



## **In-Person Attendance Option**

Windsor Community Recreation Center  
250 N. 11<sup>th</sup> Street—Pine Room  
Windsor, Colorado

## **Virtual Attendance Option**

Call-in Number: +1 (408) 650-3123  
Access Code: 488-080-565  
Weblink: <https://bit.ly/2022NFRTAC>

### **NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA February 16, 2022 1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of January 19, 2022 Meeting Minutes (Page 2)**

#### **AIR QUALITY AGENDA**

- 1) Regional Air Quality Updates**

Jessica Ferko, RAQC  
Rick Coffin, CDPHE-APCD  
Bornhoft

#### **METROPOLITAN PLANNING ORGANIZATION AGENDA**

##### **CONSENT AGENDA**

***No Items this Month.***

##### **ACTION ITEM**

- 2) 2021 Call for Projects (Page 6)**

Cunningham

##### **PRESENTATION**

***No Items this Month.***

##### **DISCUSSION ITEMS**

- 3) FY2022 CMAQ and TA Funding Allocations (Page 12)**
- 4) MMOF Call for Projects Criteria (Page 14)**

Cunningham  
Cunningham

#### **OUTSIDE PARTNER REPORTS**

- 5) NoCo Bike & Ped Collaborative (Handout)**
- 6) Regional Transit Agencies**
- 7) Mobility Updates**

***Written Report***

Schmitt

#### **REPORTS**

- 8) February Planning Council Meeting Summary Draft (Page 27)**
- 9) Community Advisory Committee (CAC) Summary (Handout)**
- 10) Mobility Committee Updates (Page 28)**
- 11) Roundtable**

***Written Report***  
***Written Report***  
***Written Report***  
All

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: March 16, 2022**

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

**Virtual Meeting**

**January 19, 2022**

**1:00 – 2:17 p.m.**

**TAC MEMBERS PRESENT:**

Eric Tracy, Chair – Larimer County  
Allison Baxter, Vice Chair – Greeley  
Abdul Barzak – Severance  
Brad Buckman – Fort Collins  
Aaron Bustow – FHWA  
Rick Coffin – CDPHE-APCD  
Jessica Ferko – RAQC  
Eric Fuhrman – Timnath  
Omar Herrera – Windsor  
Dave Klockeman – Loveland  
Wesley LeVanchy – Eaton  
Mark Oberschmidt – Evans  
Adam Olinger – Berthoud  
Troy White - Johnstown

**NFRMPO STAFF:**

Medora Bornhoft  
AnnaRose Cunningham  
Alex Gordon  
Becky Karasko  
Suzette Mallette  
Jerome Rouser  
Cory Schmitt

**CALL TO ORDER**

Chair Tracy called the meeting to order at 1:00 p.m.

**PUBLIC COMMENT**

There was no public comment.

**CONSENT AGENDA**

No items this month.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko stated RAQC continues to develop the SIP, including holding discussions at the Control Strategy Committee and Board meetings. RAQC also continues developing

**TAC MEMBERS ABSENT:**

Pepper McClenahan – Milliken  
Town of LaSalle  
Ranae Tunison – FTA

**IN ATTENDANCE:**

Alex Donaldson – Loveland  
Caleb Feaver – Fox Tuttle  
Candice Folkers – COLT  
Myron Hora - WSP  
Michelle Johnson – GET  
Katlyn Kelly – Transfort  
Katrina Klobberdanz - CDOT  
Evan Pinkham – Weld County  
Natalie Shishido – CDOT  
Carrie Tremblatt – CDOT  
Wade Willis – Windsor  
Kelly Zuniga – Loveland

control strategies. Coffin stated there are two SIP listening sessions, one on the evening of January 20, 2022 and the other on the morning of January 22, 2022.

Bornhoft stated the redesignation of northern Weld County as nonattainment went into effect at the end of December 2021. Planning Council held a special meeting on December 16, 2021 and approved by consensus a declaration of impacts of the redesignation. Bornhoft stated Transportation Commission approved the GHG standards, which incorporated some high priority NFRMPO comments. The final rule is available on CDOT's website. CDOT has convened two technical groups for implementation, and NFRMPO staff is a member of both. The groups have started meeting because the procedures need to be set by April.

