition or contributes to state of good repair targets for transit		15	10
		Project contributes to PM 2: Pavement and Bridge Condition on NHS	0	5
		Project contributes to maintaining or increasing the pavement or bridge condition on non-NHS roads	15	0
		Project contributes to Transit Asset Management Targets	0	5
	Partnerships:			
	Project sponsored by at least two agencies contributing at least 10% of Federal funding request plus local match (excluding local overmatch)		15	15
		Partnerships meet or exceed the 10% requirement	15	15
		Project includes partnerships that are below the 10% requirement	5	5
	Environmental Justice:			
	Project includes significant benefits or does not include significant burdens to EJ populations and additional communities of concern.		10	10
		Project demonstrates an analysis of the benefits and burdens as illustrated within the Environmental Justice Impact Analysis Worksheet.	Up to 10	Up to 10
	Economic Development:			
	Project leads to improvements for businesses and the freight network		5	5
		Project located/addressed congestion on Colorado Freight Corridors (CFCs)	2.5	2.5
		Project addresses top segments for truck delay in the state (See Freight Northern Colorado (FNC))	2.5	2.5
	Total		100	100
11				

11

Next Steps

- **October Planning Council**
 - **Action on Call for Projects Process and Guidebook**
- **October 8, 2021**
 - **Call for Projects opens**



12

[Call for Projects Guidebook](#)

12

Questions?



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

Congestion Mitigation and Air Quality (CMAQ) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe:	
Project Description:	

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

Right-Of-Way

Right-of-way or legal property description:

2045 RTP Goals

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	
Mobility	
Multi-modal	
Operations	

2045 RTP Performance Measures and Targets

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (**Section 5.1** in Guidebook)

☐ PM 1: Highway Safety

☐ PM 2: Pavement and Bridge Condition

☐ PM 3: System Performance

☐ Transit Asset Management

☐ Transit Safety

☐ Regional Performance Measures

Funding

	Source	FY2024	FY2025	Total
Federal Request	CMAQ		\$5M Set Aside for North I-25 to be reevaluated in FY2023	
Local Match				
Other Funding / Local Overmatch				

Total Project Cost

Total Local Funding

Total CMAQ Funding Request

Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

Eligibility for CMAQ Funding

Briefly describe how the project provides air emissions benefits:

Project Type (refer to Section 2.2 in the Guidebook for eligible project types):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right of Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

☐ Air quality data request form

☐ Letter of Support from Mayor/Town Administration*

☐ Air quality benefit worksheet

☐ Performance Measure Impacts Worksheet

☐ Project location map

☐ Environmental Justice Analysis Worksheet

☐ Detailed cost estimate per unit (if applicable) and by phase

*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.

Surface Transportation Block Grant (STBG) Project Application



2021 Call for Projects

Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:		City:	State: Zip Code:

Additional Financial Sponsors (if applicable):

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Description:

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	
Mobility	
Multi-modal	
Operations	

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (**Section 5.1** in Guidebook)

<input type="checkbox"/> PM 1: Highway Safety	<input type="checkbox"/> PM 2: Pavement and Bridge Condition	<input type="checkbox"/> PM 3: System Performance
<input type="checkbox"/> Transit Asset Management	<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Regional Performance Measures

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes:

Time Period of Crash
Data (at least three
years):

Data Source:

ADT on facility (if intersection, please provide ADT on all legs):

Time Period of ADT:

Data Source:

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Economic Development

Please describe qualitatively how the project supports economic development:

Right-Of-Way

Right-of-way or legal property description:

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	STBG				
Local Match					
Other Funding / Local Overmatch					
*The NFRMPO has \$2,276,057 STBG funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$2,276,057. Ability to take these funds does not impact the overall project's score.			Total Project Cost		
			Total Local Funding		
			Total STBG Funding Request		
Operations					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:					
Environmental Considerations					
Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):					
Anticipated Project Milestone Dates					
					Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)					
FIR (Field Inspection Review) (Minimum of 3-12 months)					
FOR (Final Office Review) (Minimum of 3 months)					
Utility Clearance (Minimum of 1 month)					
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)					
Environmental Clearance (Minimum of 6-8 months)					
Advertisement Date (Minimum of 3 months)					
Attachments					
<input type="checkbox"/> Project location map <input type="checkbox"/> Detailed cost estimate per unit (if applicable) and by phase <input type="checkbox"/> Letter of Support from Mayor/Town Administration* <input type="checkbox"/> Performance Measure Impacts Worksheet <input type="checkbox"/> Environmental Justice Analysis Worksheet					
<i>*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.</i>					

Transportation Alternatives (TA) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:		City:	State: Zip Code:
Additional Financial Sponsors (if applicable):			

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Description (include details on how project may expand recreational opportunities, enhance quality of life, and

Project Planning

Which Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RATC?

Is your project defined in a regional plan? Y or N If yes, please identify the plan:

Is your project defined in a local plan? Y or N If yes, please identify the plan:

Is your project part of a Governor's Initiative for the State of Colorado? Y or N If yes, please identify the initiative:

ELIGIBILITY

PROJECT CATEGORY – check all that apply

PEDESTRIAN & BICYCLE/ NON-MOTORIZED

- ☐ Bicycle & pedestrian / Non-Motorized transportation facilities
- ☐ Infrastructure related projects to provide safe routes for non-drivers
- ☐ Conversion of abandoned railway corridors to trails

HISTORIC / SCENIC TRANSPORTATION ACTIVITIES

- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Control and/ or removal of outdoor advertising
- ☐ Historic preservation and rehabilitation of transportation facilities

ENVIRONMENTAL MITIGATION

- ☐ Mitigation of water pollution due to highway runoff
- ☐ Reduction of vehicle-caused wildlife mortality
- ☐ Vegetation management practices
- ☐ Archaeological activities relating to impacts from a transportation project

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	TA				
Local Match					
Other Funding / Local Overmatch					
*The NFRMPO has \$85,264 TA funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$85,264. Ability to take these funds does not impact the overall project's score.			Total Project Cost		
			Total Local Funding		
			Total TA Funding Request		
Partnerships					
If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and					
Safety					
Number of Total Crashes and Number of Bike/Ped Involved Fatalities and Serious Injuries:			Time Period of Crash Data (at least three years):	Data Source:	
Describe the safety impact anticipated from this project:					
Economic Development					
Please describe qualitatively how the project supports economic development:					
Right-Of-Way					
Right-of-way or legal property description:					
Operations and Maintenance					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:					

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

- ☐ Project location map
- ☐ Detailed cost estimate per unit (if applicable) and by phase
- ☐ Letter of Support from Mayor/Town Administration*
- ☐ Performance Measure Impacts Worksheet
- ☐ Environmental Justice Analysis Worksheet

**Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support*

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: September 15, 2021

Re: CDOT Greenhouse Gas (GHG) Transportation Plan Budgets

Background

CDOT, on behalf of the Transportation Commission (TC), released a Notice of Proposed Rulemaking on August 16, 2021, identifying the proposed amendments to the State's Planning Rules to create greenhouse gas (GHG) pollution standards for Colorado MPOs' long-range Regional Transportation Plans and CDOT's 10-year Plan.

The TC will hold nine rulemaking hearings across the State in a hybrid format with both in-person and virtual attendance options, including two hearings in Larimer or Weld counties on September 30, 2021, and October 5, 2021. The 60-day public comment period opened on August 13, 2021 and closes on October 15, 2021. The TC is scheduled to consider adoption of the proposed rule revisions on November 18, 2021.

NFRMPO staff presented an initial analysis of the proposed rule revisions to the Planning Council on September 2, 2021. The attached presentation presents similar information in a slightly condensed format. A joint Council and TAC Work Session will be scheduled for September 16 or September 17 to provide time for additional discussion prior to the GHG rulemaking hearing in Fort Collins on September 30, 2021.

Based on discussions with TAC and Planning Council, staff will develop a draft public comment letter for Planning Council to discuss and review at their October 7, 2021 meeting. Following that meeting, the comment letter will be finalized and submitted to CDOT prior to the October 15, 2021, public comment deadline.

Additional information on the rule including the Hearing Notice, Statement of Basis and Purpose, proposed rule redline, Fact Sheet, Frequently Asked Questions, Cost-Benefit Analysis, and registration for virtual attendance for each of the nine hybrid rulemaking hearings is available at <https://www.codot.gov/business/rules/proposed-rules>.

Action

NFRMPO staff invites discussion and feedback from TAC members on the TC's proposed GHG budgets for transportation plans.



CDOT GHG Rule Summary

Technical Advisory Committee (TAC)

North Front Range
Metropolitan
Planning
Organization

September 15, 2021

Agenda

- Greenhouse Gas (GHG) Budgets Background
- Transportation Commission (TC) Rulemaking Schedule
- GHG Rule Overview
- Digging Deeper
 - Role of Modeling
 - Role of Population Growth
 - Feasibility of Reductions
 - Impact to Planning Process
- Initial Analysis and Discussion
 - Support
 - Concerns

2

CDOT GHG Transportation Plan Budgets

GHG Budgets Background



- **HB19-1261** – Set statewide goals for GHG reductions compared to 2005 levels:
 - 2025 – 26% reduction
 - 2030 – 50% reduction
 - 2050 – 90% reduction
- **State's GHG Pollution Reduction Roadmap** – Identified pathway to meet HB19-1261 goals with strategies and GHG reduction targets in each sector, including the following targets for transportation:
 - 2025 – 25% (7.7 MMT reduction)
 - 2030 – 40% (12.7 MMT reduction)
 - 2050 – 99% (30.5 MMT reduction)
- **SB21-260** – Section 30 creates new requirements for CDOT and MPOs to account for GHG emissions.

