



## **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**

**March 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 February 16, 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**

- 1) FY2022 CMAQ and TA Additional Allocations (Page 6)**

Cunningham

##### **ACTION ITEMS**

- 1) March 2022 TIP Amendment (Page 9)**

Cunningham

##### **PRESENTATIONS**

**No Items this Month.**

##### **DISCUSSION ITEMS**

- 1) FY2023 Unified Planning Work Program (UPWP) Tasks (Page 15)**
- 2) FY2023-2026 Transportation Improvement Program (TIP) (Page 23)**
- 3) MMOF Call for Projects Criteria (Page 25)**

Karasko  
Cunningham  
Cunningham

##### **OUTSIDE PARTNER REPORTS**

- 4) NoCo Bike & Ped Collaborative**
- 5) Regional Transit Agencies**
- 6) Mobility Updates (Page 52)**

**Handout**

Schmitt

##### **REPORTS**

- 7) March Planning Council Meeting Summary Draft (Page 54)**
- 8) Community Advisory Committee (CAC) Summary**
- 9) Roundtable**

**Written Report  
Handout  
All**

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: April 20, 2022**

#### **Town of Windsor Wi-Fi**

**Username:** Windsor Rec Center Public Wi-Fi  
**Password:** password

419 Canyon Avenue, Suite 300  
**Fort** Collins, Colorado 80521  
(970) 800.9065  
[nfrmpo.org](http://nfrmpo.org)

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

**Hybrid Meeting**

**February 16, 2022**

**1:01 – 2:37 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  
Jessica Ferko – RAQC  
Eric Fuhrman – Timnath  
Josie Hadley – CDOT  
Omar Herrera – Windsor  
Dave Klockeman – Loveland  
Mark Oberschmidt – Evans  
Adam Olinger – Berthoud

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Rick Coffin – CDPHE-APCD  
Wesley LeVanchy – Eaton  
Town of LaSalle  
Pepper McClenahan – Milliken  
Ranae Tunison – FTA  
Troy White – Johnstown

**IN ATTENDANCE:**

Alex Donaldson – Loveland  
Candice Folkers – COLT  
Katie Guthrie – Loveland  
Myron Hora – WSP  
Michelle Johnson – GET  
Katlyn Kelly – Transfort  
Katrina Klobberdanz – CDOT  
Evan Pinkham – Weld County  
Jan Rowe – CDOT  
Lea Schneider – Larimer County  
Natalie Shishido – CDOT  
Michael Snow – CDOT  
Carrie Tremblatt – CDOT

**CALL TO ORDER**

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

**APPROVAL OF THE JANUARY 19, 2022 TAC MINUTES**

Oberschmidt moved to approve the January 19, 2022 TAC minutes. Relford seconded the motion, which was approved unanimously.

**PUBLIC COMMENT**

There was no public comment.

## **CONSENT AGENDA**

No items this month.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko reminded TAC of the RAQC’s Control Strategy Committees and stated elements of the new SIP are continuing to be presented at the RAQC Board Meetings.

Bornhoft stated NFRMPO Staff are participating on the two technical working groups convened by CDOT, one on mitigation measures and the other on modeling, which are identifying how the GHG Planning Standards rule will be implemented. Additionally, Karasko is serving on the State Interagency Consultation Team. NFRMPO staff are concerned the number of GHG mitigation measures may be limited for the first demonstration and is working with CDOT to expand the number of measures available.. Bornhoft reminded TAC of the GHG Data request, which is due on Friday, February 18. The Nonattainment Area Enterprise board on which Commissioner Stephens is serving convened their first meeting.

## **ACTION ITEMS**

**2021 Call for Projects**– Cunningham noted the City of Greeley withdrew their application for the *9<sup>th</sup> and 10<sup>th</sup> Street Mobility Enhancements* project. The \$2.3M STBG funds originally recommended to fund the project will go to the next highest ranked projects which had been recommended for partial funding or waitlisted. With this change the City of Loveland *US34 EB Widening Construction* and City of Evans *37<sup>th</sup> St Widening Phase 3* projects will be fully funded. The recommendations for the CMAQ and TA programs remain the same. Relford asked if TAC will be able to give feedback on the Call for Projects process. Cunningham stated a survey will be sent out to TAC prior to the March meeting. Klockeman moved to approve the 2021 Call for Projects. Buckman seconded the motion, which was approved unanimously.

## **PRESENTATIONS**

No items this month.

## **DISCUSSION ITEMS**

**FY2022 CMAQ and TA Funding Allocations** – Cunningham stated the January 2022 Reconciliation from CDOT identified approximately \$361,360 in unprogrammed FY22 CMAQ funds. The City of Fort Collins *College and Trilby Road Intersection Improvements* project had an unfunded request of \$612,629 and has stated they can accept the additional funds and consider the project fully funded. Relford asked if this additional allocation would impact the STBG funding request from the 2021 Call for Projects. Cunningham stated this would be in addition to the STBG award and Buckman noted the City of Fort Collins requested the maximum STBG they were allowed which still left the project partially unfunded.

The January 2022 Reconciliation also identified a deficit of \$13,643 TA funding in FY23 following the FY20-21 Revenue Reconciliation from CDOT HQ. The NFRMPO’s STBG pool has unprogrammed funds totaling \$156,211 in FY23 and Staff is recommending utilizing the unprogrammed STBG funds to cover the deficit in the TA pool to ensure all projects awarded in FY23 receive funding. The group discussed the process for the remaining unprogrammed FY23 STBG funds, Cunningham stated it would be revisited after the start of FY23.

**MMOF Call for Projects Criteria** – Cunningham presented the changes to the Multimodal Transportation and Mitigations Options Fund (MMOF) program including the updated name, goals, and project types. The NFRMPO has approximately \$15.5M in MMOF to award in FY2023 including \$7.8M Federal and \$7.7M State funds. Relford asked for clarification how the NFRMPO will award the Federal (ARPA Stimulus) and State funds as they have different expenditure timelines, with the Federal funds needing to be obligated by December 31, 2024. Cunningham stated it will be included in the application whether a project sponsor is applying for State or Federal funds and the shovel ready projects would likely be the projects awarded the Federal funding.

The NFRMPO will be asking for funding off the top to use for MPO projects. Relford asked for more information on each of the projects and Cunningham stated it will be included in future versions of the guidelines when more information is available.