The NFRMPO must update the 2045 Regional Transportation Plan (RTP) to meet the new GHG standards. The NFRMPO opened a Call for Amendments for the 2045 RTP to amend in major projects which need to be included prior to adopting the 2050 RTP. Bornhoft sent out the request via email on January 14, 2022, with a deadline of January 28, 2022. TAC members should reach out to Bornhoft with questions.

### **ACTION ITEMS**

**Transfort FY2022 Program of Projects (POP)** – Katlyn Kelly, Transfort, presented the FY2022 Program of Projects (POP). Fort Collins is the Designated Recipient (DR) for FTA formula funds in the Fort Collins Transportation Management Area (TMA). Kelly noted FY2022 apportionments have not been released yet, so amounts shown are based on FY2021. Transfort will update the amounts when the updated numbers are received. Kelly reviewed how Fort Collins plans to expend the FTA funds. The POP was announced on both the Transfort and Coloradoan websites, and a public meeting was held on December 15, 2021. No comments were received.

Buckman moved to recommend Planning Council approval of TIP amendments for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 FTA sections 5307, 5310 and 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Klockeman seconded the motion, which was approved unanimously.

**January 2022 TIP Amendment** – Cunningham stated there was one request to amend the FY2022-2025 TIP from the City of Fort Collins to add the *Transfort Non-Revenue Maintenance Vehicles* project. The public comment period opened January 12, 2022 and will conclude on February 10, 2022.

Baxter moved to recommend Planning Council approve the January 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP. Buckman seconded motion, which was approved unanimously.

**2018-2022 NFRMPO Targets for Safety Performance Measures** – Cunningham reviewed the Planning Council discussion of the targets for the federally required Safety Performance Measures. Cunningham noted CDOT based the targets on preliminary 2020 statewide data which showed an increase in fatal crashes and a decrease in serious injury crashes.. At the same time, VMT decreased, which increased the rates. Cunningham reviewed the NFRMPO Safety Vision adopted by Planning Council, including identified NFRMPO Actions. Changes to project scoring implemented in the 2021 Call for Projects will impact future performance periods, not the current period. Cunningham also noted the Federally required safety targets are separate efforts from CDOT's 10 Year Priority List of Projects and the Strategic Transportation Safety Plan (STSP), but each effort uses the same data, analysis, and programed projects to move toward long term goals. CDOT set a statewide target within the STSP to reduce fatal and serious

injury crashes by 15 percent, which is a milestone to achieving the Toward Zero Death goal. Cunningham stated Planning Council will take action at the February 3, 2022 meeting. NFRMPO staff will convene the Crash Data Working Group and will geocode crash data when it is received.

Relford asked how safety projects could work in opposition to the GHG priorities. Mallette stated modeling needs to be done, and the GHG rules acknowledge federal requirements trump state requirements. Relford suggested adding more data and context to the AIS for Council, specifically the difference between aspirational targets and performance measures.

Klockeman asked for clarification about the desired outcomes for the Crash Data Work Group. Cunningham explained the Work Group could identify local data to supplement CDOT crash data to better analyze crashes for target setting. The group can also identify analyses for NFRMPO staff to help give context and help local communities. Klockeman stated Loveland is working on a Local Agency Safety Plan, which includes discussion with police on data collection at crash sites. This conversation could help inform other communities about what needs to be done to improve data. Relford asked if CDOT provides DiExSys data to the NFRMPO. Cunningham stated CDOT provides only raw crash data, and NFRMPO staff geocodes crash data that is not already coded.

Klockeman moved to recommend Planning Council adopt targets by supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets. Oberschmidt seconded the motion, which was approved unanimously.

## **PRESENTATIONS**

No items this month.