3

CDOT GHG Transportation Plan Budgets

Rule Notice

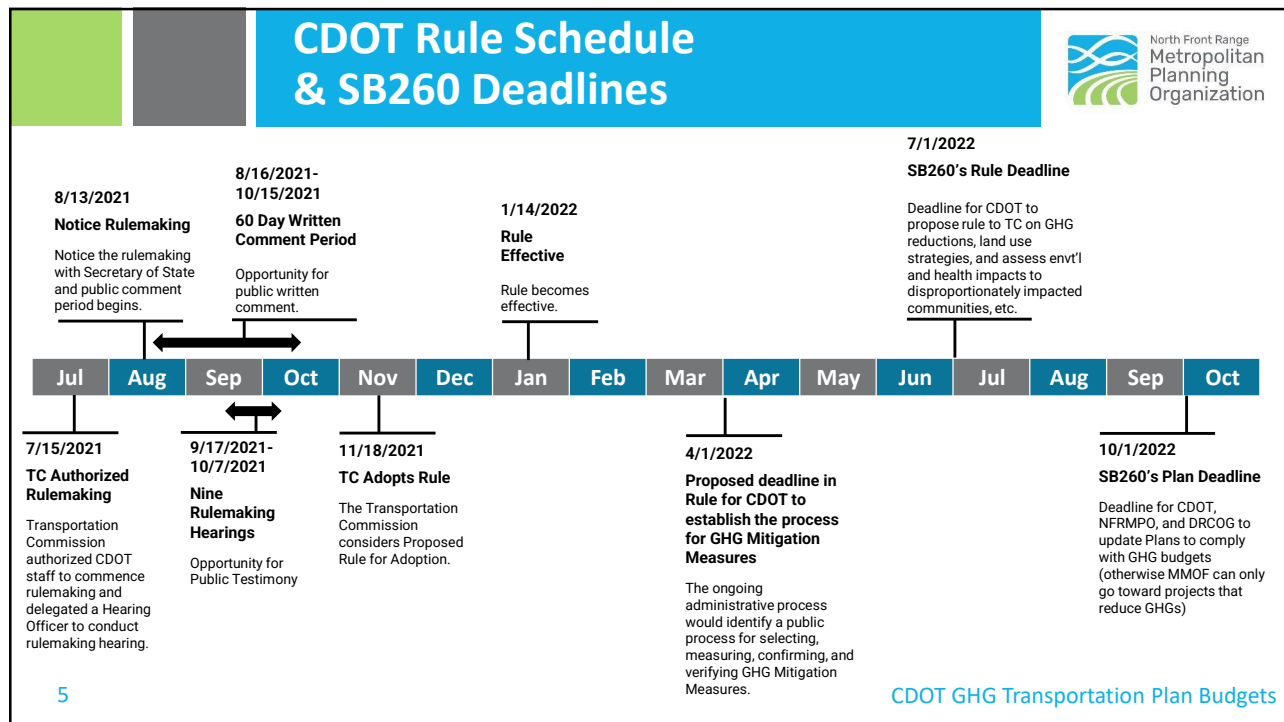


- TC is considering revising the rules on the **statewide transportation planning process** and transportation planning regions, 2 CCR 601-22.
- The revisions establish **greenhouse gas (GHG) pollution reduction planning levels** for transportation that will improve air quality, reduce smog, and provide more sustainable options for travelers across Colorado.
- CDOT and MPOs will be required to **establish plans that meet GHG transportation reduction targets through a mix of transportation projects** that limit and mitigate air pollution and improve quality of life and multimodal options.
- CDOT and MPOs will be required to **demonstrate through travel demand modeling and approved air quality modeling** that statewide and regional aggregate emissions resulting from its state or regional plans do not exceed a specified emissions level in total.

CDOT Resources on the Proposed Rule, including the Redline and Notice:
<https://www.codot.gov/business/rules/proposed-rules>

4

CDOT GHG Transportation Plan Budgets



Proposed Revision to State Transportation Planning Rules

- §1 – Definitions for 19 new terms
- §4.06 – Requires statewide plan to include analysis of GHG impact and include 10-Year Plan as an appendix
- §6.01 – Identifies amendment process for the 10-Year Plan (led by CDOT in coordination with TPRs)
- **§8 – GHG Emission Requirements**
 - §8.01 – GHG Reduction Levels
 - §8.02 – Compliance Determination
 - §8.03 – GHG Mitigation Measures
 - §8.04 – Air Pollution Control Division (APCD) Confirmation and Verification
 - §8.05 – Enforcement
 - §8.06 – CDOT Report on GHG (every five years)

6

CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



- **Baseline** - estimates of GHG emissions for each of the MPOs, and for the non-MPO areas, prepared using the **MPO Models or the Statewide Travel Model**. Estimates must include GHG emissions resulting from the existing transportation network and implementation of the most recently adopted RTP for all MPOs and the 10-Year Plan in non-MPO areas as of the effective date of these Rules.
- **GHG Reduction Level** - the amount of the GHG expressed as CO₂e reduced from the projected Baseline that CDOT and MPOs must attain through transportation planning.
- **Compliance years** – 2025, 2030, 2040, and 2050

7

CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



GHG Reduction Levels in Million Metric Tons (MMT) of CO₂e by Compliance Year

	2025		2030		2040		2050	
Regional Areas	Baseline	Reduction	Baseline	Reduction	Baseline	Reduction	Baseline	Reduction
DRCOG	14.9	0.27	11.8	0.82	10.9	0.63	12.8	0.37
NFRMPO	2.3	0.04	1.8	0.12	1.9	0.11	2.2	0.07
PPACG	2.7	N/A	2.2	0.15	2.0	0.12	2.3	0.07
GVMPO	0.38	N/A	0.30	0.02	0.30	0.02	0.36	0.01
PACOG	0.50	N/A	0.40	0.03	0.30	0.02	0.4	0.01
CDOT/Non-MPO	6.7	0.12	5.3	0.37	5.2	0.3	6.1	0.18
TOTAL	27.4	0.5	21.8	1.5	20.6	1.2	24.2	0.7

8

CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



Extent of GHG Reduction Levels

	2025 Reduction Percentage	2030 Reduction Percentage	2040 Reduction Percentage	2050 Reduction Percentage
NFRMPO	1.7%	6.7%	5.8%	3.2%
CDOT/Non-MPO	1.8%	7.0%	5.8%	3.0%
TOTAL	1.8%	6.9%	5.8%	2.9%

9

CDOT GHG Transportation Plan Budgets

Compliance Determination (§8.02)



Applicability

- For NFRMPO and DRCOG, applies to the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)
- For other MPOs, applies to the RTP only
- For CDOT, applies to CDOT's 10-Year Plan in non-MPO areas and CDOT's Four-Year Prioritized Plan in non-MPO areas

GHG Transportation Report

- With each applicable plan, must submit a GHG Transportation Report including:
 - **GHG Emissions Analysis** – modeling of GHG emissions for each compliance year (regionally significant projects)
 - **Mitigation Action Plan** – description of non-regionally significant projects to help achieve GHG budgets

10

CDOT GHG Transportation Plan Budgets

GHG Mitigation Measures (§8.03)



- CDOT and MPOs allowed to use approved GHG Mitigation Measures to offset emissions and demonstrate progress toward compliance.
- Illustrative examples in the Rule:
 - Addition of **transit** resources to displace VMT.
 - Improve **ped and bike** access.
 - Encourage local adoption of more effective forms of vertical **development and zoning** plans (mixed use) in a way that rewards transportation project investments.
 - Improve **first- and final-mile access** to transit.
 - Changes to **parking and other policies** that encourage walking/transit.
 - Medium/heavy duty vehicle electric charging and hydrogen refueling.
 - Establishing **clean construction** policies.
 - Adopting **transportation demand management (TDM)** practices that reduce VMT.

11

CDOT GHG Transportation Plan Budgets

Compliance Determination (§8.02)



The **GHG Transportation Report** must either:

- Demonstrate GHG Reduction Levels are met for each compliance year (2025, 2030, 2040, and 2050), OR
- The NFRMPO must utilize **CMAQ and STBG funds** on projects or approved GHG mitigation measures that **reduce GHG emissions**, and CDOT utilizes **10-Year Plan funds** anticipated to be expended on **Regionally Significant Projects** in the MPO area on projects that **reduce GHG emissions**.

12

CDOT GHG Transportation Plan Budgets

Verification/Approval (\$8.02, \$8.04, and \$8.05)



APCD Verification

- ≥ 45 days prior to the NFRMPO's adoption of an Applicable Planning Document, submit technical data in the **GHG Transportation Report** to APCD for review and verification.
- APCD has 30 days to verify. If they do not, document is considered acceptable.

TC Approval

- ≥ 30 days prior to the NFRMPO's adoption of an Applicable Planning Document, provide the TC a GHG Transportation Report.
- TC must determine by resolution if the **GHG Transportation Report** meets requirements.
- No time limit for TC to make the determination.
- If TC determines the requirements are not met, funding restrictions are imposed (for NFRMPO, applies to **CMAQ, STBG, and some 10-Year Plan funds**).

13

CDOT GHG Transportation Plan Budgets

Waiver Process (\$8.05)



- MPO, CDOT or a non-MPO TPR may request a waiver or ask for reconsideration of TC Determination.
 - **Waiver** – May request a waiver on specific projects not expected to reduce GHG emissions on the following basis:
 - GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions; and
 - In no case shall a waiver be granted if such waiver results in a **substantial increase** in GHG emissions when compared to the required reduction levels in the Rule.
 - **Reconsideration** – May request TC reconsider the non-compliance determination and include explanation of how requirements are met.
- TC has 30 days or until next TC meeting (whichever is later) to act. If no action is taken, request is denied.

14

CDOT GHG Transportation Plan Budgets

Effective Dates (§8.02)



By October 1, 2022

- NFRMPO and DRCOG must update their RTPs and CDOT must update 10-Year Plan and meet GHG reduction levels. If not, restrictions will be placed on **Multimodal Transportation and Mitigation Options Funds (MMOF)** per SB21-260.

After October 1, 2022

- For each Applicable Planning Document, meet the corresponding GHG reduction levels. If not, restrictions will be placed on **CMAQ, STBG, and some 10-Year Plan funds** per proposed rule.

15

CDOT GHG Transportation Plan Budgets

Additional Requirements (§8.02)



Intergovernmental Agreement

- Agreement between MPO, CDOT, CDPHE on modeling assumptions and agency responsibilities must be established prior to adoption of next RTP.

