

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 16, 2022	2021 Call for Projects Recommendations *Updated*	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approval of the project scoring recommendations for the 2021 Call for Projects. The Call awards FY23, FY24, and FY25 funding from Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs and FY24 funding for the Congestion Mitigation and Air Quality (CMAQ) program.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> A total of 20 project applications were submitted: eight CMAQ, seven STBG, and five TA. The Call for Projects Scoring Committee met on January 5, 2022 to score CMAQ and STBG applications. The Scoring Committee recommendations include the following: <ul style="list-style-type: none"> CMAQ – Four fully funded, one partially funded, and three waitlisted. One project has been withdrawn by project sponsor. STBG – Four fully funded, one partially funded, and two waitlisted. The five TA applications were reviewed by the NoCo Bike & Ped Collaborative at their meeting on December 15, 2021. NoCo recommends fully funding one project, partially funding one project, and waitlisting three projects. Following the February 6, 2022 Planning Council meeting, the City of Greeley withdrew their <i>9th and 10th Street Mobility Enhancements</i> application from the STBG program. The next highest ranked partially funded and waitlisted projects will now be fully funded as reflected in the attached tables. 		
Committee Discussion		
<ul style="list-style-type: none"> TAC discussed the Call for Projects scoring committee outcomes and funding recommendations at the January 19, 2022 meeting. Planning Council discussed the funding recommendations at their meeting on February 6, 2022 and requested further information from Transfort which will be provided prior to Council taking action. 		
Supporting Information		
<ul style="list-style-type: none"> The STBG and CMAQ Scoring Committee included voting representatives from the communities of Evans, Fort Collins, Greeley, Loveland, Windsor, Larimer and Weld Counties and non-voting representatives from CDOT, FHWA, NoCo Bike & Ped, NFRMPO staff, and additional local agency representatives. The CMAQ and STBG projects were scored and ranked highest to lowest based on the scoring criteria and point system identified in the Guidebook by project sponsors and other local agency TAC representatives. The TA projects were scored and ranked based on the criteria identified in the Guidebook by NoCo Bike and Ped. A preliminary analysis of the greenhouse gas (GHG) impacts of projects recommended for funding is provided in an enclosed attachment. Staff conducted a location analysis of all submitted projects on whether the project is located within an environmental justice (EJ), communities of concern (COC), or disproportionately impacted community (DI) area. 		
Advantages		
<ul style="list-style-type: none"> The projects recommended by the Scoring Committee and NoCo Bike & Ped will provide the greatest benefit the region based on the scoring criteria. The projects were recommended using the scoring process identified in the Call for Projects Guidebook. 		

Disadvantages

- None.

Analysis/Recommendation

Staff requests TAC review the Call for Projects recommendations for CMAQ, STBG, and TA funding through the NFRMPO and recommend Planning Council approval at their March 3, 2022 meeting.

Attachments

- Updated Call for Projects Recommendations Summary Tables
- Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects

Updated Call for Projects Recommendations Summary Tables

Table 1. Congestion Mitigation & Air Quality (CMAQ)**

Project ID	Project Sponsor	Project Name	Rank	Score	Federal Request	Funding Recommendation
CMAQ-5	Greeley	35th Avenue Adaptive Signal Control Technology	1	98.1	\$ 604,662	\$ 604,662
CMAQ-2	Fort Collins	Mulberry Street Traffic Signal Synchronization	2	94.6	\$440,000	\$440,000
CMAQ-6	Loveland	US287 Signal Coordination Improvements - Loveland	3	91.0	\$620,925	\$620,925
CMAQ-4	Fort Collins	On Route Battery Electric Bus Chargers	4	79.3	\$1,598,675	\$1,598,675
CMAQ-1	Loveland	COLT Bus Replacement/Expansion	5	77.0	\$1,843,825	\$1,774,681
CMAQ-3	Fort Collins	Power Trail Harmony Grade Separated Crossing	6	75.1	\$500,000	Waitlisted
CMAQ-7	Weld	WCR 74 and WCR 31 Roundabout	7	46.4	\$1,269,435	Waitlisted
CMAQ-8	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*	7	46.4	\$1,269,435	Withdrawn
		TOTAL FEDERAL FUNDING RECOMMENDED				\$5,038,943

*Project application withdrawn by project sponsor based on project being awarded funds through the STBG program.

Table 2. Surface Transportation Block Grant (STBG)**

Project ID	Project Sponsor	Project Name	Rank	Score	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	71.1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	70.9	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	70.9	\$1,419,409	\$1,419,409
STBG-5	Loveland	US 34 EB Widening Construction	5	62.6	\$1,646,728	\$1,646,728
STBG-1	Evans	37th Street Widening Phase 3	6	61.1	\$1,543,462	\$1,543,462
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	7	58.3	\$1,258,985	Waitlisted
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	67.9	\$2,306,668	Withdrawn
		TOTAL FEDERAL FUNDING RECOMMENDED				\$9,931,061

**Tables have been updated to be correctly formatted and include scores from CMAQ & STBG scoring committee.

Table 3. Transportation Alternatives (TA)

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
TA-5	Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	1	\$85,264	\$85,264
TA-1	Loveland	Willow Bend Trail	2	\$603,624	\$518,360
TA-3	CSU	Phemister Trail and Bridge	3	\$603,624	Waitlisted
TA-2	Fort Collins	William Neil / Ziegler Intersection Improvements & Trail	4	\$602,624	Waitlisted
TA-4	Severance	Great Western Trail	5	\$300,000	Waitlisted
TOTAL FEDERAL FUNDING RECOMMENDED					\$603,624

Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects

Greenhouse gas (GHG) emissions reductions were calculated for a subset of projects recommended for funding in the 2021 Call for Projects. The subset includes projects with readily available data and whose associated emissions calculator tool approved for use in the NFRMPO Call for Projects provides GHG estimates in addition to estimates of NOx and VOC. An analysis of GHG impacts for remaining projects recommended for funding will be conducted once guidance is provided by CDOT on how to calculate GHG impacts for other project types. It is expected the guidance will be available by May 2022. GHG estimates for all projects may be revised and updated at that time.

The following tables identify the annual GHG reduction in metric tons (MT) and the estimated project life in years for projects recommended for funding in each funding pool. As a point of reference, the GHG Reduction Level required in 2025 for the NFRMPO by the Transportation Commission's GHG Planning Standard is 0.04 million metric tons (MMT), which translates to 40,000 MT. Of the 18 projects recommended for funding, six have GHG reduction estimates currently available with a total estimated reduction of 4,615 MT per year. Projects selected by the NFRMPO in the 2021 Call for Projects are not expected to achieve the GHG Reduction Level on their own. Other GHG-reducing strategies and projects will be explored as the NFRMPO updates the *2045 Regional Transportation Plan* (RTP) to meet GHG requirements by October 1, 2022.