Cunningham outlined the project types eligible under the MMOF program how the NFRMPO is proposing categorizing the projects to help facilitate awards and scoring with Category A being Quantifiable GHG Reducing Projects and Category B Projects being Non-Quantifiable or Non-GHG Reducing Projects. Staff has proposed having at least three-quarters of the available funding to go towards Category A projects and no more than one quarter of the available funding to go towards Category B projects. Klockeman asked for clarification on why the ratio was chosen. Cunningham noted one goal of this Call will be to help the NFRMPO meet the budgets outlined in the GHG Planning Standards rule.

Mallette asked Michael Snow, CDOT, about the expenditure timelines of the federal funds and CDOT contracting. Snow stated although the federal funds expire in December 2026 there is still 90 days for final billings and reimbursements to be completed. Snow noted the contracting teams within CDOT have been building up staffing capacity to help facilitate contracting. Buckman asked Snow if there were restrictions with the Federal funds on bike and pedestrian projects. Snow stated the Federal funds can be used for any MMOF project type. Klockeman asked if CDOT would be holding a workshop for applicants. Snow noted materials would be provided to MPOs and local agencies providing further guidance on the program and CDOT will hold Q&A sessions in the coming weeks.

Cunningham noted certain project types will be required to provide a record of CDOT consultation prior to submitting an application and project sponsors will be required to submit a project description to the NFRMPO as noted in the timeline. Klockeman asked if sponsors can submit a project description to receive feedback whether it will be a good fit for MMOF funding. Cunningham stated that would be acceptable.

The group discussed the requirements on the Federal funding, match rates, project minimums and maximums, and the proposed scoring criteria. Snow noted SB-260 still allows for the Transportation Commission to consider reduced match rates on an as needed basis. Klockeman asked for more clarification in the guidelines on what funds can be used to match MMOF and what funds MMOF can serve as match.

Cunningham presented the proposed scoring criteria which was adapted from the 2019 MMOF Call with the addition of GHG Emissions reductions being added for Category A projects. Relford asked if Staff would be performing the GHG emissions analysis. Cunningham confirmed Staff would and stated the process would be similar to that of CMAQ emissions analysis. The group discussed reducing the points available for GHG emissions reductions and increasing the points available under Strategic Connections.

Two optional timelines were presented for the opening of the Call and TAC determined an extended timeline would be better, choosing the option of the Call opening in May with final Council approval in August. MMOF will be a discussion item at the Council and TAC meetings in March.

### **OUTSIDE PARTNERS REPORTS**

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

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

**Mobility Updates** – Johnson stated Ride NoCo has entered Phase 2 with the trip discovery tool. The MPO will be convening Trip Scheduling Steering Committee beginning in March. The Via Mobility pilot will be concluding at the end of the month and Via is pursuing more funding options to continue the Program. RideNoCo has received 110 calls for transportation information and assistance since launching in February 2021.

### **REPORTS**

**Community Advisory Committee (CAC) Summary** – A written report was provided.

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

### **ROUNDTABLE**

Cunningham stated the notes from the Safety Data Working Group are included in the Handouts and noted that TAC members interested in participating in the work group should contact her. The group will hold another meeting in the Spring to work on the Near Miss/ Hazard Reporting tool.

Klockeman asked for interested TAC members to contact him to discuss recruiting and hiring practices.

Relford stated Weld County is working on ROW plans for the WCR74 and WCR33 roundabout project.

Bornhoft reminded the group of the GHG data request and the Model Steering Team kickoff meeting Friday, February 18.

Herrera stated the Town of Windsor has hired Eric Bracke as Transportation Planner/Engineer.

Karasko noted work is beginning on the FY2023 UPWP budget and tasks. An email will be sent to TAC in the next few days for any updates on UPWP planning projects.

### **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – Call for Projects feedback discussion.

**Meeting adjourned at 2:37 PM.**

**Meeting minutes submitted by:** AnnaRose Cunningham, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, March 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
March 16, 2022	FY2022 CMAQ and TA Funding Allocations **CONSENT**	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To recommend to Planning Council the allocation of additional Congestion Mitigation and Air Quality (CMAQ) funds to one partially funded project and to balance FY2023 transportation alternatives (TA) funds by utilizing unprogrammed STBG funds to ensure fiscal constraint.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" 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. The City of Fort Collins <i>College and Trilby Road Intersection Improvements</i> had an unfunded request of \$612,629. The project sponsor has stated they can accept the \$361,360 and commit to the required local match to consider the project fully funded.</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. The remaining unprogrammed FY2023 STBG funds will remain in the pool and be reevaluated following the start of FY2023</p>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>TAC and Planning Council discussed the FY2022 CMAQ and TA Funding Allocations at their February 16, 2022 and March 3, 2022 meetings respectively.</li> </ul>		
<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>		

**Analysis/Recommendation**

- Staff recommends TAC approve a recommendation to Planning Council to allocate additional funding to the one partially funded CMAQ project and transfer unprogrammed STBG funds into the TA pool to cover the funding deficit in FY2023.

**Attachment**

- Proposed Additional CMAQ Allocations based on CDOT's January 3, 2022 Reconciliation

## 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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# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 16, 2022	March 2022 TIP Amendment	AnnaRose Cunningham/ Medora Bornhoft
Objective/Request Action		
To recommend Planning Council approve the March 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The March 2022 TIP Amendment includes four revision requests.</p> <p>The following three requests are for projects receiving FY23 funds from the 2021 Call for Projects as approved by Planning Council on March 3, 2022:</p> <ul style="list-style-type: none"><li>• Adding Windsor's <i>Poudre Trail Wayfinding - I25 to Island Grove Park</i> project with \$85K Federal funding and \$23K local funding.</li><li>• Rolling Fort Collins' <i>US 287 and Trilby Intersection Improvements</i> project from the FY2020-2023 TIP, revising the scope, and adding \$3,616K Federal funding and \$752K local funding.</li><li>• Revising the scope and adding \$1,705K Federal funding and \$595K local funding to Windsor's <i>Intersection Improvements at SH257 &amp; Eastman Park Dr</i> project.</li></ul> <p>Additionally, Loveland is requesting the following revision:</p> <ul style="list-style-type: none"><li>• Adding new project <i>Transit Center Construction</i> with \$2,535K Federal funding.</li></ul> <p>The attached March 2022 Policy Amendment Form provides additional information on these requests.</p>		
Committee Discussion		
This is the first and only time TAC is scheduled to see the March 2022 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the March 2022 TIP Amendment begins on March 9, 2022 and concludes on April 7, 2022.</p> <p>An environmental justice analysis is included for the one project that is location-specific and was not already included in the TIP.</p> <p><u>Funding Types and Uses</u></p> <p><b>Transportation Alternatives (TA)</b> authorizes funding for smaller-scale programs and projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School (SRTS) projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.</p> <p><b>Surface Transportation Block Grant (STBG)</b> is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.</p> <p><b>The Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act</b> of 2021 included \$14B to support the transit industry during the COVID-19 public health emergency.</p> <p><b>The American Rescue Plan (ARP) Act</b> of 2021 is a COVID-19 Relief package that provides \$1.9 trillion in mandatory funding, program changes and tax policies aimed at mitigating the continuing effects of the pandemic and included \$30.5 billion for grants to transit agencies.</p>		