Annual Status Report

- MPOs and CDOT must report annually on **GHG mitigation measures** (status; quantification of benefit; explanation for delays, cancellations, or substitutions)

GHG Mitigation Measure Process

- By April 1, 2022 – CDOT shall establish an ongoing administrative process for selecting, measuring, confirming, and verifying **GHG Mitigation Measures** while accounting for impact to Disproportionately Impacted (DI) communities.

16

CDOT GHG Transportation Plan Budgets

Digging Deeper



- Role of Modeling
- Role of Population Growth
- Feasibility of Reductions
- Impact to Planning Process

17

CDOT GHG Transportation Plan Budgets

Modeling the GHG Baselines and Reduction Levels



GHG Baselines

- Baseline set using statewide travel model instead of MPO models.
- GHG emissions by area are proxies based on VMT, not determined based on each area's GHG (which would account from congested speeds and VMT).

GHG Reduction Levels

- No explanation in rule or any published documentation on how the reduction levels were determined.
- Per CDOT, reductions were based on sketch modeling all the following strategies:
 - **Travel choices:** tripling telework, non-work trip reduction, broadband expansion, extensive sidewalk and bike improvements, e-bikes, arterial speed reductions, 50% transit fares
 - **Transit:** 6% annual service increase, 2022-2030; double service by 2050; bus fleet electrification
 - **Land Use:** 50% growth of urban mixed-use areas ($\geq 2,000$ people per sq mi and ≥ 500 retail/service jobs per sq mi) in NFRMPO, up from 10%

Are the GHG strategies used to set the GHG Reduction Levels applicable to MPOs?

18

CDOT GHG Transportation Plan Budgets

Role of Population Growth



CDOT's GHG Budgets Account for Current Forecast

- High growth forecasted by state demographer: 83% population and 67% jobs from 2015-2045 in NFRMPO
- The GHG Budget for each compliance year accounts for the growth forecast

MPO Boundaries Can Change

- The MPO may choose to expand or may be required to expand due to updates to Urbanized Areas after a Decennial Census

Growth forecasts are Updated for each Planning Cycle

- Per federal planning requirements, the NFRMPO obtains new growth forecasts prior to updating the RTP. Growth may be higher or lower than the previous forecast.

Could the rule set GHG budgets per capita instead of total GHG?

19

CDOT GHG Transportation Plan Budgets

Feasibility of Reductions



GHG Emissions Analysis (travel model analysis)

- Selecting a different mix of projects or building fewer/no capacity projects appears to have a limited impact on GHG – further analysis is underway

GHG Mitigation Measures (off-model analysis)

- The process for determining these measures and how they will be evaluated will not occur until after the rule is finalized
- Preliminary analysis by NFR staff indicates these measures can only provide 10-15% of needed reductions

Feasibility of GHG Reduction Levels is unknown. Analysis is underway and more time may be needed to develop data-driven GHG reductions.

20

CDOT GHG Transportation Plan Budgets

Impact to Planning Process



Federal Requirements for the Metropolitan Planning Process

- MPOs meet federal requirements for planning the multimodal surface transportation system. This includes consideration of 10 planning factors:
 - Economic Vitality
 - Safety
 - Security
 - Accessibility and Mobility (people and freight)
 - Environment
 - Multimodal Integration
 - Efficient Operations
 - Preservation
 - Resiliency and Reliability
 - Travel and Tourism

Federal Requirements for Surface Transportation Block Grant (STBG)

- Restriction on providing STBG funds to specific transportation modes by a pre-set formula or percentage.

How will GHG rule interface with federal planning requirements?
Could the NFRMPO be restricted in providing STBG funds to important safety and operations projects?

21

CDOT GHG Transportation Plan Budgets

Areas of Support



- Rule purpose and co-benefits to ozone and expanding transportation options
- Existence of a waiver process
- Establishing GHG Mitigation Measure process outside of the rulemaking (additional flexibility to update)
- Creation of State Interagency Consultation Team
- TC will not withhold funds from the MPO

22

CDOT GHG Transportation Plan Budgets

Areas of Concern (1 of 2)



- GHG Reduction Levels may not be feasible.
- Rulemaking schedule may not accommodate data-driven requirements or data-driven comments.
 - Modeling conducted by CDOT to set GHG Baselines and GHG Reduction Levels is incomplete and appears to have errors; CDOT has proposed re-analyzing.
 - NFRMPO requested GHG analysis using the NFRMPO travel model; analysis is underway by CDPHE staff.
 - CDOT is developing documentation of method and rationale for the GHG Baselines and GHG Reduction Levels; no timeline for availability.
- Rule should require periodic reassessment of GHG reduction levels.
- Due to updated growth forecasts and potential for MPO boundary changes, GHG Reduction Levels should account for change (either with per capita budgets or updates to the baselines and reduction levels).

23

CDOT GHG Transportation Plan Budgets

Areas of Concern (2 of 2)



- Many of the GHG strategies are outside the control of MPOs and CDOT, e.g.:
 - MPOs have no land use authority and very limited ability to encourage land use changes
 - MPOs cannot fund ongoing transit operations through CMAQ or STBG
- Implementers of GHG Mitigation Measures should not be restricted to only CDOT and MPO (i.e. local government efforts should also count).
- The rule lacks specificity on processes, roles, and responsibilities (e.g. no specified timing for TC determination, unclear when funding restrictions occur, lack of process for addressing any concerns from APCD).
- The GHG Mitigation Measure reporting process may be onerous without providing much value.
- If an area does not meet the GHG budget, non-regionally significant projects funded through CMAQ and STBG should not require a waiver to proceed, as with the 10-Year Plan Funds.

24

CDOT GHG Transportation Plan Budgets

CDOT GHG Rulemaking Hearings



Date	Location	Time
9/17/2021	Grand Junction	2-5 pm
9/23/2021	Denver	3-7 pm
9/24/2021	Colorado Springs	3-6 pm
9/27/2021	Littleton	3-7 pm
9/29/2021	Limon	2-5 pm
9/30/2021	Fort Collins	2-5 pm
10/4/2021	Glenwood Springs	2-5 pm
10/5/2021	Firestone	2-5 pm
10/7/2021	Durango	2-5 pm

Hybrid Hearings

To attend virtually, register at
<https://www.codot.gov/programs/environmental/greenhousegas/publichearing>

Written Public Comment

All comments or questions on the proposed rule should be submitted by October 15th to dot_rules@state.co.us

25

CDOT GHG Transportation Plan Budgets

Next Steps



- **September 15, 2021** – TAC Discussion
- **September 16 or 17, 2021** – TAC & Council Work Session
- **September 30 & October 5, 2021** – CDOT GHG Rulemaking Hearings in Larimer/Weld (additional seven hearings around the state 9/17-10/7)
- **October 6, 2021** – Council Meeting Discussion or Action to approve comments
- **October 14, 2021** – TAC & Council Work Session *(If Needed)*
- **October 15, 2021** – Deadline to submit public comment

CDOT Resources on the Proposed Rule, including the Redline and Notice:
<https://www.codot.gov/business/rules/proposed-rules>

26

CDOT GHG Transportation Plan Budgets

Discussion



- What questions do you have on the proposed rule and initial analysis?
- What other information do you need to understand the proposed rule?
- What concerns and suggestions do you have?

27

CDOT GHG Transportation Plan Budgets

Questions?



Medora Bornhoft
Transportation and Air Quality Planner III
mbornhoft@nfrmpo.org
(970) 289-8283

28

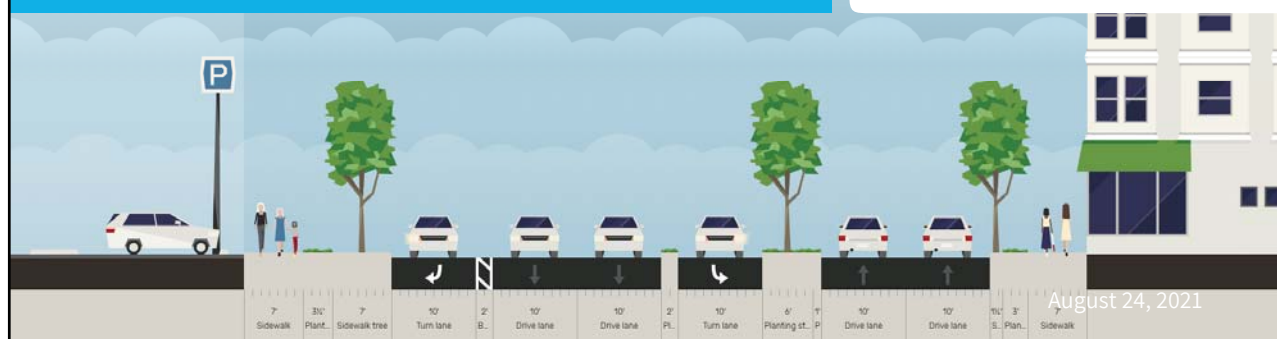
CDOT GHG Transportation Plan Budgets

2050 RTP Kick-Off

TAC Meeting



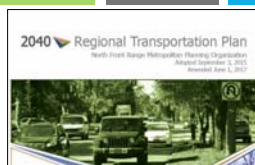
North Front Range
Metropolitan
Planning
Organization