Table 1: Annual GHG Emission Reductions for Recommended CMAQ Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
CMAQ-5	35 th Avenue Adaptive Signal Control Technology	Greeley	1	Fully Fund	1,710	5
CMAQ-2	Mulberry Street Traffic Signal Synchronization	Fort Collins	2	Fully Fund	1,986	5
CMAQ-6	US287 Signal Coordination Improvements – Loveland	Loveland	3	Fully Fund	416	5
CMAQ-4	On Route Battery Electric Bus Chargers	Fort Collins	4	Fully Fund	TBD	15
CMAQ-1	COLT Bus Replacement/Expansion	Loveland	5	Partially Fund	TBD	12
CMAQ-3	Power Trail Harmony Grade Separated Crossing	Fort Collins	6	Waitlist	464	50
CMAQ-7	WCR 74 and WCR 31 Roundabout	Weld County	7	Waitlist	20	20

Table 2: Annual GHG Emission Reductions for Recommended STBG Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
STBG-2	College & Trilby Intersection Improvements	Fort Collins	1	Fully Fund	TBD	20
STBG-6	Eastman Park Ultimate Intersection & RR Crossing Improvement	Windsor	2	Fully Fund	TBD	20
STBG-7	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	2	Fully Fund	20	20
STBG-5	US 34 EB Widening Construction	Loveland	5	Partially Fund	TBD	20
STBG-1	37th Street Widening Phase 3	Evans	6	Waitlist	TBD	20
STBG-4	E Harmony Road/ WCR19 Intersection Improvements	Fort Collins	7	Waitlist	TBD	20

Table 3: Annual GHG Emission Reductions for Recommended TA Projects

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
TA-5	Poudre Trail Wayfinding	Windsor	1	Fully Fund	TBD	20
TA-1	Willow Bend Trail	Loveland	2	Partially Fund	TBD	20
TA-3	Phemister Trail & Bridge	CSU	3	Waitlist	TBD	20
TA-2	William Neal/Ziegler Intersection Improvements & Trail	Fort Collins	4	Waitlist	TBD	20
TA-4	Great Western Trail Crossing & Paving	Severance	5	Waitlist	TBD	20

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: February 16, 2022

Re: MMOF Call for Projects Criteria - Updated

Background

In June 2021 the Colorado State Legislature passed Senate Bill (SB)21-260 – Sustainability of the Transportation System. The passage of SB2021-260 made several changes to the State MMOF funding program. Additionally, Transportation Commission made updates to the distribution and match reduction formulas. Updates for the current round of MMOF funding include:

- Updating the Program name to Multimodal Transportation and Mitigations Options Fund;
- Expanding the purpose of the program by adding additional program goals;
- Expanding project eligibility to include projects which will mitigate transportation related emissions of Greenhouse Gases (GHG); and
- Updating the distribution and match reduction formulas.

The NFRMPO has a total of \$15,457,986 in FY2022 and FY2023 MMOF funding to award. The attached Draft 2022 MMOF Call for Projects Guidelines provide details on the changes recommended by both the NFRMPO and CDOT. The following is included in the guidebook:

- preliminary funding split between Federal and State MMOF funds,
- two options for the Call timeline;
- eligible applicants;
- project categories, types, and funding goals;
- request maximums and limits;
- expenditure timelines;
- match requirements; and
- project and application requirements.

Major updates to the program include:

- Agencies eligible for reduced match;
- Requirements for Federal MMOF funds; and
- Updated scoring criteria.

Action

Staff requests TAC members review 2022 MMOF Call for Projects Guidelines, paying particular attention to the highlighted sections, and be prepared to discuss and provide feedback and discuss whether their community plans to submit applications.



Update

Further guidance on the MMOF program was provided to the NFRMPO on Thursday, February 10, 2022. The MMOF Guidelines have been updated to reflect the new information including:

- Updated Federal and State dollar amounts, total amount of funding available has remained the same
- Projected MMOF Allocations in the NFRMPO, FY2024-2033
- Revised minimum MMOF requests by project type
- Details on CDOT consultation prior to application submittal
- Addition of reporting requirements for active MMOF projects
- Inclusion of the MMOF Federal Funding Fact Sheet

Changes made to the Guidelines after February 9 are listed in red.

2022 NFRMPO Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects Guidelines - Draft

February 15, 2022

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1. Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State and/or Federal funding from the Multimodal Transportation and Mitigations Options Fund (MMOF), a funding source initially established with Senate Bill (SB) 18-001 and amended with SB21-260. The passage of SB21-260 expanded the overall purpose and provides long-term funding for eligible projects. SB260 provides funding to the MMOF program over 10 years. The first year of funding (State Fiscal Year (FY) 2022) is Federal American Rescue Plan Act (ARPA) stimulus funds. The following nine years are State funds.

The guidelines provide information to assist project sponsors in completing project applications, including the schedule, application requirements, scoring process and criteria, and planning reference information.

More guidance from the Colorado Department of Transportation (CDOT) can be found at <https://www.codot.gov/programs/planning/grants/mmof-local>.

2. Available Funding

A total of \$15,457,986 in funding for the first two years is available for projects within the North Front Range (NFR) metropolitan planning area. The funding available is outlined in **Table 1**.

Table 1: MMOF Available Funding Estimates in the NFR, FY2022-2023*

FY2022	\$7,746,791	Federal
FY2023	\$7,711,195	State
Total	\$15,457,986	

*Estimates as of 2/14/2022.

CDOT has provided Projected MMOF Allocations for FY2024-2033 based on the estimated funding available through SB260 and the distribution criteria adopted by the Transportation Commission (TC). **Table 2** includes these estimates for the NFR metropolitan planning area to help local agencies plan for future projects. Please note the estimates are based on the distribution formula for the current round of MMOF and the TC is expected to re-examine the distribution formula prior to any subsequent distributions.

Table 2: Projected MMOF Allocations in the NFR, FY2024-2033

Allocation year	NFRMPO Allocation
FY2024	\$406,273
FY2025	\$1,084,758
FY2026	\$1,119,176
FY2027	\$1,182,950
FY2028	\$1,240,551
FY2029	\$1,304,799
FY2030	\$1,358,516
FY2030	\$1,456,837
FY2032	\$1,546,771
FY2033	\$1,011,032

MMOF Goals

There are five programmatic goals as identified in SB21-260 and one additional goal added during the NFRMPO's 2019 MMOF Call for Projects. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural and disproportionately impacted communities by providing them with more accessible and flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children;
- Increases access to and/or usage of transit or multi-use facilities; and
- Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and adverse human health effects.