## **DISCUSSION ITEMS**

**2021 Call for Projects** – Cunningham summarized the projects received during the 2021 Call for Projects. TA projects were scored by NoCo Bike & Ped Collaborative at a meeting on December 15, 2021, and STBG and CMAQ were scored by the Scoring Committee on January 5, 2022. The NFRMPO had \$15.8M to award, and received 20 applications for \$23.8M. NFRMPO staff provided an analyses of the projects, including preliminary GHG analysis, performance measures, and project location analyses within Environmental Justice (EJ), communities of concern (COC), and Disproportionally Impacted (DI) communities: 60 percent of projects were located within an EJ area, 80 percent within a COC, and 50 percent within DI.

Cunningham reviewed the recommended projects and next steps, including the presentations to Council at their February 3, 2022 meeting. All project sponsors will be required to present to Council, including waitlisted projects. Cunningham will send out slides for sponsor's review prior to the Council meeting. Cunningham will send out a Call for Projects Process Survey, and TAC will discuss Regional Performance Measure Analysis in the coming months.

Klockeman stated TAC and NFRMPO staff should revisit scoring performance measure achievement in the next Call for Projects to be less subjective. Klockeman asked how TA projects could get credit for CMAQ emissions. Cunningham clarified the project sponsors could show progress toward reducing ozone precursors. Guthrie asked if the Willow Bend project would be the first project to be funded on the

waitlist. Cunningham confirmed the Willow Bend project would receive funding to become fully funded if it becomes available. Relford asked how the recommended projects satisfied the small community targets. Cunningham stated the recommended projects did not hit the small community target. Relford recommended including this information to Planning Council.

### **OUTSIDE PARTNERS REPORTS**

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

**Regional Transit Agencies** – No updates were provided.

**Mobility Updates** – Schmitt stated the Trip Discovery project has begun and is expected to be completed by the end of summer. The next phase of RideNoCo, the trip scheduling software, is moving forward with a Technology Steering Committee. The Committee will begin in February 2022. Schmitt highlighted the Via pilot was extended through the end of February 2022. To the end of December 2021, 333 trips were completed. Schmitt noted the Quarterly Mobility Newsletter was included in the TAC packet.

### **REPORTS**

**Special December 2021 and January 2022 Planning Council Meeting Summary** – Written reports were provided.

**Community Advisory Committee (CAC) Summary** – Cunningham noted the CAC discussed the recommended projects and generally supported the projects. CAC discussed safety as a priority and the need to be proactive, not reactive.

**Mobility Committee Updates** – A written report was provided.

**Q4 TIP Modifications** – A written report was provided.

**CDOT Inactives Report** – A written report was provided.

**NFRMPO Annual Report** – A written report was provided.

### **ROUNDTABLE**

Cunningham stated NFRMPO staff is beginning the development of the *2023-2026 TIP*. Cunningham will send out a request for regionally significant projects on January 31, 2022, and responses are due by February 14, 2022. Cunningham will also send out an email related to the Crash Data Work Group.

Bornhoft stated the Call for RTP Amendments opened January 14, 2022 and closes January 28, 2022. Bornhoft noted she sent out an email and invitation for the first Model Steering Team meeting on February 18, 2022.

### **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month's Agenda Topic Suggestions** – No recommendations were made.

**Meeting adjourned at 2:17 PM.**

**Meeting minutes submitted by:** Alex Gordon, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, February 16, 2022 as a hybrid meeting.**

# 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	AnnaRose Cunningham
<b>Objective/Request Action</b>		
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
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>A total of 20 project applications were submitted: eight CMAQ, seven STBG, and five TA.</li> <li>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"> <li>CMAQ – Four fully funded, one partially funded, and three waitlisted. One project has been withdrawn by project sponsor.</li> <li>STBG – Four fully funded, one partially funded, and two waitlisted.</li> </ul> </li> <li>The five TA applications were reviewed by the NoCo Bike &amp; Ped Collaborative at their meeting on December 15, 2021. NoCo recommends fully funding one project, partially funding one project, and waitlisting three projects.</li> <li>Following the February 6, 2022 Planning Council meeting, the City of Greeley withdrew their <i>9<sup>th</sup> and 10<sup>th</sup> 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.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>TAC discussed the Call for Projects scoring committee outcomes and funding recommendations at the January 19, 2022 meeting.</li> <li>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.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>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 &amp; Ped, NFRMPO staff, and additional local agency representatives.</li> <li>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.</li> <li>The TA projects were scored and ranked based on the criteria identified in the Guidebook by NoCo Bike and Ped.</li> <li>A preliminary analysis of the greenhouse gas (GHG) impacts of projects recommended for funding is provided in an enclosed attachment.</li> <li>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.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The projects recommended by the Scoring Committee and NoCo Bike &amp; Ped will provide the greatest benefit the region based on the scoring criteria.</li> <li>The projects were recommended using the scoring process identified in the Call for Projects Guidebook.</li> </ul>		