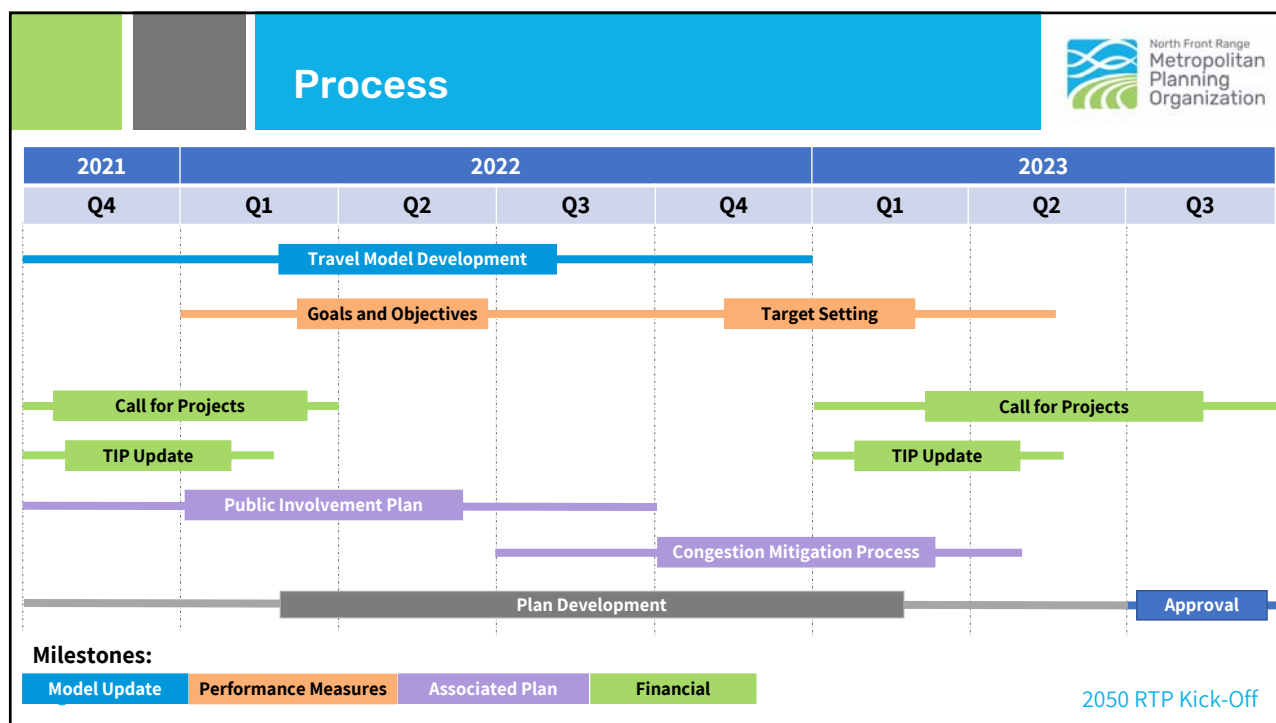
Introduction



North Front Range
Metropolitan
Planning
Organization



- Updated every four years (last adopted September 2019)
- Accomplish the objectives outlined by the MPO, the state, and the public transportation providers
- Multimodal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals
- 20+ year planning horizon
- Fiscally constrained




What's new?

North Front Range Metropolitan Planning Organization

1. Focus on the **“so what”** of the data and information
2. Better tie together current data and projections (**highlight trends**)
3. **Reduce duplicate information** where possible
4. More focus on **emerging trends**
5. RTP-focused **Outreach Strategy**

2050 RTP Kick-Off

Structure




Now

Future

- 1. Planning Context**
- 2. Trends**
- 3. Visioning and Scenario Planning**
- 4. Funding and Financing**
- 5. Appendices**

5
2050 RTP Kick-Off

Planning Context




Now

Future

- 1. Planning Context**
 - a) What is the NFRMPO?
 - b) Planning process and factors
 - c) Vision and goals
 - d) Related plans, studies, initiatives
 - e) Multimodal Transportation System
 - f) Amendment Process

6
2050 RTP Kick-Off

Trends



Now ----- Future


2. Trends

- a) Socioeconomic trends
- b) Initiatives and Technology
 - a) CAV, EV/ZEV/Electrification, TDM, RideNoCo
- c) System Performance Report
- d) Safety and Resiliency

7

2050 RTP Kick-Off

Visioning and Scenario Planning



Now ----- Future


3. Visioning and Scenario Planning

- a) Visioning
 - a) RSC
 - b) RTC
 - c) RATC
- b) Scenarios
 - a) Land Use Scenarios
 - b) Travel Demand Scenarios

8

2050 RTP Kick-Off

Funding and Financing




Now ----- Future

4. Funding and Financing

- a) Fiscally Constrained Plan
- b) Plan Projects
- c) Fiscally Unconstrained Projects
- d) 10-Year List of Projects

9
2050 RTP Kick-Off

Outreach



2021	2022				2023		
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Phase Ia (Goals, Problem Identification)		Phase Ib (Goal ranking, Corridor Visions)		Phase II (Scenarios and Projects)		Phase III (Education)	

10
2050 RTP Kick-Off

Awaiting more info on...



- Greenhouse gas budgets and reporting
- Federal legislation (new infrastructure bill?)
- Impact of Census on the NFRMPO, including boundaries
- COVID impacts

11

2050 RTP Kick-Off

Questions?



Alex Gordon, PTP

agordon@nfrmpo.org

(970) 289-8279

Medora Bornhoft, PTP

mbornhoft@nfrmpo.org

(970) 289-8283

<https://nfrmpo.org/rtp/>

12

2050 RTP Kick-Off

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 15, 2021	FY2021 TIP Project Delay Review	AnnaRose Cunningham
Objective/Request Action		
To discuss TIP projects subject to the TIP Delay Procedure, including: <ul style="list-style-type: none"> Whether or not to recommend Planning Council grant 2nd extensions to projects with a 2nd delay. 		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> In August and September 2021, sponsors provided project status information for projects with a milestone deadline of FY2021 or earlier, summarized in Table 1. 12 projects were subject to the FY2021 delay review. As shown in the attached table, nine projects have met or will meet the required milestone and three projects are delayed. The three delayed project are requesting consideration for a 2nd delay, no projects are requiring a first delay. 		
Committee Discussion		
<ul style="list-style-type: none"> This is the first time TAC will discuss the FY2021 TIP Project Delay Review. 		
Supporting Information		
<ul style="list-style-type: none"> The TIP delay procedure, as identified in the <i>FY2022-2025 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects. The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded. Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project. TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd delays. 		

Advantages

- The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff recommends TAC recommend Planning Council provide 2nd extensions to the three projects with second delays.

Attachment

- **Table 1. FY2021 Project Status Report**

Table 1. FY2021 Project Status Report

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2021 PROJECT STATUS COMMENTS	2020 Review Outcome	2021 DELAY STATUS	Federal Funds in TIP (in thousands)
Transfort CNG Buses	Transfort	CMAQ	FY21	Anticipated Order Date: September 2021	Agreement is being routed for signatures. Once signed, PO will be issued, delivery of buses expected in 12 months. (3 buses)	N/A	<i>Not Delayed*</i>	\$1,900
eBus & Charger Purchase	Transfort	CMAQ	FY19	Order Date: November 2020 & February 2021	Buses expected delivery date is November 2021. Chargers anticipated September 2021.	2nd Delay	<i>Not Delayed</i>	\$1,914
Traffic Signal Progression Improvements—US 34	Loveland	CMAQ	FY20	Notice to Proceed: July 2021	Equipment ordered. Will be installed upon arrival.	1st Delay	<i>Not Delayed</i>	\$640
CNG Fast Fill Stations	Loveland	CMAQ	FY19	RFP: June 2021	First Step of Design-Build Process, SOQ, commenced in May 2021 and RFP process in June 2021. RFP's rejected due to cost and process restarted. RFP's due September 2, 2021 with work start date anticipated for November 2021. CDOT has concurred that project status is in good standing.	2nd Delay	<i>Not Delayed</i>	\$828
COLT CNG Bus Replacement/Expansion	COLT	CMAQ	FY21	Order Date: August 2021	PO Issued for 2 CNG buses	N/A	<i>Not Delayed</i>	\$1,734
COLT Diesel Bus Replacement	COLT	CMAQ	FY21	Order Date: August 2021	PO Issued for 1 CBG Bus	N/A	<i>Not Delayed</i>	\$504
GET CNG Bus Replacement/Bus Expansion	GET	CMAQ	FY21	Order Date: December 2020	Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.	N/A	<i>Not Delayed</i>	\$646

*Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2021 PROJECT STATUS COMMENTS	2020 Review Outcome	2021 DELAY STATUS	Federal Funds in TIP (in thousands)
GET Diesel Bus Replacement	GET	CMAQ	FY21	Order Date: December 2020	Buses ordered 12/30/2020, expected delivery early in 2022. Expected grant to be obligated early in 2022.	N/A	<i>Not Delayed</i>	\$2,489
Weld County CNG Vehicles	Weld County	CMAQ	FY20	-	Project is delayed due to the suspension of the Buy America waiver process.	1st Delay	2nd Delay	\$2,200
Intersection Improvements at SH257 & Eastman Park Dr.	Windsor	STBG	FY20	Anticipated: April 2022	Project delayed in 2020 due to CDOT SH257 Resurfacing. 2 nd Delay due to major scope change in layout of intersection due to development in the area.	1st Delay	2nd Delay	\$1,000
Timberline Road Corridor Improvements	Fort Collins	STBG	FY21	Anticipated: September 2021	Advertisement delayed due to ROW acquisition	N/A	<i>Not Delayed*</i>	\$2,695
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	Anticipated: January 2022	1 st Delay due to prebbles mouse issues, working with state official on options. Project currently in design	1st Delay	2nd Delay	\$250

Project sponsor anticipates meeting milestone deadline in September 2021, project should not need to be delayed.



Joint Regional Mobility Meeting —MINUTES

August 24, 2021

1:00 p.m. – 4:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Cory Schmitt, NFRMPO
- Hanna Johnson, NFRMPO
- Ruth Fletcher-Carter, RAFT
- Katlyn Kelly, Transfort
- Celeste Ewert, Envision
- Kim Werners, Red Feather Lakes
- Margie Martinez, Weld United Way
- Angel Bond, Boulder County
- Jim Becker, N40MA/Citizen
- Megan Kaliczak, zTrip
- Janet Bedingfield, 60+ Ride
- Nichole Seward, Weld County AAA
- Connie Nelson-Cleverley, SAINT
- Elizabeth Relford, Weld County
- Robyn Upton, WAND
- Steve Teets, WAND

Virtual:

- Alex Gordon, NFRMPO
- Suzette Mallette, NFRMPO
- Lorye McLeod, PAFC
- Leiton Powell, GET
- Michelle Johnson, GET
- Bridie Smith, COLT
- Anna Russo, Transfort
- Nicole Limoges, Larimer County Office on Aging
- Olivia Egen, WCDPHE
- Kimberly Baker, LCDPHE
- Aidan Johan, Boulder County
- Meredith Greene, Nelson/Nygaard
- Ezra Pincus-Roth, Nelson/Nygaard
- Vanessa Solesbee, Estes Park
- Andrew Jones, Arc of Weld County
- Blake Van Jacobs, CDOT
- Jan Rowe, CDOT
- Kim Redd, Congressman Joe Neguse
- Dan Betts, Congressman Ken Buck

2. Group Introductions and Review of Agenda

Both virtual and in person attendees introduced themselves. In person Weld County Mobility Committee (WCMC) members matched with Larimer County Mobility Committee (LCMC) members for ice breaker activity.