Schedule

The schedule for the MMOF Call for Projects is shown in **Table 3**.

All applicants must submit a draft application to CDOT Region 4 and the NFRMPO staff by [date TBD based on agreed upon schedule]. Projects that impact a State Highway must submit a CDOT letter of support with their final application. NFRMPO staff will review draft applications to determine project categories, data needed for Greenhouse Gas (GHG) emissions analysis, and eligibility. CDOT Staff will provide feedback on proposals submitted to them(?), as all awards will be administered through CDOT.

The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a project description, and the potential dates of the scoring meeting.

Table 3. MMOF Call for Projects Schedule

Activity	Option 1	Option 2
TAC Discussion on MMOF Availability	February 16	-
TAC Discussion on MMOF Call Process	March 16	February 16
Planning Council Discussion on MMOF Call Process	April 7	March 3
TAC Recommendation on MMOF Call Process	April 20	March 16
Planning Council Action on MMOF Call Process	May 5	April 7
Call for Projects Opens	May 6	April 8
Project Descriptions Due to CDOT & NFRMPO	May 18	April 20
CDOT & NFRMPO provide responses to applicants	May 25	April 27
Applications Due to NFRMPO (4 weeks open)	June 3	May 6
Scoring Meeting	June 14 or 15	May 17 or 18
TAC Discussion of Recommended Projects – Staff Presentation	June 15	May 18
Council Discussion of Recommended Projects – Applicant Presentations	July 7	June 2
TAC Recommendation on MMOF Awards	July 20	June 15
Council Action on MMOF Awards	August 4	July 7

3. Application Requirements

Eligible Applicants

Eligible recipients include NFRMPO member governments and partner agencies. Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government member and would count against the maximum funding request for that local government member.

Eligible Project Types

Per SB 21-260, eligible project types include:

- Operating and capital costs for fixed-route transit;
- Operating and capital costs for on-demand transit;
- Transportation Demand Management (TDM) programs;
- Multimodal mobility projects enabled by new technology;
- Multimodal transportation studies;
- Modeling tools;
- Greenhouse Gas Mitigation Projects; and
- Bicycle and pedestrian projects.

Set Asides - The NFRMPO will be requesting setting aside approximately \$500,000 off the top of the total amount of funding for NFRMPO sponsored projects (pending February 17 Finance Committee Meeting). These projects include:

- Modeling
- Transportation Demand Management (TDM)
- RideNoCo
- Link NoCo

Details on each set aside project will be provided following Planning Council discussion.

Project Categories - Eligible project types outlined in SB260 fall under two broad categories: Quantifiable GHG Reducing Projects, and Non-Quantifiable or Non-GHG Reducing Projects. Each project type is classified in **Table 4**.

Table 4. Project Categories and Types*

Category A: Quantifiable GHG Reducing Projects	Category B: Non-Quantifiable or Non-GHG Reducing Projects
Operating and capital costs for fixed- route transit	Operating and capital costs for on-demand transit
Transportation Demand Management (TDM) programs	Multimodal transportation studies
Multimodal mobility projects enabled by new technology	Modeling tools
Greenhouse Gas Mitigation Projects	
Bicycle and pedestrian projects	

* Generally, the project types listed will fall under one category or another as listed in **Table 4**. A specific project may fall under the opposite category listed based on project details. Staff will coordinate with project sponsors on these specific projects upon review of draft applications.

Minimum MMOF Request - For the 2022 MMOF Call for Projects, the NFRMPO will follow the recommendations from CDOT about minimum MMOF requests based on project type:

- Infrastructure Projects - \$150,000 MMOF request
- Transit Projects (non-infrastructure), Planning Projects & Studies - \$25,000 MMOF request

Bundling of similar projects is encouraged to meet project minimums and maximize cost efficiencies.

Maximum Requests - There is \$14,957,986 MMOF funds available for allocation, after the NFRMPO set-asides. At least \$11,218,489 (three quarters of available funding) will be available for Category A projects, and no more than \$3,739,496 (one quarter of the available funding) will be available for Category B projects.

The maximum amount of MMOF funding each applicant may be awarded is half the amount available per project category, as shown in **Table 5**. Each agency may submit applications totaling the full amount of funding the NFRMPO has available (\$14.9M) with an award limit per agency of \$5,609,244 for Category A projects and \$1,869,748 for Category B projects. A single agency could receive a total of \$7,478,992 across the two categories and be awarded to as many separate projects as applied for.

If the NFRMPO does not receive applications totaling the amount of funding available for each project type, the Scoring Committee can recommend awarding funding to the applications received. Additionally, if the NFRMPO does not receive enough applications to honor the funding split per agency as outlined above, the Scoring Committee could decide to recommend Planning Council award funding to an agency exceeding the limits specified. The NFRMPO Planning Council has final authority on funding.

Table 5: Funding Goals Per Category

	Category A	Category B
Project Types	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects
Funding Available	\$11,218,489	\$3,739,496
Maximum Award per Agency	\$5,609,244	\$1,869,748

MMOF Funding Years and Expenditure Timeline

The \$15.5M MMOF funds allocated to the NFR metropolitan planning area are from State FY 2022 and 2023. FY2022 ARPA Stimulus funds **must** be obligated by December 31, 2024 and expended by December 31, 2026. Note that all project work must completed by this date, and complete and final project reimbursement documentation must be submitted by the Local Agency to CDOT no later than January 31, 2027 and CDOT must complete all reimbursement payments by March 31, 2027.

The FY2023 State MMOF funds will carry an expiration more typical of CDOT's programs, typically 10 years. Funds must be expended within the term of the award contract.

Applicants are strongly encouraged to submit "shovel-ready" projects that can use the funds quickly. Within the application, applicants are required to specify the year(s) of each funding source for the

project, including the year(s) they would expend the MMOF funding, as well as anticipated project milestone dates.

Match Requirements

SB21-260 requires a match rate of 50 percent for every MMOF project but allows the Transportation Commission to create a formula for reducing the match requirement for local governments or agencies. The Transportation Commission updated the match reduction policy and formula by granting an automatic reduction of minimum required match rate for the most fiscally challenged cities and counties and for non-government agencies based on their service areas. The formula used proven indicators that demonstrate a local agency's ability to generate revenue (median household income and median home value) and demonstrate a local agency's degree of burden on its resources (percent poverty and percent population over the age of 65). The new match reduction formula grants only two possible reduced match rates: 0% or 25%. The NFRMPO agencies affected by the match reduction are outlined below:

- Town of Garden City – 0%
- City of Greeley – 25%
- Larimer County – 25%

All other eligible agencies must provide 50 percent match. The matching funds may be from any source other than the MMOF, including local, federal, private, or other state sources.