<b>Advantages</b>
<ul style="list-style-type: none"> <li>TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.</li> </ul>
<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>None noted.</li> </ul>
<b>Analysis/Recommendation</b>
<ul style="list-style-type: none"> <li>Staff supports adding the March 2022 TIP Amendment to the FY2022-2025 TIP.</li> </ul>
<b>Attachments</b>
<ul style="list-style-type: none"> <li>March 2022 Policy Amendment Form</li> <li>Environmental Justice Analysis</li> </ul>

# NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Policy Amendment #2022-A3

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 3/9/2022

### NFRMPO Transportation Alternatives (TA)

#### NEW ENTRY

Title:	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Poudre Trail Wayfinding - I25 to Island Grove Park</b>										
<b>Sponsor:</b>	Town of Windsor, Town of Timnath, Larimer County, City of Greeley, Poudre Trail Corridor Board	Federal Local Local <b>Total</b>	TA L LOM -	- - - -	- - - -	85 18 5 <b>108</b>	- - - -	- - - -	<b>85</b> <b>18</b> <b>5</b> <b>108</b>	- - - -
<b>STIP ID:</b>	Unassigned									
<b>TIP ID:</b>	2023-010									
<b>Type:</b>	Bike/Ped									
<b>Air Quality:</b>	Exempt from Conformity Analysis									
<b>Description:</b>	Installation of wayfinding signs along the Poudre Trail between I-25 in Timnath and Island Grove Park in Greeley									
<b>Revision:</b>	New project entry from 2021 Call for Projects awarded funding with Planning Council Resolution #2022-06									

### Congestion Mitigation & Air Quality (CMAQ)

#### PREVIOUS ENTRY (IF APPLICABLE)

Title:	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>US 287 and Trilby Intersection Improvements</b>										
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	-	-	-	-	-	-
<b>STIP ID:</b>	SR46666.060	Local	L	81	-	-	-	-	-	-
<b>TIP ID:</b>	2023-002	Local	LOM	1,319	-	-	-	-	-	-
<b>Type:</b>	Intersection Improvements	<b>Total</b>	<b>1,787</b>	-	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis									
<b>Description:</b>	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.									

#### REVISED ENTRY

Title:	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>US 287 and Trilby Intersection Improvements</b>										
<b>Sponsor:</b>	Fort Collins	Federal	CMAQ	387	-	-	-	-	-	-
<b>STIP ID:</b>	SR46666.060	Federal	STBG	-	-	571	3,045	-	<b>3,616</b>	-
<b>TIP ID:</b>	2023-002	Local	L	81	-	119	633	-	<b>752</b>	-
<b>Type:</b>	Intersection Improvements	Local	LOM	1,319	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	<b>Total</b>	<b>1,787</b>	-	-	<b>690</b>	<b>3,678</b>	-	<b>4,368</b>	-
<b>Description:</b>	Engineering, utilities, and ROW acquisition and construction of new signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool and FASTER Safety pools.									
<b>Revision:</b>	Roll project from FY2020-2023 TIP into current TIP, decreasing local match in Previous Funding by \$400K, modifying scope to reflect increased engineering, ROW, and utilities costs, and adding funds awarded with Planning Council Resolution #2022-06 of \$4,368K(\$571K STBG and \$119K L in FY23 and \$3,045K STBG and \$633K in FY24).									

## Surface Transportation Block Grant (STBG)

### PREVIOUS ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	-	-	-	-	-
STIP ID:	SNF5788.045	Federal	PNF	-	1,000	-	-	-	-	1,000	-
TIP ID:	2020-013	Local	L	-	266	-	-	-	-	266	-
Type:	Intersection Improvements	Local	LOM	-	280	-	-	-	-	280	-
Air Quality:	Exempt from conformity analysis		<b>Total</b>	-	<b>1,546</b>	-	-	-	-	<b>1,546</b>	
Description:	Project moves existing signal islands on the SE and NE quadrants farther east to expand the space for truck turning movements.										

### REVISED ENTRY

Title:	Intersection Improvements at SH257 & Eastman Park Dr.	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,705	-	-	1,705	-
STIP ID:	SNF5788.045	Federal	PNF	-	1,000	-	-	-	-	1,000	-
TIP ID:	2020-013	State	L	-	266	-	355	-	-	621	-
Type:	Intersection Improvements	Local	LOM	-	280	-	240	-	-	520	-
Air Quality:	Exempt from conformity analysis		<b>Total</b>	-	<b>1,546</b>	-	<b>2,300</b>	-	-	<b>3,846</b>	
Description:	Reconfigure and construct intersection and railroad crossing, including improved multi-modal bike and pedestrian connections across SH257 and bus stop improvements.										
Revision:	Adding funding awarded by Planning Council with Resolution #2022-06 with \$2,300K in FY23 (\$1,705K STBG/ \$355K L/ \$240K LOM). Revising project description to reflect change in project scope.										