Coordinated Plan

1) Boulder County Coordinated Plan Presentation (slides attached) –Greene



Greene presented on the Boulder County Mobility and Access for All Coordinated Plan. In the past, the Denver Regional Council of Governments (DRCOG) has completed the Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) on behalf of Boulder County and other Metro Denver counties. This plan represents the first Coordinated Plan specific to Boulder County.

Following the presentation, the group discussed several items related to the Boulder County Coordinated Plan, such as funding sources for implementing projects and priorities from the plan, whether the plan will culminate in a project-list or be bigger-picture strategies, and attention given to affordability of transportation options.

Greene said the plan is looking beyond just \$5310 funding when it comes to implementing strategies and goals outlined in the planning process and that the final product will include a combination of both specific projects and broader suggestions for improving access and mobility in Boulder County. Greene noted that the topic of affordability will be addressed throughout the plan.

2) NFRMPO Coordinated Plan Presentation (slides attached) – Johnson

Johnson presented about the NFRMPO Coordinated Plan and asked the audience for feedback on the Plan's vision statement and goals. Attendees suggested examining the terminology surrounding "delivery of transit options" and the use of the word "transit" in the plan in general as it gives the impression of focusing on only larger public transit agencies rather than the whole spectrum of provider types. Clarifying questions about the definition of resiliency were also asked.

Gordon shared parallel mobility planning efforts being done by the NFRMPO, including:

- The LinkNoCo project examining regional transit corridors
- The Regional Transportation Plan, the long-range transportation plan for the region.
- Transportation Demand Management for reducing single-occupancy vehicles through a toolbox of strategies.

The group discussed examining transit service south into Boulder County in addition to Cheyenne, Wyoming, to which Gordon specified that the Wyoming study was being funded by CDOT and WYDOT and that Boulder County's current US287 Bus Rapid Transit Study is considering service needs further north into Larimer County, so there is some collaboration happening.

Bedingfield brought up that current paratransit service policies are not always conducive to serving older adults in the community. Michelle Johnson validated Bedingfield's remarks and said Greeley Evans Transit (GET) was beginning the process of examining changes to paratransit policies to make using the service less of a time demand on riders along with other ways to improve the rider experience. Fletcher-Carter also mentioned the continuing need for better communication with Non-Emergent Medical Transportation (NEMT) brokers to improve service delivery.

Relford asked if the intent of the Coordinated Plan was to aid in the creation of a list of specific projects that could be supported if funding became available, to which Gordon affirmed as a great outcome of



the planning process. Relford remarked that balancing both local and regional benefits of projects and necessary funds to expand or implement service could improve partnerships and collaboration.

3) Small Group Breakout Activity + Report Out (notes attached)

The virtual group had a discussion regarding Non-Transportation Improvements. In person attendees split among the four other strategy areas: Coordination, Collaboration, Education, and Infrastructure/Funding. Each group spent 20-25 minutes discussing activities, purposes, methods, and performance measures related to each strategy area. At the end, each group reported out their findings:

- **Virtual Group: Non-Transportation Improvements**

- Takeaway: non-transportation improvements tie back into other strategy areas.

Suggested Methods:

- Coordination with land use planners and developers
- Customer service Diversity and Inclusion training, particularly related to inclusion of non-verbal users
 - Performance measure: number of complaints (Transfort, GET, COLT already track this)
 - De-escalation training
- Coordination with Emergency Management (both natural disasters and public health crises)
 - Having one central point of contact
- Guides for individuals with visual impairments and lower literacy
 - More icons and large print
 - Transfort prints in braille, available by request
- Connections to active transportation and trails
 - Having bike racks and education
 - Better infrastructure and connections between stops and trails
- Technology literacy
 - Working with IT partners
 - Boulder County has technology ambassador program
 - Aiden can set up a meeting with himself, NFRMPO staff, and Angel

- **Coordination**

- Ask that the definition be expanded to be inclusive of other organizations, groups, and stakeholders beyond just transportation providers.
- Developing reciprocity agreements for eligibility agreements
- Coordinating with health care providers
- Sharing database to track customers
- Pooled funding for trips taken
- Shared service standards so providers are accountable for customer experience



- Identifying gaps in available services
- Coordinated funding applications
- Establishing a means for cross-jurisdictional projects and services
 - Coordinating drop off locations to get riders across boundaries

- **Education**

- Purpose: bring awareness and education to people on all mobility options and provide training on how to access those resources.
- Awareness campaign
 - Physical documents/brochures. Having multiple sources (GET, Rider's Guide, Transfort, etc.)
 - QR Codes
 - Social media, yard signs, etc.
- Broaden partner organizations to provide info to people such as the hospitality and business community
- Training for partner organizations
 - Intake assessments and annual assessments
- Performance measures:
 - Increased awareness of services. Likely a survey
 - One-on-one meetings
 - Post-surveys 12 to 18 months later
 - Increased ridership with a goal to increase across the board, not just for one provider or transit type
- May want to add "communication" to this strategy

- **Collaboration**

- Coordinate an information and services exchange to share grant-writing capabilities, documents such as job descriptions, and software tools such as scheduling systems.
- Bringing in areas to the east such as Morgan County since they have needs but not as many resources
- Building relationships and growing together
 - Annexing "border" towns into service areas
 - Bridging arbitrary boundaries to serve people better

- **Infrastructure and Funding**

- Activity: inventory of current infrastructure to identify needs
 - Hard infrastructure: vehicles, etc.
 - Soft infrastructure: volunteers, organizational capacity, etc.
- Method:
 - Outreach to stakeholders for infrastructure needs
 - Then look for appropriate funding opportunities
- Performance Measure:
 - Where did the funding go?



- How much funding was obtained?
- Who did this help? Was there an increase in rural clients served? Was there an increase in rides?
- Decrease in vehicle breakdowns?
- Other thoughts:
 - Incorporate broadband into this focus area because technology is so important to accessing many services

One Call/ One Click Center

1) RideNoCo Roll Out Update (slides attached) – Schmitt and Johnson

Schmitt presented about the RideNoCo launch and roll out, which is taking a phased approach:

- Phase I: Website and call center
- Phase II: Trip Discovery with GTFS-Flex technology
- Phase III: Trip Dispatching

Schmitt demo'd the pre-beta RideNoCo website that is due to launch at the beginning of September. Fletcher-Carter asked how quickly provider information could be updated on the website, to which Schmitt replied instantly as the website utilizes WordPress. Johnson discussed lessons learned when doing outreach for the program thus far.

Next Steps for Coordinated Plan:

Sept 2021: 30-day public comment period

Oct-Nov 2021: Bring to Weld County Mobility Committee and Larimer County Mobility Committee for review and motion to approve Plan.

Nov 2021: Present to NFRMPO Planning Council for discussion.

Dec 2021: Present to NFRMPO Planning Council for adoption.

2022 and beyond: progress reviewed by mobility committees on semi-annual basis

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC) Meeting: October 26th
- b. Larimer County Mobility Committee (LCMC) Meeting: November 18th

2021 Coordinated Plan

Joint Mobility Committee Meeting



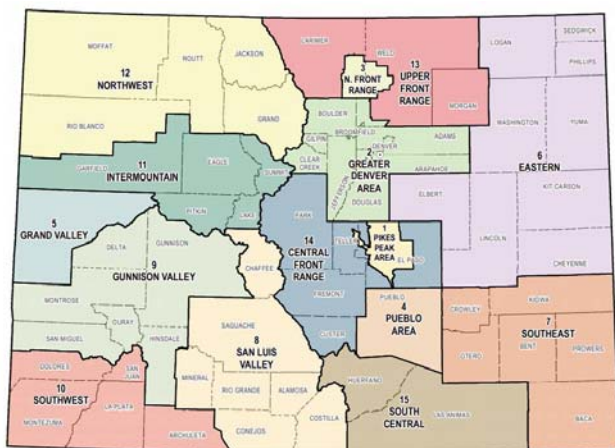
North Front Range
Metropolitan
Planning
Organization