As FY2022 funds are Federal dollars there are restrictions on how the MMOF funds may be used as match for projects that have other federal funding. FY2022 MMOF funds may not be used as local match for any other federal funding source, though other federal funding sources may be used as match for MMOF.

CDOT Consultation

The NFRMPO is requiring project applicants to consult with CDOT staff prior to submitting an application for infrastructure and transit projects. Planning projects and studies are not required to consult with CDOT prior to submitting an application. The consultation will cover the information that is provided in the Project Description which must be submitted to the NFRMPO and CDOT no later than the date outlined in the schedule.

The consultation will cover the following elements:

- Project overview - including anticipated issues or impacts for discussion, especially pertaining to environmental, utility, and Right of Way (ROW) issues;
- Location – approximate beginning and ending points of the project of the area served by the project;
- ADA compliance;
- Total project budget – all sources, amounts, and status; and
- Schedule – anticipated construction start/ completion dates.

Project sponsors should coordinate with the following CDOT Region 4 staff based on project type:

Transit – Jan Rowe, jan.rowe@state.co.us

Infrastructure – Bryce Reeves, bryce.reeves@state.co.us

Project Requirements

All project submissions must include **a complete application, project location map, Performance Measure and Environmental Justice (EJ) impact worksheets, detailed cost estimate per unit and by phase, and a letter of support from the mayor or town administrator**. A resolution of support from the local government council/board may be submitted in lieu of a letter of support if preferred by the project sponsor.

In addition, applicants may be required or may choose to submit the following attachments:

- CDOT letter of support/concurrence – **Required** for ITS projects or projects impacting a State Highway; record of consultation meeting **required** for transit and infrastructure projects.
- Applicant's project prioritization by category – **Required** for applicants submitting more than one application per category to identify their project priorities.
- Additional letters of support – Optional for all projects.

All applications must meet the following requirements:

- Projects impacting a Regionally Significant Corridor (RSC), or Regional Transit Corridor (RTC) must be consistent with the *2045 RTP* Corridor Visions. Projects impacting a Regional Active Transportation Corridor (RATC) must be consistent with the corridor visions in the 2021 Active Transportation Plan (ATP).
- Roadway projects must be on an RSC as identified in the *2045 RTP*
- Active transportation projects must impact an RATC from the *2021 Active Transportation Plan* (ATP) OR provide a safe route to school
- Match of 50 percent, unless your community qualifies for match reduction as outlined above
- Address at least one MMOF Goal
- Address at least one *2045 RTP* Goal
- Address at least one *2045 RTP* Performance Measure
- Complies with applicable local land use plans, local or regional transportation plans, and corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Total funding requested across all applications by a single agency may not exceed \$14.9M
- Meets or exceeds minimum MMOF request size for each application
- ITS projects must conform to the Region 4 ITS Architecture and supporting Region 4 ITS Strategic Implementation Plan
- Project must be able to obligate funds prior to the deadlines

Federal Funding Requirements

FY2022 MMOF funds must meet federal funding requirements as outlined by CDOT. These requirements are outlined in the MMOF Federal Funding Fact Sheet provided by CDOT and included in **Section 7** of this document.

4. Scoring Process and Criteria

Scoring Committee

Membership on the scoring committee is open to any member of the TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee, and/or Weld County Mobility Committee. Each agency applying for funding is required to have a representative on the scoring committee. Submitted applications will be sent to committee members for review prior to the scoring meeting. The scoring committee consists of voting and non-voting members:

- Voting members of the scoring committee include NFR member local governments. Each NFR member local government has one vote. Multiple agency staff may contribute to the scoring of all project types.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments, and any additional scoring committee members from a particular NFR member local government.

Applicants are encouraged to include subject matter experts from their agency on the scoring committee such as experts from the non-motorized, transit, mobility, and public health domains. Applicants are also encouraged to consult their local agency and county-level subject matter experts during application development.

Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 6**. Projects will be scored based on which category the project types fall under.

Table 6: 2022 MMOF Scoring Criteria

Scoring Criterion	Category A	Category B
Strategic Connections, Multimodal Improvements, & Network Connectivity: Increases access to an activity centers or schools, parks, libraries, transit stations, park and rides, etc. Closes gap between two existing facilities or extends existing facility.	20	30
Community Benefits: Enhance Safety, Quality of Life, and/or Improve Public Health	20	30
Provide Transportation Equity: Includes consideration for EJ, COC, DI; documentation of benefits and burdens; and community outreach	10	15
GHG Emissions reductions: Cost effectiveness of GHG emissions reductions	25	-
Integration with Local and Regional Plans: Including RTP, Performance measures	20	20
Partnerships: Each partner must contribute at least 2% of total project cost for full points	5	5
TOTAL	100	100

5. Reporting Requirements

As outlined in SB21-260, the MMOF program requires annual reporting of the status of all active MMOF projects. The project sponsor will be required to submit an annual status report including current expenditure amounts and projected annual expenditures to the NFRMPO. The NFRMPO will submit the information to CDOT who will prepare a report to the Transportation Legislation Review Committee (TLRC) of the Colorado Legislature.

6. Planning References

CDOT Program Overview

The CDOT MMOF Local Fund Program Overview is available on the CDOT website at [link to be provided]. This document, released in February 2022, identifies CDOT requirements for eligible projects and minimum project size, funding administration, the match reduction or exemption process, and the population and poverty rate data used to categorize municipalities and counties for the match relief option.

Additional resources from CDOT on the MMOF include SB 21-260 and the MMOF memo to the TC, available at <https://www.codot.gov/programs/planning/grants/mmof-local>.

2045 RTP Corridors

Applications impacting an RSC or RTC identified in the *2045 RTP* must demonstrate consistency with the corridor vision in the Plan. The *2045 RTP* corridor visions are found in Chapter 3, Section 2 (<https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>). Applications impacting an RATC must demonstrate consistency with the corridor vision in the 2021 ATP. The RATC Corridor Visions are found in Chapter 4 (<https://nfrmpo.org/wp-content/uploads/2021-atp-chapter-4.pdf>).

2045 RTP Goals and Performance Measures

Project applications must identify at least one goal from the *2045 RTP* supported by the project. The *2045 RTP* goals include:

- Economic Development / Quality of Life: Foster a transportation system that supports economic development and improves residents' quality of life
- Mobility: Provide a transportation system that moves people and goods safely, efficiently, and reliably
- Multi-Modal: Provide a multi-modal system that improves accessibility and transportation system continuity
- Operations: Optimize operations of transportation facilities

Applications must also identify the *2045 RTP* performance measure(s) for which the project would contribute toward target achievement. **Table 7** identifies the *2045 RTP* performance measures and the applicable coverage area of the measure.