## Other Federal Transit

### NEW ENTRY

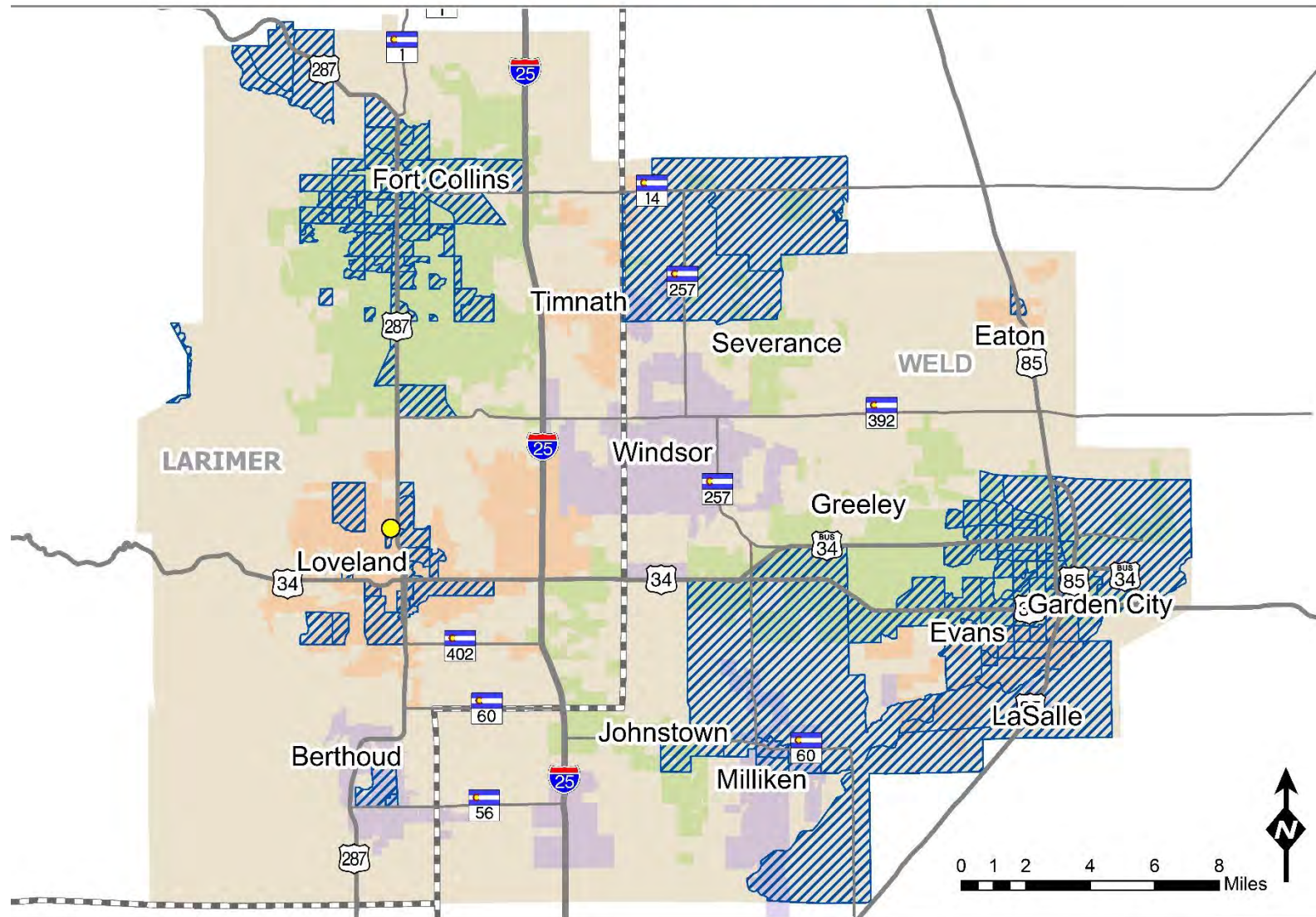
Title:	Transit Center Construction	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CRRSA	-	-	356	-	-	-	356	-
STIP ID:	Unassigned	Federal	ARPA 5307	-	-	2,179	-	-	-	2,179	-
TIP ID:	2022-011	Local	L	-	-	-	-	-	-	-	-
Type:	Facility Construction		<b>Total</b>	-	-	<b>2,535</b>	-	-	-	<b>2,535</b>	
Air Quality:	Exempt from conformity analysis										
Description:	Construction of parking lot, bus lanes, boarding platforms, utilities and landscaping for Loveland Transit Center at 350 W 37th St.										
Revision:	New Project Addition.										

## March 2022 TIP Amendment Environmental Justice Analysis

*Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program*

Criteria	Transit Center Construction, Loveland, Facility Construction, CRRSA & ARPA 5307
<b>Project Information</b>	
Project included in the FY 2020-2023 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
<b>Burdens</b>	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
<b>Benefits</b>	
Decrease in travel time	No
Improved air quality	No
Expanded access to employment opportunities	Yes
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes

# Environmental Justice Areas and March 2022 TIP Amendment Project



## Legend

- Loveland Transit Center
- County Boundary
- Environmental Justice Areas
- NFRMPO Planning Area

March 2022  
Sources: CDOT, NFRMPO



## MEMORANDUM

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

**From: Becky Karasko**

**Date: March 16, 2022**

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Tasks**

### Background

The NFRMPO staff has drafted the Tasks and Products for FY2023 the *FY2022-2023 Unified Planning Work Program (UPWP)*. The Finance Committee will review the FY2023 Budget on April 21, and it is anticipated they will recommend Planning Council approval at the May 5, 2022 meeting. The Updated FY2022-2023 UPWP and FY2023 Budget will go to Planning Council for their approval at their May 5, 2022 meeting to allow CDOT and FHWA approval prior to October 1, 2022.

The modified FY2023 UPWP Tasks, which updated since the FY2022-2023 UPWP was adopted on May 6, 2021, are:

- ***Task 2.1: Regional Transportation Plan (RTP) Management***
- ***Task 2.3: Transportation Model Management***
- ***Task 3.2: Outreach/Communications***
- ***Task 3.3: Air Quality Planning, Conformity, and GHG Emissions Analysis***
- ***Task 4.3: Federal and State Funds Management***
- ***Task 4.4: Mobility Management***
- ***Task 4.5: One Call/One Click Center (RideNoCo)***

These Tasks are also attached to this Memo. The updated draft FY2023 local match requirements by community will be provided at the meeting. All comments are requested by **Monday, March 28, 2022**.

### Action

NFRMPO staff requests TAC review the FY2023 UPWP Tasks and provide comments to Becky Karasko at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org) by **5:00 p.m. on Monday, March 28, 2022**.