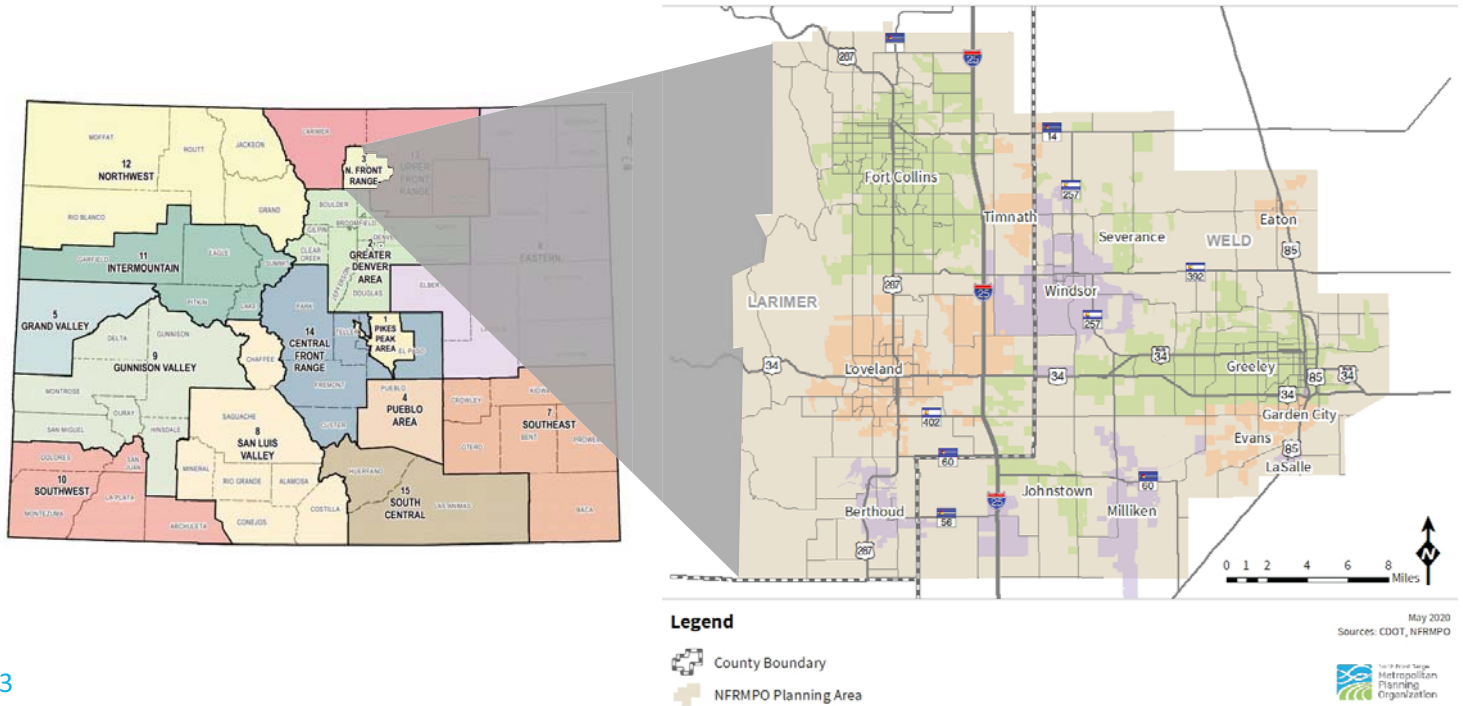
NFRMPO



North Front Range
Metropolitan
Planning
Organization

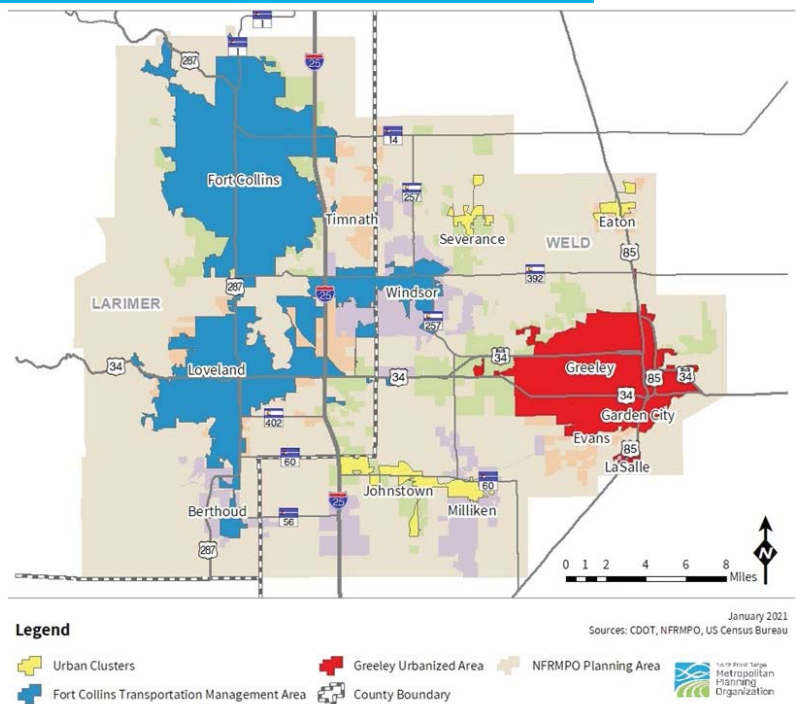


NFRMPO



3

Background



5

Plan

Purpose



- What are the existing transportation options and demographic data?
- What gaps exist between transportation needs and availability?
- What are strategies we can implement to address these gaps?

Evergreen question:

- How do we keep momentum going?

6

Coordinated Plan

Vision Statement

The **2021 Coordinated Plan** will improve regional mobility for all residents through effective coordination, collaboration, planning, and delivery of transit services.

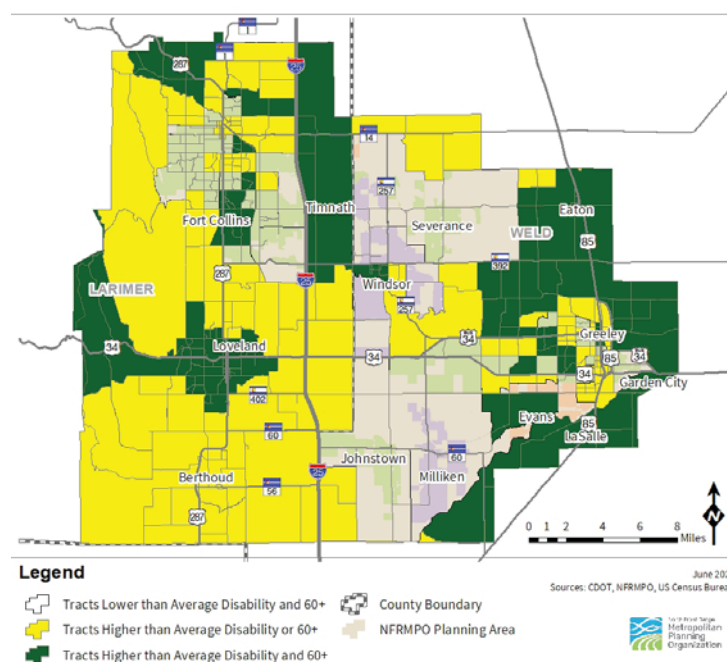
7

Coordinated Plan

Goals

- **Mobility:** An integrated, multimodal transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.
- **Safety:** A resilient transit network that makes travelers feel safe and secure.
- **Asset Management:** A high-quality transit system that is financially sustainable and operates in a state of good repair.