Table 7: 2045 RTP Performance Measures

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	
Pavement Condition	Percentage of pavement on the Interstate System in Good condition ¹	National Highway System (NHS)
	Percentage of pavement on the Interstate System in Poor Condition	
	Percentage of pavement on the non-Interstate NHS in Good Condition	
	Percentage of pavement on the non-interstate NHS in Poor Condition	
	Percentage of NHS bridges classified as in Good Condition ²	NHS

¹ Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

² Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

Performance Area	Performance Measure	Coverage
Bridge Condition	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ³	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ⁴	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
Transit Safety	Number of reportable fatalities by mode	System-wide
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	
	Number of reportable injuries by mode	
	Rate of reportable injuries per TVRM by mode	
	Number of reportable safety events by mode	
	Rate of reportable safety events per TVRM by mode	
	Mean distance between major mechanical failures by mode	
MPO-Specific	Population and essential destinations within paratransit and demand response service area within the MPO boundary	System-wide
	Non-motorized facility miles	
	Percent of non-single occupant vehicle commute trips	
	Fixed-route revenue hours per capita within service areas	
	Daily VMT per capita	
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	
	Miles of fiber for connected roadways	
	Travel Time Index on RSCs	RSCs

³A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

⁴ The Truck Travel Time Reliability (TTTR) Index measures the 95th percentile truck travel time against the 50th percentile truck travel time.

Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan)

The NFRMPO's [Coordinated Plan](#) identifies improvements to the regional transit and human services transportation networks to improve mobility for older adults, individuals with disabilities, and low-income individuals. There are five strategies to address existing and perceived gaps: coordination; education; collaboration; infrastructure and funding; and non-mobility improvements. A proposed project list is included in the Plan, and the Plan supports unlisted projects that can benefit vulnerable populations.

Definitions

Activity Centers – Activity Centers include higher education main campuses, all major medical centers, regional airports, major business and industrial parks, and major commercial centers and corridors.

Communities of Concern (COC) – limited English proficiency (LEP), older adults and youths, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households.

Community Documented Support – Inclusion of project in a local and/or regional plan, extent of local match, and/or breadth of support as reflected by additional letter(s) of support attached to application.

Disproportionately Impacted (DI) Communities – defined in House Bill 21-1266 as a community that is in a census block group where the proportion of households that are low income, identify as minority, or that are housing cost-burdened is greater than 40 percent.⁵

Environmental Justice (EJ) Area – areas within the region having Census Block Groups with a higher percentage than the regional average of low income and/or minority residents

Greenhouse Gas Mitigation Project – a project that helps achieve compliance with federal or state laws or rules that regulate transportation-related greenhouse gas emissions by reducing vehicle miles traveled or increasing multimodal travel.

Multimodal projects – capital or operating costs for fixed route and on-demand transit, transportation demand management programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, modeling tools, greenhouse gas mitigation projects and bicycle and pedestrian projects.

Public Health – Transportation that improves public health includes active transportation options such as walking, biking, and public transit.

Quality of Life – Accessibility of essential services and/or community amenities.

Transportation Equity – Transportation services for areas with low income, minority, older adult (60+), limited mobility, rural and/or traditionally underserved residents.

⁵ <https://leg.colorado.gov/bills/hb21-1266>

7. MMOF Federal Funding Fact Sheet

DRAFT



COLORADO

Department of Transportation

2829 W. Howard Place
Denver, CO 80204-2305

Multimodal Transportation and Mitigation Options Fund (MMOF) Federal Recovery Funds (ARPA / SLFRF) Fact Sheet

Senate Bill 2021-260 (SB 260)

*This fact sheet provides information specific to **MMOF infrastructure projects** funded with Federal Recovery Funds (ARPA / SLFRF).*

Program Overview

Colorado Senate Bill 2018-001 established a Multimodal Options Fund (MMOF) within the state Treasury to promote a “complete and integrated multimodal system.” Senate Bill 2021- 260 revised the program name to Multimodal Transportation and Mitigation Options Fund (MMOF), expanded the program’s focus and directed general state funds and also federal funds received under the Coronavirus State & Local Fiscal Recovery Funds (SLFRF) under Section 9901 of Title IX, Subtitle M of the Federal “American Rescue Plan Act of 2021” (ARPA), Pub.L. 117-2 to the program.

Comprehensive information on the MMOF program, funding and requirements may be found in the [Local MMOF Program Guide](#).

Program features

Unique Requirements

- **Changing conditions:** As of February 2022, requirements and regulations of the Federal Recovery Funds continue to evolve as directed by the US Treasury. CDOT will provide updates to MPOs/TPRs and to Local Agencies (Subrecipients) as information becomes available.
- **Documentation:** As stated by the Office of State Controller (OSC), documentation is critical on projects containing Federal Recovery Funds . If compliance with a requirement is not documented, it is presumed that it did not happen. Therefore, documentation requirements must be adhered to strictly.

Combo Project Requirements

- Local Agency “combo” projects (those with multiple sources of awarded funds) must comply with the most stringent requirements of each funding program and apply those requirements to the entire project. An example is a project containing both Federal-aid Highway program funds (such as TAP, HSIP, SRTS, etc.) and MMOF program Federal Recovery Funds.

Match Requirements

- MMOF projects require match funding in an amount that is equal to or greater than the awarded MMOF funds. Match funding may come from any other source, including other federal, state or local programs. For instance, MMOF funding may be matched with funds from another federal program (e.g., TAP, STBG, etc.). However, the Federal Recovery Funds administered under MMOF cannot be used to satisfy the matching requirements of other federal programs. Refer to the [Local MMOF Program Guide](#) for additional information on matching requirements under different funding scenarios.