## II. Plan Development

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### 2.1 Regional Transportation Plan (RTP) Management

#### Objective:

This Work Task allows for monitoring and revising the NFRMPO 2045 RTP and the development of the 2050 RTP. The 2050 RTP will incorporate updated performance measure targets as part of each component including the 2023 CMP, 2021 ATP, 2022 Public Involvement Plan (PIP), and project selection through the 2023 Call for Projects.

#### Method:

The NFRMPO Planning Council adopted the 2045 RTP in September 2019. This Work Task includes the necessary staff effort to complete administrative modifications and amendments to the RTP as necessary. Modifications are completed for minor corrections or clarifications, while Amendments are completed for major changes such as adding or deleting regionally significant projects or advancing or delaying project completion dates to a different conformity band. The 2050 RTP development includes goal setting, transportation system analysis, required fiscal constraint, public involvement, conformity determination, RSCs, project prioritization, and the incorporation of the 10 planning factors from federal regulation. The NFRMPO will incorporate a larger transit section into the RTP in lieu of a standalone RTE. The NFRMPO, Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMPO), Pikes Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments (PACOG) regularly share best practices for planning and public involvement for the development of the RTPs. This Task also completes the Environmental Justice (EJ) and Environmental Mitigation (EM) analyses.

#### Overall Impact/Intent:

This Work Task monitors and revises the 2045 RTP as necessary and develops the 2050 RTP. It will monitor the implementation and completion of any Modifications or Amendments to the 2045 RTP. A long range, financially constrained, transportation plan allows projects to move into implementation in the TIP and sets the funding priorities for the region.

#### FY2022 Products:

1. 2045 RTP Modifications and Amendments (*As needed*)
2. Revised Regionally Significant Corridors (RSCs, RATCs, and RTCs) (*1st Quarter 2022*)
3. 2022 Public Involvement Plan (PIP) (*3rd Quarter 2022*)
4. Air Quality Conformity (*As needed*)
5. NFRMPO Updated Goals, Objectives, and Performance Measures (*4th Quarter 2022*)

#### FY2023 Products:

1. 2050 RTP Revenue Projections (*2nd Quarter 2023*)
2. Federally Required Target Setting (*2nd Quarter 2023*)
3. RTP Project Prioritization (*3rd Quarter 2023*)
4. Air Quality Conformity (*4th Quarter 2023*)
5. Adopted 2050 RTP (*4th Quarter 2023*)

## 2.3 Transportation Model Management

### Objective:

This Work Task manages and updates the 2015 Regional Travel Demand Model (RTDM) for the NFRMPO region and the adjacent air quality nonattainment area.

### Method:

This Work Task manages and updates the RTDM. The RTDM uses the Land Use Allocation Model (LUAM) output, network, and operational data to assign traffic to the roadway network. There is also a transit network for assigning trips to the transit systems. The models provide information used for the development of the RTP and conformity determinations for the RTP and TIP. The NFRMPO makes the RTDM available to local member governments for their own use. The NFRMPO will contract for traffic counts as needed to provide accurate data and will enhance the model to improve the representation of induced demand, VMT mitigation strategies, and work from home.

NFRMPO staff provide data and analysis, such as network and traffic counts, and run the RTDM. Consultant assistance is used to build and/or update the RTDM model and for support on an as needed basis following the building of the new RTDM.

### Overall Impact/Intent:

Modeling capabilities are critical to the NFRMPO RTP efforts and the TIP. These essential capabilities contribute to the success of the travel demand projections, future scenarios based on policy direction, conformity determinations, and support of local planning efforts both long range and immediate developments.

### FY2022 Products:

1. Review of 2050 Model Update RFP responses and consultant selection (*1st Quarter 2022*)
2. Executed contract with consultant (*2nd Quarter 2022*)
3. Updated traffic counts (*2nd Quarter 2022*)
4. Coordination meetings with model consultant (*Bi-Monthly*)
5. Review task specific memos from consultant (*As completed*)
6. Model Steering Team meetings (*Bi-Monthly*)

### FY2023 Products:

1. Coordination meetings with model consultant (*Bi-Monthly*)
2. Review task specific memos from consultant (*As completed*)
3. Model Steering Team meetings (*Bi-Monthly*)
4. Base and future years model runs for 2050 RTP scenarios, with reports (*2nd Quarter 2023*)
5. Model enhancements (*2nd Quarter 2023*)
6. RTDM documentation (*3rd Quarter 2023*)
7. RTDM User's Guide (*4th Quarter 2023*)

## 3.2 Outreach/Communications

### Objective:

This Work Task provides information and public comment opportunities on NFRMPO transportation activities to interested citizens, elected officials, non-profits, other transportation planning agencies, and local agencies and communities.

### Method:

This Work Task includes the publication of NFRMPO reports, including the quarterly newsletters, educational brochures, and the development and update of the NFRMPO website.

- The quarterly newsletter contains current information on transportation projects, studies, and NFRMPO, VanGo™, Mobility Coordination, and member agency activities.
- The website provides information about the NFRMPO, meeting information, transportation information as well as an information request function. NFRMPO staff provides summaries on the blog and links to recently published articles.
- The VanGo™ Facebook page provides information on vacant seats and posts notices on upcoming events. NFRMPO and VanGo™ also Tweet about upcoming meetings and events.
- The Community Remarks™ webpage provides an interactive tool for the public to comment on the transportation system and to comment on upcoming plans.
- NFRMPO staff attend 10-15 community events to share information on the plan(s) under development, VanGo™ services, and the RAQC's Simple Steps, Better Air ozone campaign.

### Overall Impact/Intent:

These publications, Blog, and the website educate and improve communication and cooperation between local citizens, elected officials, and local agencies related to transportation issues.