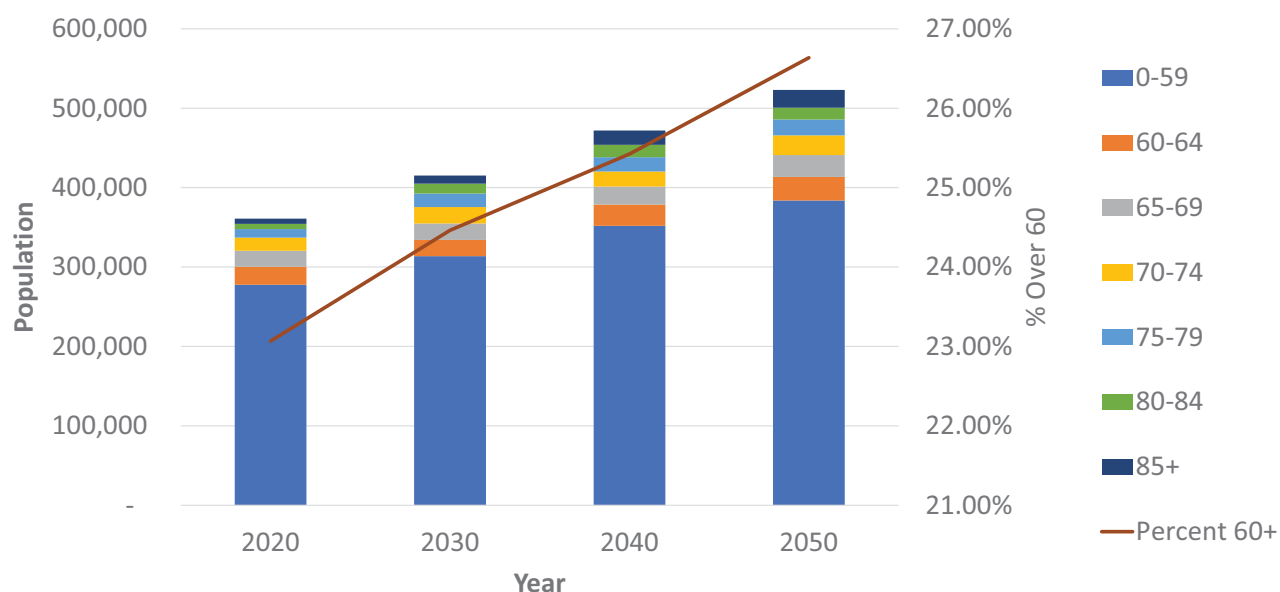
Key Demographic Data



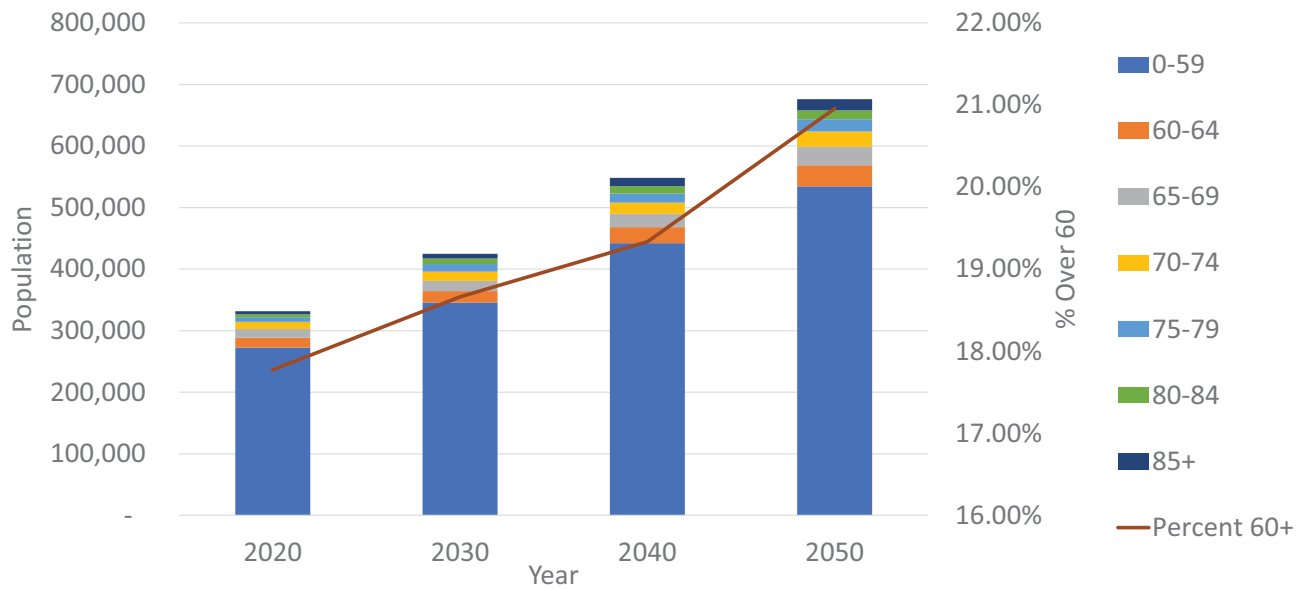
Key Demographic Data

Community	Population over 60	Percent over 60	Population with a Disability	Percent with a Disability
Berthoud	1,262	17.55%	716	10.1%
Eaton	1,290	24.26%	619	11.6%
Evans	2,057	10.02%	1,973	9.6%
Fort Collins	25,276	15.26%	12,978	7.9%
Garden City	37	17.29%	42	19.6%
Greeley	18,059	17.05%	11,605	11.2%
Johnstown	2,517	16.88%	992	6.7%
LaSalle	434	16.09%	202	7.5%
Loveland	19,829	25.76%	9,118	11.9%
Milliken	1,172	16.31%	729	10.1%
Severance	753	15.87%	413	8.7%
Timnath	330	9.49%	176	5.1%
Windsor	5,496	20.50%	2,143	8.0%

Larimer County Population Growth



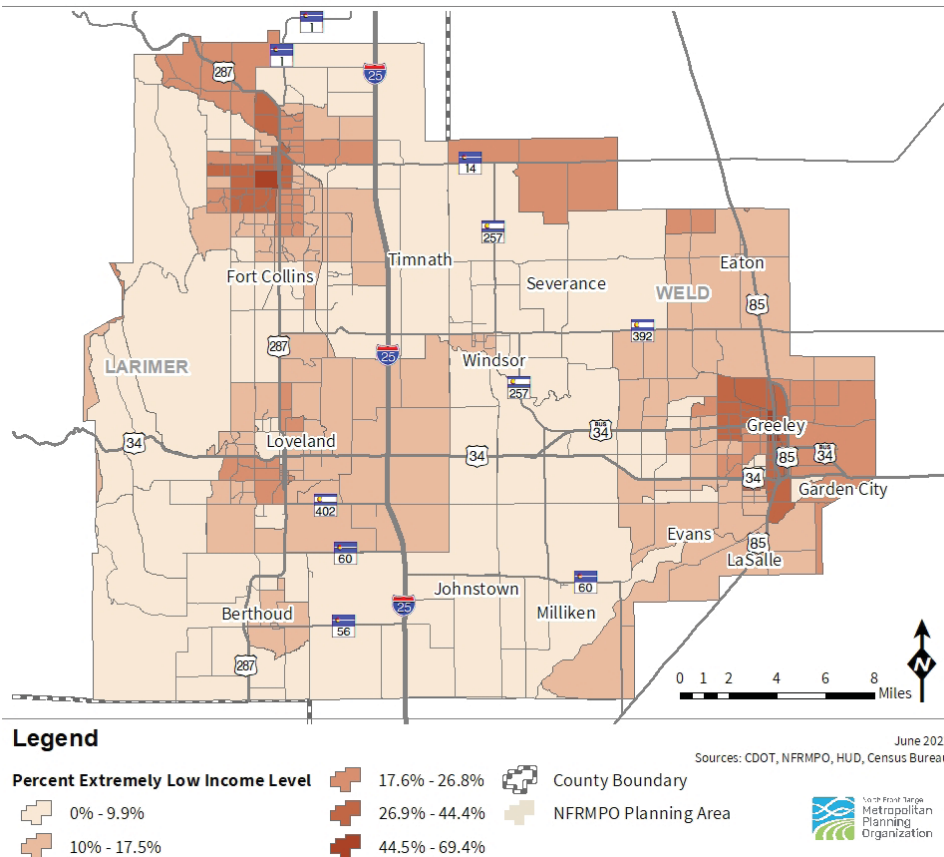
Weld County Population Growth



12

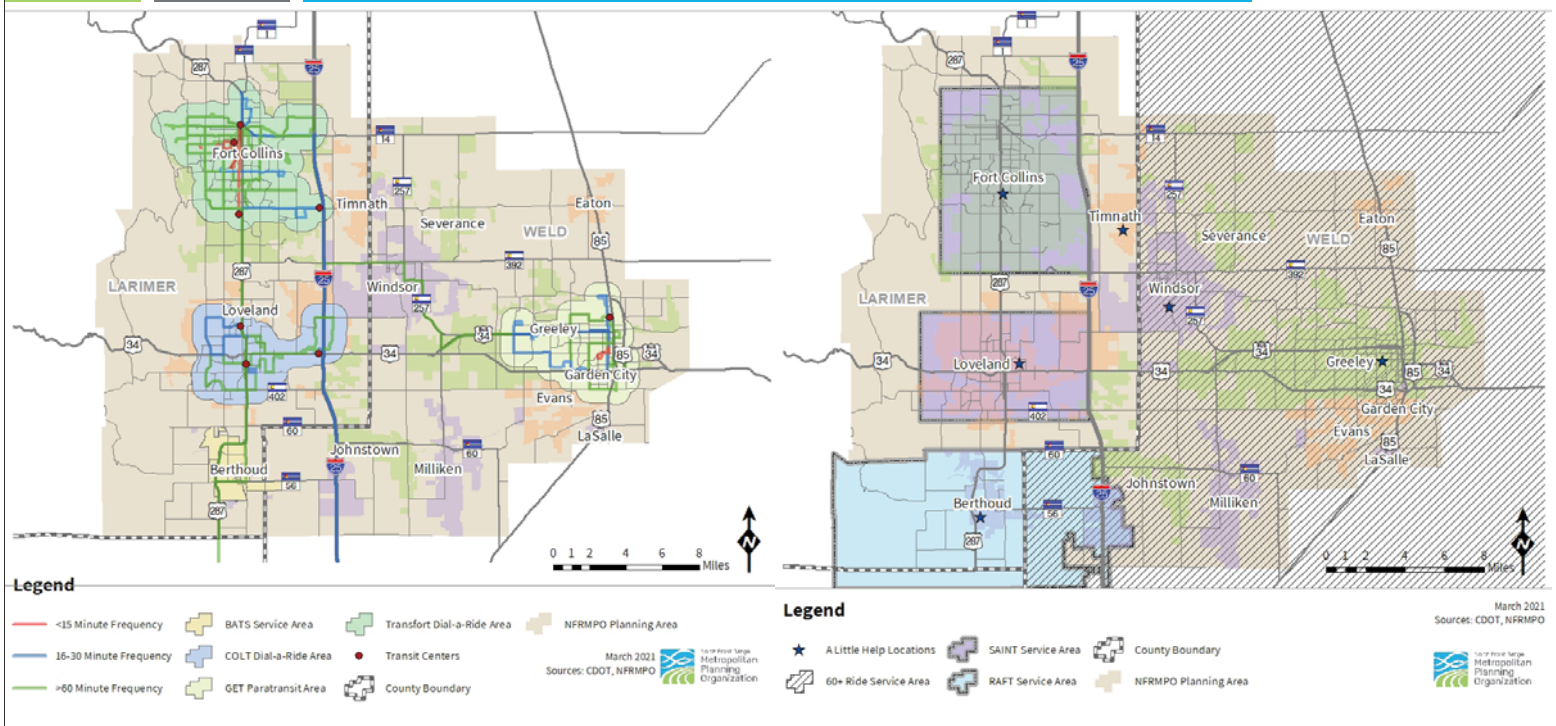
Coordinated Plan

Low Income Data



13

Transportation Availability



Outreach Efforts

- Weld County AAA Advisory Board
- LCOA Advisory Council
- Fort Collins Senior Advisory Board
- Loveland Senior Advisory Board
- Fort Collins Commission on Disabilities
- Greeley Commission on Disabilities
- Disabilities
- Loveland Commission on Disabilities
- Larimer County Mobility Committee
- Weld County Mobility Committee
- Boulder County Mobility and Access Coalition
- Survey
- YouTube Presentation
- Project website
- Social media
- Fact sheet
- Conversations

What themes have we heard?