Technical Requirements

- **Administrative Requirements** of each project:
 - Compliance with applicable requirements in the Intergovernmental Governmental Agreement (IGA) and the Exhibits contained in the IGA.
 - One of the IGA Exhibits contains a Subrecipient Certification form which is similar to the form required by US Treasury and signed by the Office of the State Controller (OSC) on behalf of the State of Colorado. This form provides terms



- and conditions for Federal Recovery Funds. An authorized representative of the Local Agency is required to sign this form when the IGA is signed.
- Local Agencies are encouraged to read the IGA and Exhibits as terms and conditions may be unique to state, federal, FTA or FHWA sourced funds. For example, the Title VI/Nondiscrimination Assurances for the Federal Recovery Funds are different from the assurances utilized on US DOT-assisted contracts.
 - Compliance with [2 CFR §200](#) (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or “Uniform Guidance”), including but not limited to the following:
 - Completion of a Subrecipient Risk Assessment v2.2 (2 CFR §200.332 (b)): CDOT Staff will provide the risk assessment form to each awarded Local Agency which must be completed and returned during the preparation of the IGA. This form has been updated for Federal Recovery Fund projects.
 - Period of Performance (2 CFR §200.332 (a)(1)(v)): In accordance with US [Treasury Guidance](#) (SLFRF - Final Rule, page 354), funds under this program must be obligated by December 31, 2024 and expended by December 31, 2026. As stated on the IGA Scope of Work Exhibit, all bills must be submitted to CDOT for payment by January 31, 2027 and bills must be paid by CDOT by March 31, 2027.
 - Record Retention: Records must be retained for a period of five years after all Federal Recovery Funds have been expended or returned to the US Treasury, whichever is later in accordance with the ARPA [SLFRF Compliance and Reporting Guidance](#) (page 10). This is a longer period of time than for other federal programs.
 - Designation of a qualified Local Agency employee who is responsible and in charge of the project to ensure that the work being done is complete, accurate, and consistent with the terms, conditions, and specifications of the contract in accordance with the [Local Agency Manual](#). On projects funded with Federal Recovery Funds, and consistent with all Local Agency projects with pass-through funding, this must be a full-time employee of the Local Agency, although the person does not have to be an engineer nor dedicated full-time to a project. The name of this employee is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist, which is part of the IGA. The Local Agency employee must do the following:
 - Supervise all project administration activities and coordinate with CDOT based on the assignment of responsibilities
 - Maintain familiarity with day-to-day project operations, including safety issues
 - Approve contract changes based on the IGA with CDOT
 - Perform field reviews with a frequency appropriate to the project size and complexity, including a final inspection to compare against the plans and specifications
 - Review project financials to ensure that safeguards are in place to minimize fraud, waste, and abuse, and
 - Direct staff to carry out project administration and ensure it is done satisfactorily
 - Consistent with Federal-aid Highway program projects, for Infrastructure projects, Professional Services Consultant Selection requirements must follow the documented procedures in Chapter 5 of the Local Agency Manual, or with the prior approval of CDOT’s Engineering Contract Services, the Local Agency may use its own consultant selection process. In order to obtain this prior approval, the Local Agency must have its attorney certify that the Local Agency Request for Proposals (RFP) and Consultant Selection Process is in conformance with federal and state laws. The DBE program will



- not apply to the RFP unless the project is combined with Federal-aid Highway program funds. Prompt Payment requirements will apply to professional service contracts.
- Use of CDOT [Compliance Software Systems, B2GNow and LCPtracker](#) on contracts advertised on or after July 1, 2022.
 - Compliance with all applicable federal statutes, regulations and Executive Orders and requirements of the American Rescue Plan Act ([31 CFR §35.9](#))
 - **Project Development Requirements:** As applicable, compliance with the following:
 - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
 - ROW Clearance: Uniform Relocation Assistance (Uniform Act) requirements per the [CDOT Right of Way Manual](#)
 - Environmental Clearance: Environmental requirements per the [CDOT NEPA Manual](#). Interim requirements per SB 260 / C.R.S. 43-1-128 are under development and are anticipated to be issued before 7/1/2022. If a project is a regionally significant transportation capacity project, additional air monitoring and modeling may be required. Attention to greenhouse gas reduction mitigations should be considered.
 - Utility Clearance: Utility requirements per the [CDOT Utility Manual](#), including Subsurface Underground Engineering requirements found at C.R.S. 9-1.5-101, et seq.
 - Compliance with Americans with Disability Act (ADA) requirements
 - Compliance with ITS System Engineering Analysis (SEA) requirements for Local Agencies per CDOT policy, currently drafted to require Local Agencies to follow CDOT procedures in certain instances (project connects to CDOT network, maintained by CDOT or involve CDOT technology assets)
 - **Construction Requirements:** As applicable, compliance with the following:
 - Standard project delivery processes, [CDOT Manuals](#) and other guidance documents
 - Designation of a Local Agency Professional Engineer in-responsible-charge of construction supervision per the Colorado AES Board Rules (4 CCR 730-1) and C.R.S. 12-120-202(8). The name of the Professional Engineer is shown on the CDOT Form 1243, Local Agency Contract Administration Checklist. The full-time Local Agency employee and the Professional Engineer in-responsible-charge of construction supervision may be the same person but only if the Professional Engineer is an employee of the Local Agency.
 - Prompt Payment requirements found in C.R.S. 24-91-103
 - [Davis-Bacon and Related Acts Provisions](#) Standard exclusions apply.
 - [Equal Employment Opportunity](#) (Executive Order 11246, as amended)
 - Permit requirements, as applicable (e.g., Special use, erosion control, landscape, 404, CDPS stormwater construction permit, dewatering, license agreements, etc.)
 - Environmental / Greenhouse Gas mitigations found at C.R.S.43-1-128 and 2 CCR 601-22
 - Project-specific documentation as indicated on CDOT's construction checklists, including the latest version of the Construction Oversight Checklist
 - Construction elements **NOT** required (unless the MMOF project is combined with Federal-aid Highway program funding):
 - Disadvantaged Business Enterprise (DBE) Regulations, 49 CFR Part 26
 - Emerging Small Business Requirements, 2 CCR 604-1 and 49 CFR Part 26.39
 - On-the-Job Training (OJT) Requirements, 23 CFR Part 230
 - **Other Considerations**
 - Buy America or Domestic Preferences for Procurements Requirements. It is unclear currently which of the Buy America requirements takes preference (23 CFR §635.410 & 23 USC §313 or 2 CFR §200.322). CDOT awaits guidance from the Made in America Director.
 - Competitive Sealed Bids. Many Local Agencies received direct transfers of ARPA /



SLFRF funding. OSC FAQs indicate that there are restrictions on how Local Agencies spend the direct transfer money received under SB 260, and Local Agencies are required to follow both HUTF and SLFRF requirements. This can have implications on technical requirements if the Local Agency uses the direct transfers of funds as match.


- For example, C.R.S. 29-1-704 (1) Construction of public projects – competitive sealed bidding states, “All construction contracts for state-funded public projects shall be awarded by competitive sealed bidding...” A state-funded public project is defined as, “any construction...by any agency of local government...which are funded in whole or in part from the highway users tax fund...” If a local government is using the direct transfer as match and meets the other requirements in this statute (population of 30,000 or more, project size >\$150,000), and wants to use an alternative delivery method like Design-Build, the local government would be required to explain to CDOT why it is legal for them to use a method that is different than competitive sealed bidding.