<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>• None.</li> </ul>
<b>Analysis/Recommendation</b>
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.
<b>Attachments</b>
<ul style="list-style-type: none"> <li>• Updated Call for Projects Recommendations Summary Tables</li> <li>• Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects</li> </ul>

## Updated Call for Projects Recommendations Summary Tables

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

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

\*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	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	\$1,419,409	\$1,419,409
STBG-5	Loveland	US 34 EB Widening Construction	4	\$1,646,728	\$1,646,728
STBG-1	Evans	37th Street Widening Phase 3	5	\$1,543,462	\$1,543,462
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	6	\$1,258,985	Waitlisted
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	\$0	Withdrawn
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$9,931,061</b>



**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
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$603,624</b>

## 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 <sup>th</sup> 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**

<b>Project ID</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Rank</b>	<b>Funding Recommendation</b>	<b>Annual GHG Reduced (Metric Tons)</b>	<b>Project Life (Years)</b>
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**

<b>Project ID</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Rank</b>	<b>Funding Recommendation</b>	<b>Annual GHG Reduced (Metric Tons)</b>	<b>Project Life (Years)</b>
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

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
February 16, 2022	FY2022 CMAQ and TA Funding Allocations	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss the allocation of additional Congestion Mitigation and Air Quality (CMAQ) funds to one partially funded project and to determine how to balance FY2022 transportation alternatives (TA) funds to ensure fiscal constraint.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from January 2022 identifies \$361,360 unprogrammed FY2022 CMAQ funds. One project from the FY2022-2023 Call for Projects remained partially funded following the Call in 2018 and subsequent additional allocations.</p> <p>The FY2020-2021 Revenue Reconciliation from CDOT Headquarters resulted in a deficit of \$13,643 in the FY2023 NFRMPO TA pool when accounting for the project being awarded TA funding in FY2023. The Surface Transportation Block Grant (STBG) pool has \$156,211 unprogrammed funds. As the TA program is a set-aside of the STBG Federal funding program, and to balance the TA funding pool in FY2023, Staff is requesting approval to transfer \$13,643 STBG funds into the TA funding pool.</p>		
<b>Committee Discussion</b>		
This is the first time TAC is discussing the FY2022 CMAQ and TA Funding Allocations.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The most recent additional allocation was completed in November 2021 for FY2021 CMAQ funds.</li> <li>The FY2022-2025 TIP Narrative incorrectly states the FY2022-2023 Call for Projects resulted in no partially funded or waitlisted CMAQ projects and any additional funds will be allocated based on TAC discussion.</li> <li>In July 2021, Planning Council approved rolling \$85,264 unprogrammed FY2021 TA funds into the 2021 Call for Projects. These funds are being recommended for funding under FY2023, having been rolled from FY2021 into FY2022. Given the timing of the 2021 Call for Projects the funds will roll again into FY2023. The FY2020-2021 Revenue Reconciliation from CDOT HQ decreased this unprogrammed funding by \$13,643.</li> <li>The CDOT reconciliation from January 2022 identifies \$156,211 unprogrammed STBG funds. Following the proposed funds transfer \$142,568 would remain in the pool to be allocated at a later date.</li> <li>There are currently no partially funded or waitlisted STBG projects in FY2023.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The attached proposal allocates funding to eligible projects per the applicable TIP policies and ensures the NFRMPO TIP remains fiscally constrained.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>None identified</li> </ul>		
<b>Analysis/Recommendation</b>		
<ul style="list-style-type: none"> <li>Staff recommends TAC discuss allocating additional CMAQ funding to the partially funded FY2022-2023 Call for Projects and transferring unprogrammed STBG funds into the TA pool to cover the funding deficit.</li> </ul>		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>Proposed Additional CMAQ Allocations based on CDOT's January 3, 2022 Reconciliation</li> </ul>		