- **Limited service outside of fixed-route, especially rural areas and between communities**
- **Lack of awareness of existing programs**
- **Drivers and Driver Retention**
- **Funding and Cost**

Example Strategies

- Larimer County Mobility Committee and Weld County Mobility Committee
- Technical assistance
- Dial-a-Taxi (Transfort & COLT)
- Rider's Guides (nfrmpo.org/mobility)
- One Call/One Click Center project (RideNoCo)

Strategy Areas

- **Coordination**
- **Education**
- **Collaboration**
- **Infrastructure and Funding**
- **Non-Transportation Improvements**



Other NFRMPO Efforts

LINKNoCo
UNITING THE NORTH FRONT RANGE



- **LinkNoCo** – studying premium transit along corridors connecting Larimer and Weld counties
 - **Added task:** feasibility of transit between Northern Colorado and Cheyenne
- **Regional Transportation Plan** – long range transportation plan for NFRMPO region

Transportation Demand Management – reducing single-occupancy vehicles through toolbox strategies

Questions

Alex Gordon

Transportation Planner III

agordon@nfrmpo.org

(970) 289-8279

20

Coordinated Plan

Small Group Activity

- **In your group, identify activities and goals for your strategy area:**
 - ❖ **Activity**
 - ❖ **Purpose**
 - ❖ **Method**
 - ❖ **Performance Measures**
- **In-Person Groups:**
 - Coordination
 - Education
 - Collaboration
 - Infrastructure and Funding
- **Virtual Group:**
 - Non-Transportation Improvements

21

Coordinated Plan



RideNoCo Roll Out

Joint Regional Mobility Meeting



North Front Range
Metropolitan
Planning
Organization



August 24, 2021

Background



North Front Range
Metropolitan
Planning
Organization

Larimer County Senior Transportation Implementation Plan



LARIMER
COUNTY



North Front Range
Metropolitan
Planning
Organization

- 2013-2018 Larimer County Strategic Plan set a goal to evaluate the transportation needs and challenges for seniors across the County.
- Assessments and pilots set stage for One Call/One Click Center identified in Larimer County Senior Transportation Implementation Plan.
- Learn more at about the road to RideNoCo at:
www.nfrmpo.org/mobility/ococ-project/

Milestones: One Call/One Click Center



- **Fall 2019:** Larimer County Senior Transportation Implementation Plan
- **January 2020:** NFRMPO Planning Council dedicates funding to One Call/One Click Center
- **December 2020:** Mobility Manager hired
- **February 2021:** Soft launch to support access to COVID vaccines
- **May 2021:** Mobility Coordinator hired
- **June 2021:** RideNoCo brand unveiled
- **August 2021:** Website and Call Center officially launched

3

Joint Mobility Meeting-August 2021

Milestones: Technical Assistance



- **January 2020:** Greeley Center for Independence (Adeo) receives new vehicle to transport residents and clients
- **January 2021:** Envision receives new vehicle to transport clients
- **April-December 2021:** Partnership with Via Mobility on pilot expansion into rural southwestern Weld and southeastern Larimer counties
- **Fall 2021:** Supporting start up of transportation service between Red Feather Lakes and Fort Collins
- **Spring 2022:** Town of Milliken to receive new vehicle to transport older residents to and from Senior Center and other destinations

4

Joint Mobility Meeting-August 2021

Connecting You & Northern Colorado



Connecting You & Northern Colorado embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for vulnerable groups such as older adults, individuals with disabilities, lower income individuals, and people who do not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.



**RIDE
NOCO**
CONNECTING YOU & NORTHERN COLORADO

5

Joint Mobility Meeting-August 2021

Connecting You & Northern Colorado



RideNoCo is a system that:

1 2 3

Is **simple** for anyone to easily find information about available transportation options



Has **robust financial capabilities** related to trip costs, trip payment, invoicing, and eligibility



Provides and shares accurate information to allow for **data-driven decisions**



Empowers and enables providers to share trips to make the best use of vehicles and provide more rides

The vision of RideNoCo is to **develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users.**

6

Joint Mobility Meeting-August 2021

Connecting You & Northern Colorado



- **Goal 1:** Make it easier for people to find out what services are available.
- **Goal 2:** Market the mobility management program and the importance of transportation options.
- **Goal 3:** Support the ability of existing providers to provide efficient and coordinated services.
- **Goal 4:** Develop a mobility management program that brings value to the region and is sustainable.
- **Goal 5:** Implement a One Call/One Click Center for Northern Colorado.

Joint Mobility Meeting-August 2021

7

Social Impact Measures Vote



Goal 4, Task 1: Identify two to four shared community measures of social impact that RideNoCo and transportation providers can affect and ways to measure the impact of program activities on attaining them.

- **Social Impact Measure #1:** Percent change in no-show rates with local healthcare providers
- **Social Impact Measure #2:** Percent change in annual ridership on regional public transit agencies
- **Social Impact Measure #3:** Percent change in feelings of social/community connectedness
- **Social Impact Measure #4:** _____

Joint Mobility Meeting-August 2021

8

A Phased Approach

Phase 1

2021

Website + Call Center

- Introduction of RideNoCo
- Central hub to identify transportation options across region and beyond

Phase 2

2022

Trip Discovery

- Ability to find and plan trips on public transit and human service providers in region
- Utilizing GTFS-Flex technology

Phase 3

2023

Trip Dispatching

- Find, plan, and book ride in one place across multiple providers
- Flexibility for transportation providers to schedule riders across different agencies

Ongoing-Data Collection: Where are mobility needs being met and where do gaps remain?

9

Joint Mobility Meeting-August 2021

Phase 1: Website

Phase 1

2021



10

Joint Mobility Meeting-August 2021

Phase 2: Trip Discovery



Phase 2 2022

- **RFP to be released late August 2021**
 - Building a custom trip-planning tool
- **Find and plan trips on RideNoCo website**
 - With public and human service transportation providers
- **Utilizing GTFS-Flex Technology**
 - Allows demand-response services to be incorporated
 - Complements CDOT's Connected Colorado project

[Joint Mobility Meeting-August 2021](#)

11

Phase 3: Trip Dispatching



Phase 3 2023

- **Take lessons learned from regional peers**
 - Incorporate best practices from past efforts
- **Empower providers and riders**
 - Find, book, and pay for ride in one place
- **Form Technology Steering Committee**
 - Arrive at a system that meets the wants and needs of providers

[Joint Mobility Meeting-August 2021](#)

12

Technology Steering Committee



Vision
A coordinated scheduling system that schedules rides across multiple providers with seamless and accessible options for users



Listen



Formulate



Evaluate



Guide

13

Joint Mobility Meeting-August 2021

Timeline: Steering Committee



- **Fall 2021:** Technology Steering Committee members recruited and convened
- **Winter 2021/2022:** Committee defines scope and objectives for trip scheduling and guides RFP creation
- **Spring 2022:** RFP released and vendor selected
- **Summer 2022:** Project underway
- **Winter 2022/2023:** Scheduling platform debuts



14

Joint Mobility Meeting-August 2021

Outreach: What We've Heard

- **Outreach Tools for Partners**
 - Media Toolkit: pre-made materials for easy sharing
- **Conduct outreach where people and relationships are:**
 - Fairs, farmer's markets, outdoor events
 - Community, recreation, and senior centers
 - Partner with organizations that have strong client relationships
- **Expand relationships with human and medical service providers**
 - Some solutions aren't adding transportation service but rather adjusting human and medical services (locations, times, scheduling, etc.)



15

Joint Mobility Meeting-August 2021

Next Steps: Coordinated Plan

- **September 2021:** 30-day public comment period
- **October-November 2021:** Bring to Weld County Mobility Committee and Larimer County Mobility Committee for review and motion to approve Plan
- **November 2021:** Present to NFRMPO Planning Council for discussion
- **December 2021:** Present to NFRMPO Planning Council for adoption
- **2022 and beyond:** Progress reviewed by Mobility Committees on semi-annual basis



16

Joint Mobility Meeting-August 2021

Thank You!



Cory Schmitt

Mobility Manager

cschmitt@nfrmpo.org

(970) 999-0072

Hanna Johnson

Mobility Coordinator

hjohnson@nfrmpo.org

(970) 672-0677

RideNoCo

mobility@nfrmpo.org

(970) 514-3636

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

Move to Approve Agenda and Minutes

Payton **moved** to *APPROVE THE SEPTEMBER 2, 2021, MEETING AGENDA AS SUBMITTED* and *THE AUGUST 5, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

**LEAD PLANNING AGENCY FOR AIR QUALITY
REPORTS**

Air Pollution Control Division (APCD)

Coffin reviewed the memo from the APCD, included in the Council handouts. Council members discussed changes to Regulation 11 regarding the California Low Emission Vehicle (LEV) standards, exceptional events for haze and wildfire smoke due to pollution coming into Colorado from other states, and the non-attainment area expansion proposal.

NFRMPO Air Quality Program Updates

Bornhoft reported the AQCC has dismissed the proposal for ETRP and stated Gordon will present later in the agenda on how the NFRMPO can support voluntary ETRP efforts. CDOT released the draft Transit Zero Emission Vehicle Roadmap for the State of Colorado, the review period for the Roadmap goes through September 3.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA
REPORTS**

Executive Director Report

The Planning Council was surveyed on future meetings format, the result of which was to continue with Hybrid Planning Council meetings where Council members are in person and any other attendees have the option to attend virtually or in person. The NFRMPO has posted a job opportunity for a Transportation Planner I to be filled within the next month. The NFRMPO hosted a Joint Mobility Committee including both Larimer and Weld Counties on August 24 in Windsor. There were 35 total attendees.

DISCUSSION ITEMS

NFRMPO TDM Program

Gordon reviewed how discussions regarding voluntary ETRP programs have led to the NFRMPO looking into how to incorporate Transportation Demand Management (TDM) in the region. Gordon outlined the purpose and components of TDM, existing programs within the region which contribute to TDM goals, and requested Council input on what the NFRMPO's role should be regarding TDM. Council members expressed support in the NFRMPO pursuing TDM strategies and resources to provide local agencies and businesses.

2021 Call for Projects Guidebook Discussion

Cunningham presented the funding estimates and proposed schedule for the upcoming Call for Projects which will award CMAQ, STBG, and TA funding in FY2024 and FY2025. Cunningham reviewed the funding set-asides including \$5M in CMAQ for North I-25 and \$50,000 in STBG for the RAQC to perform ozone modeling. Cunningham reviewed the changes to all funding programs including updates to the scoring criteria for CMAQ and STBG. Council discussed the new Environmental Justice (EJ) scoring criteria and asked Staff to review previous discussions regarding EJ and how the NFRMPO specified EJ areas coincide with disproportionately impacted communities outlined in Senate Bill 2021-260. Council requested Staff present alternative scoring criteria to TAC and Planning Council for consideration prior to adoption of the Guidebook and call process.

CDOT Greenhouse Gas Transportation Plan Budgets

Bornhoft outlined the background on the Greenhouse Gas (GHG) rulemaking, TC schedule, and the GHG Rule Description. Bornhoft detailed how the rule will impact NFRMPO plans and processes and presented areas of support and concern the NFRMPO has regarding the Rule. Council discussed supporting a request for more time to review the Draft rule. Bornhoft recommended Council convene for two work sessions prior to the deadline to submit public comment, to allow Council to collaborate on the comments the NFRMPO will submit to CDOT on the rule.