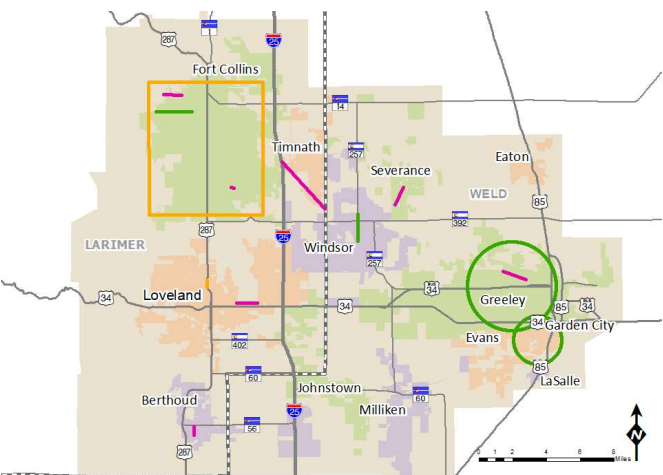


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MMOF Background




- NFRMPO held first MMOF Call in 2019
- Awarded \$5.5M to 15 projects
- Program was renewed and expanded with the passage of SB 21-1266
- Extends funding out 10 years



Legend

■ Project Pool	○ Study	□ County Boundary
■ Transit	□ Corridor/Infrastructure	□ NFRMPO Boundary
■ Mobility	□ Bus Procurement	
■ Bike/Ped		

March 2020
Sources: CDOT, NFRMPO



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Proposed Timeline



Activity	Option 1	Option 2
TAC Discussion on MMOF Availability	February 16	-
TAC Discussion on MMOF Call Process	March 16	February 16
Planning Council Discussion on MMOF Call Process	April 7	March 3
TAC Recommendation on MMOF Call Process	April 20	March 16
Planning Council Action on MMOF Call Process	May 5	April 7
Call for Projects Opens	May 6	April 8
Project Descriptions Due to CDOT & NFRMPO	May 18	April 20
CDOT & NFRMPO provide responses to applicants	May 25	April 27
Applications Due to NFRMPO (4 weeks open)	June 3	May 6
Scoring Meeting	June 14 or 15	May 17 or 18
TAC Discussion of Recommended Projects – Staff Presentation	June 15	May 18
Council Discussion of Recommended Projects – Applicant Presentations	July 7	June 2
TAC Recommendation on MMOF Awards	July 20	June 15
Council Action on MMOF Awards	August 4	July 7

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MMOF Goals



- Benefits seniors by making aging in place more feasible;
- ✓ Benefits residents of communities, in rural and disproportionately impacted communities, by providing them with more accessible and flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children; and
- Increases access to and/or usage of transit or multi-use facilities.
- ✓ Reduces emissions of air pollutants, including hazardous air pollutants and greenhouse gases, that contribute to adverse environmental effects, including but not limited to climate change and, and adverse human health effects

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Funding Estimates



Current Funding

FY2022 - Federal	\$7,746,791
FY2023 - State	\$7,711,195
Total	\$15,457,986

Projected Future Funding

Allocation year	NFRMPO Allocation
FY2024	\$406,273
FY2025	\$1,084,758
FY2026	\$1,119,176
FY2027	\$1,182,950
FY2028	\$1,240,551
FY2029	\$1,304,799
FY2030	\$1,358,516
FY2030	\$1,456,837
FY2032	\$1,546,771
FY2033	\$1,011,032

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MMOF Project Types & Categories



Category A: Quantifiable GHG Reducing Projects	Category B: Non-Quantifiable or Non-GHG Reducing Projects
Operating and capital costs for fixed-route transit	Operating and capital costs for on-demand transit
Transportation Demand Management (TDM) programs	Multimodal transportation studies
Multimodal mobility projects enabled by new technology	Modeling tools
Greenhouse Gas Mitigation Projects	
Bicycle and pedestrian projects	

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Maximum Requests		
		
Project Types	Category A	Category B
	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects
Funding Available	\$11,218,489	\$3,739,496
Maximum Award per Agency	\$5,609,244	\$1,869,748

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Minimum Requests & Match Requirements		
		
<ul style="list-style-type: none"> Minimum Requests <ul style="list-style-type: none"> Infrastructure Projects - \$150,000 MMOF Request Transit Projects (non-infrastructure), Planning Projects and Studies - \$25,000 MMOF Request Match Requirements <ul style="list-style-type: none"> 50 percent match requirement Exceptions: <ul style="list-style-type: none"> Town of Garden City – 0% City of Greeley – 25% Larimer County – 25% 		

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CDOT Consultation



- Required for letter of support/concurrence for ITS projects and projects impacting State highway
- Required CDOT consultation for:
 - Infrastructure projects – Bryce Reeves, CDOT R4
 - Transit projects – Jan Rowe, CDOT R4
- Documentation of consultation must be included in application
- Not required for planning projects and studies

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MMOF Federal Funding Requirements



- Expiration
 - Federal FY2022 ARPA funds must be obligated by December 31, 2024 and expended by December 31, 2026
- Matching
 - Federal MMOF can be matched by other Federal funding sources but CANNOT be used as match for other Federal funding sources
- MMOF Federal Funding Fact Sheet
 - Outlines other requirements for the Federal MMOF funds

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Proposed Scoring Criteria



2022 MMOF Scoring Criterion	Category A	Category B
Strategic Connections, Multimodal Improvements, & Network Connectivity: Increases access to an activity centers or schools, parks, libraries, transit stations, park and rides, etc. Closes gap between two existing facilities or extends existing facility.	20	30
Community Benefits: Enhance Safety, Quality of Life, and/or Improve Public Health,	20	30
Provide Transportation Equity: Includes consideration for EJ, COC, DI, documents benefits, burdens, and community outreach	10	15
GHG Emissions reductions: Cost effectiveness of GHG emissions reductions	25	-
Integration with Local and Regional Plans: Including RTP, Performance measures	20	20
Partnerships (Each partner must contribute at least 2% of total project cost for full points)	5	5
TOTAL	100	100

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Proposed Timeline



Activity	Option 1	Option 2
TAC Discussion on MMOF Availability	February 16	-
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TAC Recommendation on MMOF Awards	July 20	June 15
Council Action on MMOF Awards	August 4	July 7

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**Executive Summary of the
North Front Range Metropolitan Planning Organization
Safety Data Working Group**

February 11, 2022

Attendees: Allison Baxter, Greeley; Erika Benti, CSU; Aaron Bustow, FHWA; Mark Connelly, CDOT ; Dahir Egal, FHWA; Candice Folkers, Loveland; Courtney Geary, Fort Collins; Katie Guthrie, Loveland; Nicole Hahn, Fort Collins; Omar Herrera, Windsor; Katlyn Kelly, Fort Collins; Dave Klockeman, Loveland; Cameron Parrott, Weld County; Evan Pinkham, Weld County; Bryce Reeves, CDOT; Jan Rowe, CDOT; Matt Ruder, Loveland; Natalie Shishido, CDOT; Daniel Thomas, CDOT; Eric Tracy, Larimer County; Liz Young-Winne, CDPHE