### FY2022 Products:

1. Updated NFRMPO Website (*As necessary*)
2. Four (4) newsletters (*Quarterly*)
3. Website, Blog, Twitter, and Facebook updates (*As necessary*)
4. Community Remarks™ page updates (*As necessary*)
5. Air Quality outreach, including marketing purchases (*2nd Quarter 2022*)
6. Annual Outreach Evaluation (*1st Quarter 2022*)
7. Bike to Work Week events (*3rd/4th Quarter 2022*)

### FY2023 Products:

1. Updated NFRMPO Website (*As necessary*)
2. Four (4) newsletters (*Quarterly*)
3. Website, Blog, Twitter, and Facebook updates (*As necessary*)
4. Community Remarks™ page updates (*As necessary*)
5. Air Quality outreach, including marketing purchases (*2nd Quarter 2023*)
6. Annual Outreach Evaluation (*1st Quarter 2023*)
7. Bike to Work Week (*3rd/4th Quarter 2023*)
8. Improve accessibility of NFRMPO Website (*2nd Quarter 2023*)

## Air Quality Planning, Conformity and GHG Emission Analysis

### Objective:

This Work Task allows for collaborating with partner agencies on transportation-related air quality initiatives, programs, and requirements and the completion of transportation conformity determinations. Conformity is determined for the RTP and TIP as well as for portions of the Upper Front Range Transportation Plan and Statewide Transportation Improvement Program (STIP) within the Northern Subarea of the Ozone Nonattainment area. Conformity is redetermined for air quality significant Amendments to the RTP and/or TIP.

In December 2021, the Colorado Transportation Commission approved the Greenhouse Gas Planning Standard that set GHG reduction levels for the NFRMPO to achieve through its RTP. The RTP needs to comply with the reduction level identified in this document.

### Method:

NFRMPO staff complete this Work Task by engaging in stakeholder processes for transportation-related air quality initiatives, completing analysis and reporting to meet any state and federal requirements related to air quality, consulting with the Interagency Consultation Group (ICG), preparing model results for air quality analysis, contributing to the development of the State Implementation Plan (SIP), completing documentation of transportation conformity, and soliciting public feedback on conformity determinations.

During the first part of 2022, NFR staff has worked closely with CDOT staff to develop the analysis tools necessary to carry out the GHG analysis. This includes the ability to estimate GHG emissions in-house.

### Overall Impact/Intent:

The purpose of this task is to ensure the NFRMPO's plans and programs conform to the SIP and meet federal and state requirements related to air quality, including ozone and GHG.

### FY2022 Products:

1. Participate in ICG (*Monthly*)
2. Participate in the development of the Severe Ozone SIP (*As needed*)
3. Monitor relevant federal and state legislation and regulations (*As needed*)
4. Conformity redeterminations, (*As needed*)
5. Implement state mandated GHG requirements (*As needed*)

### FY2023 Products:

1. Participate in ICG (*Monthly*)
2. Participate in State Interagency Consultation Team and Modeling Work Group (*As determined*)
3. Monitor relevant federal and state legislation and regulations (*As needed*)
- 4.
5. Conformity determination and GHG Transportation Report for the FY2024-2027 TIP (*3rd Quarter 2023*)
6. Conformity determination and GHG Transportation Report for the 2050 RTP (*4th Quarter 2023*)

## 4.4 Mobility Management

### Objective:

This Work Task ensures a consistent and integrated approach to regional mobility management programs, projects, and strategies outlined in the federally mandated NFRMPO Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan). This program will work in tandem with and support the One Call/One Click Center project.

### Method:

Staff implements the approved Coordinated Plan's projects and programs through the Larimer County and Weld County Mobility Committees (LCMC and WCMC). The NFRMPO will seek opportunities for additional collaboration between the two committees to improve regional mobility. Staff developed the Coordinated Public Transit/Human Services Transportation Plan, to be adopted in December 2021. Staff conducts outreach in each County through presentations and individual meetings with the goal of providing information regarding Coordinated Plan programs, One Call/One Click Center project, and transit services in the North Front Range area. This includes the implementation of a One Call/One Click Center in Larimer and Weld counties. Staff participates in committees, conferences, studies, and meetings that relate to mobility management or regional and/or state transit issues. Examples include the Colorado Mobility and Action Coalition (CMAC), CASTA conferences, Mobility and Access Priority Group/Senior Transportation Coalition (STC), and others. Staff also supports Mobility Committee member agencies through production and distribution of outreach materials and responds to information requests from member governments, other agencies, and individuals regarding transit information.

### Overall Impact/Intent:

The intent of the Mobility Management Program is improvement of transportation services in the North Front Range region for medical, employment, and other destinations particularly for seniors, people with disabilities, veterans, and low-income individuals. This task also helps to coordinate with and provide technical assistance to human service-related transportation programs and services to enhance service and maximize available resources.

### FY2022 Products

1. Adoption of the 2021 Coordinated Public Transit/Human Services Transportation Plan (*4th Quarter 2021*)
2. Larimer County and Weld County Mobility Committees (*Bi-Monthly*)
3. Quarterly and Annual Reports to CDOT (*Quarterly*)
4. Outreach materials, including Rider's Guides and MM program brochure (*On-going*)
5. Quarterly Mobility Management Newsletter (*Quarterly*)
6. Public Outreach Events (*On-going*)
7. 60+ Ride Volunteer Driver Program support (*On-going*)
8. Local and regional transit Travel Trainings (*On-going*)
9. Education and Information through RideNoCo social media accounts (*On-going*)
10. Subrecipient Van Administrative Support (*On-going*)
11. Travel Training Program with local agency partners (*On-going*)
12. Public Outreach Events (*On-going*)
13. Maintenance of RideNoCo website containing transportation resources (*As necessary*)

#### FY2023 Products:

1. Implementation of 2021 Coordinated Public Transit/Human Services Transportation Plan (*On-going*)
2. Larimer County and Weld County Mobility Committees (*Bi-Monthly*)
3. Quarterly and Annual Reports to CDOT (*Quarterly*)
4. Outreach materials, including Rider's Guides and MM program brochure (*On-going*)
5. Quarterly Mobility Management Newsletter (*Quarterly*)
6. Public Outreach Events (*On-going*)
7. 60+ Ride Volunteer Driver Program support (*On-going*)
8. Local and regional transit Travel Trainings (*On-going*)
9. Education and Information through RideNoCo social media accounts (*On-going*)
10. Subrecipient Van Administrative Support (*On-going*)
11. Travel Training Program with local agency partners (*On-going*)
12. Public Outreach Events (*On-going*)
13. Maintenance of RideNoCo website containing transportation resources (*As necessary*)

## 4.5 One Call/One Click Center (RideNoCo)

### Objective:

This Work Task supports the implementation of the One Call/One Click Center project and related Transportation Demand Management (TDM) activities, coordinating rides for human service, volunteer, and transit agencies in Larimer and Weld counties. This project was initially identified in the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan).