## Proposed Additional Allocations

### FY2022-2023 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's January 3, 2022 Reconciliation

<b>Additional FY2022 Funding:</b>	<b>\$361,360</b>
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	<b>\$361,360</b>	<b>\$0**</b>	Project originally awarded in FY2022, advanced to FY2021.
<b>Total</b>		<b>\$11,355,883</b>	<b>\$10,733,254</b>	<b>\$612,629</b>	-	<b>\$5,280,031</b>	<b>\$5,454,021</b>	<b>\$361,360</b>	<b>\$0</b>	-

\*Due to the geographic coverage of project, the Scoring Committee reduced the award by \$10K. The project is considered fully funded.

\*\* Per project sponsor, the project will be considered fully funded with the additional allocation of \$361,381.

<b>Remaining CMAQ Funds</b>	<b>\$0</b>
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## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: AnnaRose Cunningham**

**Date: February 16, 2022**

**Re: MMOF Call for Projects Criteria**

### 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.

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

February 9, 2022

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## Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State 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 SB2021-260 expanded the overall purpose and provides long-term funding for related projects. SB260 provides funding estimates under 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.

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

**Table 1: Available Funding Estimates\***

<b>FY2022</b>	\$9,086,459	Federal
<b>FY2023</b>	\$6,373,714	State
<b>Total</b>	<b>\$15,457,986</b>	

\*CDOT is still evaluating the split between Federal and State funds, this table is reflective of the information the NFRMPO has been provided as of 2/8/2022.

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.

## MMOF Goals

There are five goals of the MMOF as identified in SB21-260. During the 2019 MMOF Call for Projects, the NFRMPO incorporated one additional goal. The goals include building a complete and integrated multimodal system that:

- 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;
- 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, and adverse human health effects

## Schedule

The schedule for the MMOF Call for Projects is shown in **Table 2**.

All applicants must submit a draft application to CDOT Region 4 and the NFRMPO staff by [date TBD based on agreed upon timeline]. 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 the proposal, 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 draft application, and the potential dates of the scoring meeting.

**Table 2. 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
<b>Call for Projects Opens</b>	<b>May 6</b>	<b>April 8</b>
<b>Draft Applications Due to CDOT &amp; NFRMPO</b>	<b>May 18</b>	<b>April 20</b>
CDOT & NFRMPO provide responses to applicants	May 25	April 27
<b>Applications Due to NFRMPO (4 weeks open)</b>	<b>June 3</b>	<b>May 6</b>
<b>Scoring Meeting</b>	<b>June 14 or 15</b>	<b>May 17 or 18</b>
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

## 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, Project Categories, Minimum MMOF Request, Maximum Requests,

**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)
- Ride NoCo
- Link NoCo

**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 3**.

**Table 3. 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 3. 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 has set a minimum MMOF request at \$100,000 to reduce administrative burden on project sponsors.

**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. Each community 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 community 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 award 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 award funding to an agency exceeding the limits specified.

**Table 4: Funding Goals Per Category**

	<b>Category A</b>	<b>Category B</b>
<b>Project Types</b>	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects
<b>Funding Available</b>	\$11,218,489	\$3,739,496
<b>Maximum Award per Agency</b>	\$5,609,244	\$1,869,748
<b>Minimum MMOF Request</b>	\$100,000	\$100,000

### 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. The FY2023 State MMOF funds will carry an expiration more typical of CDOT's programs. Guidance for CDOT will be forthcoming.

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.