Staff: AnnaRose Cunningham, Alex Gordon, Jerome Rouser, Medora Bornhoft

Crash Data

Cunningham outlined the NFRMPO's current process of receiving geocoding crash data from CDOT stating the downside of the current process is the delay between when crashes occur and when the NFRMPO receives crash data. The Work group discussed:

- Which agencies collect crash data and the frequency for receiving that data.
- What crash attributes were most useful in analysis of crashes with driver attributes, crash type, location details, and crash narrative being the most prevalent.
- What types of analysis the NFRMPO could do that would be helpful to local agencies. Responses included:
 - Developing crash indexes normalized by VMT for RSCs
 - Before and after safety analysis for MPO funded projects
 - Data sets for crashes including subsets by crash severity
 - Systemic safety risk analysis like a high injury network

Near Miss/Hazard Reporting Tool

Cunningham reviewed the background of the Near Miss/Hazard Reporting tool and walked the group through the three parts of the tool at their current stage of development. There are two public facing tools (the Transportation Hazard Reporter and Transportation Hazard Dashboard) and one backend piece for Staff usage (Transportation Hazard Manager). The group discussed changes that can be made to the tool that would be most helpful to the local agencies, how the tool can be promoted and who would promote it, and application of the tool and its future iterations.

Next Steps

Cunningham requested feedback on how what tasks the group could complete. The group will continue to work on the Near Miss/Hazard Reporter tool and will meet again in the spring with the hopes of having the tool ready to launch for summer outreach. Future tasks can include looking into how crash data can inform decisions, including law enforcement in the group, and looking into developing a type of high injury network for the region.

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

February 10, 2022

Attendees: Cliff Moore, Gary Strome, Doran Azari, Lacey Allor, Desiree Moore, Anna Kelso, Ruthie Rollins

Staff: AnnaRose Cunningham, Alex Gordon, Jerome Rouser

TIP & 10-Year Pipeline of Projects

Cunningham reviewed the Transportation Improvement Program (TIP). The TIP includes all regionally significant and federally funded surface transportation projects over a four-year timeframe. Projects funded through the Call for Projects must be approved by Planning Council and amended into the TIP. The FY2023-2026 TIP is under development with anticipated adoption in May 2022. Projects included in the TIP have MPO, State, or Federal funds identified or meet the 'regionally significant' project definition. Projects included in the TIP are incorporated into the Statewide Transportation Improvement Program (STIP).

The TIP must be fiscally constrained, conform to air quality standards, ensure no disproportionate impact to low income and minority populations, and show progress toward achieving federal, state, and regional performance measures. Cunningham reviewed the performance measures and environmental justice analyses undertaken as part of the TIP development. The group discussed creating an interactive map to help better understand projects in the TIP, similar to what has been developed for the STIP. The group also discussed better representing impacts on EJ areas.

Cunningham explained how projects are included in the Regional Transportation Plan (RTP). The RTP is a corridor-based plan, so the projects included in the plan are focused on regionally significant projects. There are corridor visions for 28 Regionally Significant Corridors, 12 Regional Transit Corridors, and 12 Regional Active Transportation Corridors. Priority corridors also inform the 10-Year Strategic List of Projects, specifically I-25, US34, US85, US287, SH14, and SH392. Cunningham highlighted US34 is included in the TIP, RTP, Call for Projects, and the 10-Year List of Projects.

MMOF Discussion

Cunningham reviewed the expanded MMOF funding source, for which the NFRMPO will hold a Call for Projects soon. Updates include the addition of a new goal related to greenhouse gas emissions reductions. Approximately \$15M will be available for the Call for Projects for Quantifiable GHG Reducing Projects and Non-Quantifiable GHG Reducing projects. Recommended scoring will be discussed with the NFRMPO Technical Advisory Committee (TAC) at their February 16, 2022, meeting. The group discussed how capacity expansion does not fit into the goals of MMOF and what types of bike and pedestrian projects do fit with the goals of MMOF.

The meeting adjourned at 7:12 p.m. The next meeting date will be March 10, 2022.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 9, 2022

GoToMeeting Virtual Meeting

Public Comment

Stephanie Brault, a member of the public who lives in southeast Fort Collins, commented that neighborhoods along SH392 can feel like an island for cyclists. Ms. Brault asked about opportunities for bikeways and better connectivity to Fort Collins and Windsor. Willis reviewed progress of the Regional Active Transportation Corridor along SH392, including some of the issues with building and cost, and that some progress is being made by partnering with developers. Geary stated Fort Collins is reviewing recommendations for SH392 as part of the Active Modes Plan.

Windsor Advisory Bike Lanes

Paul Hornbeck, Windsor Senior Planner, Omar Herrera, Windsor Engineering, and officers in the Windsor Police Department presented on advisory bicycle lanes installed on Walnut Street. As part of the Walnut Street Bikeway project, different considerations were made for different segments of the corridor. Protected bike lanes were installed where parking could be removed, but advisory bike lanes were installed where parking was kept, and the right-of-way was not wide enough for full bike lanes. Windsor is still in the data collection and exploratory stage. Some themes from the discussion include:

- Walnut Street was chosen because it is a local road with low traffic volumes and low speed limits
- There was concern about how drivers should handle the advisory bicycle lanes before they were installed, but there have not been any major incidents reported
- Walnut Street will be milled and repaved, so the advisory bike lanes can be a pilot project
- No additional education has been planned, but there is interest in sharing educational resources. Windsor plans to bring advisory bike lanes back to the community to check in
- NoCo should consider a training or event to ride the new advisory bike lanes

RATC Update

Gordon reviewed updates received from different communities after the January 2022 NoCo discussion. Updated notes were provided. NoCo plans to review RATCs on a six-month schedule to keep the discussion and updates going.

2022 Work Plan

Nick Heimann, Fort Collins, presented on an opportunity for a regional Shift Your Ride campaign. A committee will be formed to develop the programming for potential rollout in September/October 2022.

AnnaRose Cunningham reviewed a proposal for the 2022 Multimodal Mitigation & Transportation Options Funds (MMOF) Call for Projects. The proposal will be discussed at the February 16, 2022 TAC meeting.

Other possible events or discussion topics for 2022 include a new CSU bike roundabout, a Severance bike/walk audit, bicycle and pedestrian funding, visiting the newly constructed portion of the Great Western Trail and discussing wayfinding along the corridor, and Safety Data and concerns.