### Method:

Mobility Manager and staff implement the One Call/One Click Center project first identified in the 2017 Coordinated Plan through the management of a Call Center and website containing information on available transportation options in Larimer and Weld counties. The capabilities of the website and center will increase through the purchase of software and the hiring of staff to support the One Call/One Click Center and Mobility Program. The Mobility Manager and Mobility Coordinator meets with stakeholders, including riders, providers, and local government officials; manages the purchase and implementation of new software; leads projects to market the program; and provide assistance to individuals in need of transportation. The NFRMPO will purchase trip discovery software, trip dispatch software, and implement a staff training program to use this new technology. The MPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project.

### Overall Impact/Intent:

The intent of the One Call/One Click Program is to coordinate transportation services within the North Front Range planning area as well the entirety of Larimer and Weld counties for medical, employment, and other destinations particularly for seniors, people with disabilities, veterans, and low-income individuals in addition to the general population. This service will connect individuals in need of a ride with the most appropriate and affordable options to meet their unique needs.

### FY2022 Products:

1. Procure Trip Discovery Software (*4th Quarter 2021*)
2. Install Trip Discovery Software (*2nd Quarter 2022*)
3. Convene Trip Scheduling Steering Committee (*On-going 2022*)
4. Convene TDM Work Group (*On-going 2022*)
- 5.
6. Finance Committee Reports (*Quarterly*)

### FY2023 Products:

1. Update or Expand Trip Discovery Software (*On-going as needed*)
2. Procure Trip Dispatch Software (*4<sup>th</sup> Quarter 2022*)
3. Install Trip Dispatch Software (*1<sup>st</sup> Quarter 2023*)
4. Convene Trip Scheduling Steering Committee (*On-going 2022*)
5. Convene TDM Work Group (*On-going 2022*)
6. Completion and adoption of TDM Action Plan (*4<sup>th</sup> Quarter 2022*)
7. Finance Committee Reports (*Quarterly*)
8. One Call/One Click Center Operational Sustainability Plan (*2nd Quarter 2023*)

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 16, 2022	Draft FY 2023-2026 Transportation Improvement Program (TIP)	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To review and discuss the Draft FY 2023-2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The FY 2023-2026 TIP includes federally funded and/or regionally significant surface transportation projects programmed to receive funding in fiscal years (FY) 2023 through 2026.</li> <li>All projects with funding in FY 2023-2025 in the current FY 2022-2025 TIP were carried forward to the Draft FY 2023-2026 TIP.</li> <li>The Draft FY 2023-2026 TIP includes projects and roll-forwards submitted during the January 31 – February 14, 2022 submission window. Additional roll-forwards of unbudgeted FY 2022 funding into FY 2023 funding will occur in the summer.</li> <li>The Draft FY 2023-2026 TIP includes the projects awarded funding in FY2024 and FY2025 in the 2021 Call for Projects approved by Planning Council on March 3, 2022.</li> <li>Any amendments and modifications completed by NFRMPO staff between March 3, 2022 and June 30, 2022 will be incorporated into the TIP tables upon the effective date of the TIP.</li> <li>The policies and procedures in the FY 2023-2026 TIP are carried forward from the FY 2022-2025 TIP. However, the following has been updated:               <ul style="list-style-type: none"> <li>Addition of details for funding awarded in the most recent and previous Calls for Projects if further funding becomes effective in any future fiscal year.</li> <li>Details on the process for returning federal funds to an NFRMPO funding pool</li> <li>Addition of reporting requirements for MMOF funding.</li> <li>Clarification for what revisions require a Policy Amendment or Administrative Modification.</li> <li>Updated environmental justice and performance measure analysis.</li> </ul> </li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>This is the first time the TAC is discussing the Draft FY 2023-2026 TIP.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The Draft FY 2023-2026 is available for TAC review at the following link:               <ul style="list-style-type: none"> <li>Draft: <a href="https://nfrmpo.org/wp-content/uploads/fy-2023-2026-tip-draft.pdf">https://nfrmpo.org/wp-content/uploads/fy-2023-2026-tip-draft.pdf</a></li> </ul> </li> <li>Additional project selections made through the Colorado Department of Transportation (CDOT) process will be added into the Draft TIP as the information becomes available.</li> <li>The Draft Conformity Determination for the FY 2023-2026 TIP is under development and will be made available for a 30-day public review from April 1, 2022 through April 30, 2022.</li> <li>The public comment period for the Draft FY 2023-2026 TIP will open on April 1, 2022 and close on April 30, 2022.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>Approval of the TIP will ensure the timely merger of projects into the Statewide Transportation Improvement Program (STIP) so budget processes can occur at the beginning of the State FY 2023 on July 1, 2022.</li> </ul>		

<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>• None.</li> </ul>
<b>Analysis/Recommendation</b>
Staff requests TAC review and discuss the Draft FY 2023-2026 TIP Narrative and Tables and associated conformity determination.
<b>Attachments</b>
<ul style="list-style-type: none"> <li>• None.</li> </ul>

## MEMORANDUM

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

**From: AnnaRose Cunningham**

**Date: March 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 SB21-260 made several changes to the State’s MMOF funding program. Additionally, the Transportation Commission made updates to the distribution and local 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 local match reduction formulas.

At the February 16, 2022 TAC meeting, NFRMPO Staff presented the draft guidelines for the upcoming NFRMPO MMOF Call for Projects. The NFRMPO has a total of \$15,457,986 in FY2022 and FY2023 MMOF funding to award. Updates have been made to the guidelines following the February TAC meeting, including:

- MMOF Call for Projects Schedule
- NFRMPO and CDOT Region 4 Set-Aside requests
- Updated available funding based on approval of the Set-Asides
- Updated maximum request amounts
- Details on local match requirements and reduction options
- Revised scoring criteria based on TAC’s discussion and input
- Performance measure and Environmental Justice information

Changes included in the attached Guidelines following the February TAC meeting are highlighted in yellow. The Guidelines can also be found on the NFRMPO website at: <https://nfrmpo.org/tip/call-for-projects/>.

### Action

Staff requests TAC members review 2022 MMOF Call for Projects Guidelines to discuss and provide feedback during the meeting.