## 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 – Required for projects impacting a State Highway; optional for all other 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.
- Project must be able to obligate funds prior to the deadlines

### 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 \$15.5M
- Minimum MMOF request size of \$100,000 for all eligible project types
- ITS projects must conform to the Region 4 ITS Architecture and supporting Region 4 ITS Strategic Implementation Plan

## Federal Funding Requirements

FY2022 MMOF funds must meet federal funding requirements as outlined by CDOT. These requirements include:

- Must follow Uniform 2 CFR 200 “Supercircular” requirements
- Competitive Consultant Selection Requirements (per Local Agency Manual)
- ADA Requirements
- Environmental Requirements (NEPA, Environmental Justice, GHG, Water Quality, Clean Air, etc.)
- Domestic preferences for procurements

Unlike FHWA requirements, the MMOF federal funds requirements do not include Title VI Plans, DBE requirements, or Buy America.

## 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 community 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 community and county-level subject matter experts during application development.

### Scoring Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 5**. Projects will be scored based on which category the project types fall under.

**Table 5: 2022 MMOF Scoring Criteria**

Scoring Criterion	Category A	Category B
<b>Strategic Connections, Multimodal Improvements, &amp; Network Connectivity:</b> 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
<b>Community Benefits:</b> Enhance Safety, Quality of Life, and/or Improve Public Health	20	30
<b>Provide Transportation Equity:</b> Includes consideration for EJ, COC, DI; documentation of benefits and burdens; and community outreach	10	15
<b>GHG Emissions reductions:</b> Cost effectiveness of GHG emissions reductions	25	-
<b>Integration with Local and Regional Plans:</b> Including RTP, Performance measures	20	20
<b>Partnerships:</b> Each partner must contribute at least 2% of total project cost for full points	5	5
<b>TOTAL</b>	<b>100</b>	<b>100</b>

### 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 6** identifies the 2045 RTP performance measures and the applicable coverage area of the measure.

**Table 6: 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 <sup>1</sup>	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	

<sup>1</sup> 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](#).

Performance Area	Performance Measure	Coverage
Bridge Condition	Percentage of NHS bridges classified as in Good Condition <sup>2</sup>	NHS
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable <sup>3</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>4</sup>	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	

<sup>2</sup> 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](#).

<sup>3</sup>A 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.

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



Performance Area	Performance Measure	Coverage
	Miles of fiber for connected roadways	
	Travel Time Index on RSCs	RSCs

DRAFT

## 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.<sup>5</sup>

**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.

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

**EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
February 3, 2022**

**Move to Approve Agenda and Minutes**

Rennemeyer **moved** to *APPROVE THE FEBRUARY 3, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE JANUARY 6, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

**AIR QUALITY AGENDA**

**REPORTS:**

NFRMPO Air Quality Program Updates – Bornhoft stated the court ruling of the Weld County requested Stay, on the 2015 Ozone Boundary, is expected to occur in March 2022. Bornhoft provided updates on the two working groups MPO staff is participating in for the GHG Planning Standards. Bornhoft stated a small number of GHG mitigation measures are anticipated to be approved in April rather than a more robust list that may limit the ability to show compliance.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**REPORTS:**

Report of the Chair – Chair Karspeck reviewed the discussions held at the CDOT Region 4 TPR Chair meeting including discussion of the 10-Year List of Projects, the Regional Priority Program (RPP) formula, and funding for I-25.

Executive Director Report – Mallette updated Council on the NFRMPO conflict of interest form, introduced new transportation planner Jerome Rouser, and provided updates on the Link NoCo premium transit analysis.

**ACTION ITEMS:**

Transfort FY2022 Program of Projects

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-03 *APPROVING THE TRANSFORT FY2022 PROGRAM OF PROJECTS (POP)*. The motion was **seconded** by Isbell and **passed** unanimously.

January 2022 TIP Amendment

James **moved** to approve RESOLUTION NO. 2022-04 *APPROVING THE JANUARY 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Renemeyer and **passed** unanimously.

2018-2022 NFRMPO Targets for Safety Performance Measures

Renemeyer **moved** to approve RESOLUTION NO. 2022-05 *APPROVING THE 2018-2022 NFRMPO TARGETS FOR SAFETY PERFORMANCE MEASURES*. The motion was **seconded** by James and **passed** unanimously.

**DISCUSSION ITEM:**

NFRMPO TDM Scope of Work – Gordon reviewed what Transportation Demand Management (TDM) and Transportation Management Organizations (TMOs) are and presented a scope of work for a Northern Colorado TDM Work Group including what the goals and the vision for a TDM program could be in the region.

2021 Call for Projects – Cunningham reviewed the applications received during the 2021 Call for Projects including the three sets of analysis provided for the received applications: Greenhouse Gas, locational equity, and performance measure impact. Sponsors of funded and waitlisted projects presented to the Council outlining the scope and benefits of their projects, the amount of federal funding requested and the funding recommendations which came out of the Scoring Committees.

**Larimer County Mobility Committee (LCMC)—MINUTES**

**January 20, 2022**

**1:30 p.m. – 3:05 p.m.**

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**1. Call Meeting to Order, Welcome and Introductions**

- Bridie Smith, COLT
- Vanessa Solesbee, Town of Estes Park
- Megan Garbarino, Foothills Gateway
- Connie Nelson-Cleverley, SAINT
- Katlyn Kelly, Transfort
- Jan Rowe, CDOT R4
- Garrett Mumma, State of CO Vocational Rehabilitation
- Angel Bond, Boulder County Mobility For All
- Lisa Bitzer, Via Mobility Services
- Ruth Fletcher-Carter, RAFT
- Jason Brabson, Heart & SOUL Paratransit
- Natalie Shishido, CDOT R4
- Megan Kaliczak, zTrip
- Nicole Limoges, LCOA
- Brooke Bettolo, LCDPHE
- Darlene Kilpatrick, Red Feather Lakes

NFRMPO Staff: Cory Schmitt, Hanna Johnson

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

No public comment received.

**4. Approval of November 18, 2021 Meeting Minutes**

Nelson-Cleverly moved to approve the meeting minutes, and Solesbee seconded. The motion passed unanimously.

**RIDENOCO UPDATE**

Schmitt gave an update about RideNoCo, including the following updates:

- 1) Phase I: Website and Call Center launch – Complete in Sept 2021. Roughly 750 visitors to the website from September to December of 2021
- 2) Phase II: Trip Discovery Tool – delivery in 2022. This will allow people to find and plan trips on the RideNoCo website and will utilize GTFS-Flex Technology to allow volunteer providers to be shown in addition to public transit agencies. IBI Group was selected to complete this project.
- 3) Phase III: Trip Dispatching– delivery in 2023. This will empower providers and riders to find, book, and pay for a ride in one place. The Trip Scheduling Steering Committee will guide this. A Consultant will be brought onboard to facilitate this Committee.
- 4) Trip Scheduling Steering Committee:
  - a. Includes: 60+ Ride, SAINT, RAFT, Via, GET, BATS, Foothills Gateway, Arc of Weld County, Red Feather Lakes, CO Div. of Vocational Rehabilitation, LCOA, Weld County AAA



### **ACTION ITEM**

- 1) **Co-Chair Elections** – Schmitt noted that Fletcher-Carter was interested in being nominated. Nelson-Cleverly noted that she would serve another term but if someone else would like to serve, they would be welcome to. Kaliczak noted that she may be interested in running next year, but not this year.

**Kaliczak motioned to elect Fletcher-Carter and Nelson Cleverly as the co-chairs. Mumma Seconded. No objections.**

### **WORK SESSION**

- 1) **2022 Work Plan** – All attendees were split into small groups to discuss the 2022 LCMC Work Plan. Each group focused on a strategy area from the [2021 Coordinated Plan](#) and made notes for their small group discussion in a [Google Document](#). NFRMPO staff and LCMC members will further refine and prioritize activities for the Work Plan at future meetings.

### **TRANSFORT & COLT NEWS AND UPDATES**

- 1) **Transfort** – none shared
- 2) **COLT** – none shared

### **LCMC MEMBER REPORTS**

- None shared

### **Final Public Comment *(2 minutes each)***

No public comment received.

### **Next Month's Agenda Topic Suggestions**

None. Kaliczak motioned to adjourn the meeting at 3:05pm. Mumma seconded.

### **Upcoming Meetings:**

- a. Joint Meeting: March 17<sup>th</sup>, 2022
- b. LCMC Meeting: May 19<sup>th</sup>, 2022