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

March 3, 2022

## Contents

1. Introduction.....	2
2. Available Funding.....	3
MMOF Goals.....	3
<b>Schedule</b> .....	4
3. Application Requirements .....	5
Eligible Applicants .....	5
Eligible Project Types .....	5
<b>Set Asides</b> .....	5
Project Categories .....	7
Minimum MMOF Request .....	7
<b>Maximum Requests</b> .....	7
MMOF Funding Years and Expenditure Timeline.....	8
<b>Match Requirements</b> .....	8
CDOT Consultation .....	9
Project Requirements.....	10
Federal Funding Requirements.....	11
4. Scoring Process and Criteria .....	11
Scoring Committee.....	11
<b>Scoring Criteria</b> .....	11
5. Reporting Requirements .....	12
6. Planning References .....	12

CDOT Program Overview .....	12
2045 RTP Corridors .....	13
2045 RTP Goals and Performance Measures.....	13
Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) .....	15
<b>Environmental Justice</b> .....	15
Definitions .....	21
7. MMOF Federal Funding Fact Sheet.....	22

## List of Tables and Figures

<b>Table 1: MMOF Available Funding Estimates in the NFR, FY2022-2023*</b> .....	3
Table 2: Projected MMOF Allocations in the NFR, FY2024-2033 .....	3
<b>Table 3: MMOF Call for Projects Schedule</b> .....	4
<b>Table 4: Off the Top Allocations of MMOF Funds</b> .....	5
Table 5: Project Categories and Types* .....	7
Table 6: Funding Goals Per Category .....	8
Table 7: 2022 MMOF Scoring Criteria .....	12
Table 8: 2045 RTP Performance Measures.....	13
<b>Figure 1: Performance Measure Impact Analysis Worksheet</b> .....	15
<b>Figure 2: Environmental Justice Areas</b> .....	17
<b>Figure 3: Communities of Concern (COC) Areas</b> .....	18
<b>Figure 5: Environmental Justice Analysis Worksheet</b> .....	20

## 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\***

	<b>Federal (FY2022)</b>	<b>State (FY2023)</b>	<b>Total</b>
<b>NFRMPO MMOF Allocation</b>	\$7,746,791	\$7,711,195	<b>\$15,457,986</b>
<b>Set Asides</b>			
I-25 Segment 6	\$5,000,000	\$0	<b>\$5,000,000</b>
NFRMPO			<b>\$600,000</b>
<i>Travel Demand Model LBS Data</i>	\$0	\$100,000	
<i>TMO Startup Funds</i>	\$0	\$75,000	
<i>RideNoCo Sustainable Funding</i>	\$0	\$300,000	
<i>Link NoCo</i>	\$0	\$125,000	
<b>Available for Allocation</b>	<b>\$2,746,791</b>	<b>\$7,111,195</b>	<b>\$9,857,986</b>

\*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**

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

All applicants must submit a project description to NFRMPO Staff by May 18, 2022. NFRMPO staff will review project descriptions to determine project categories, data needed for Greenhouse Gas (GHG) emissions analysis, and eligibility. Projects requiring CDOT consultation, as outlined in the [CDOT Consultation](#) section of this document, must also submit the Project Description to CDOT Region 4 Staff.

**Table 3. MMOF Call for Projects Schedule**

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

### 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 receive \$600,000 off the top of the total amount of funding for NFRMPO sponsored projects. The projects are included in **Table 4**.

**Table 4. Off the Top Allocations of MMOF Funds**

Project Description	Local Match	MMOF Request	Project Total
<b>Travel Demand Model LBS Data.</b> Location Based Services data is increasingly being used to inform travel models as a supplement to household travel surveys. LBS provides travel pattern data for large sample sizes and is our consultant's recommended approach to updating the external-external / external-internal origin-destination data. LBS would also be used to improve our model's representation of work-from-home and improve trip generation estimates, which would help with modeling GHG reduction strategies.	Match with State funds as this is part of a larger state data request	<b>\$100,000</b>	<b>\$200,000</b>

<b>TMO startup funds.</b> The practice of establishing Transportation Management Organizations (TMO) is often aided by funding to establish the organization and provide operational support for about 2 years. After that time, the organization would demonstrate self-reliance and could then apply for funding (CMAQ, MMOF) through the NFRMPO in support of their program.	Match of 25% from Fort Collins Exchange and 25% TMO – across 2 years	<b>\$75,000</b>	<b>\$150,000</b>
<b>Ride NoCo sustainable funding.</b> The NFRMPO provided startup funds for the One Call/One Click Center, since branded as Ride NoCo, in early 2020. This funding expires on May 1, 2023, when all expenses must be submitted for reimbursement. A budget analysis has been conducted to look at the need of the program through the end of 2024 in conjunction with the upcoming call for projects. Projected needs are a bit soft as the program has only been operational for about 1 year. MPO staff is requesting funding to cover the remainder of 2023 and all of 2024.	Match is 50% from the Fort Collins exchange funds for a total amount of \$600,000.	<b>\$300,000</b>	<b>\$600,000</b>
<b>Link NoCo.</b> The Link NoCo plan will be wrapping up around October 2022. This is a placeholder amount to forward at least one of the top corridors for further investment in engineering and design.	Match is 50% from the Fort Collins exchange funds for a total amount of \$250,000.	<b>\$125,000</b>	<b>\$250,000</b>
	<b>Total</b>	<b>\$600,000</b>	<b>\$1,200,000</b>

In October 2021, Planning Council approved holding \$5M FY2025 CMAQ funds out of the 2021 Call for Projects to be put towards the North I-25 project if further funding was not identified to fund the project. CDOT has since identified an immediate need for the \$5M to fund I-25 Segment 6. CDOT R4 is requesting swapping the \$5M FY2025 CMAQ funds for FY2022 Federal MMOF funds. The CMAQ funding which was held from the 2021 Call for Projects will then be available for allocation, first to the waitlisted projects identified in the Call with the remaining funds to be allocated during a supplemental Call for Projects.

For information on the waitlisted CMAQ projects from the 2021 Call for Projects, see the tables on the [NFRMPO's Call for Projects webpage](#).

**Project Categories** - For the NFRMPO Call, eligible project types outlined in SB260 are organized into two broad categories: Quantifiable GHG Reducing Projects, and Non-Quantifiable or Non-GHG Reducing Projects. Each project type is classified in **Table 5**.

**Table 5. 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 5**. A specific project may fall under the opposite category listed based on project details. NFRMPO 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 - \$300,000 minimum project size
- Transit Projects (non-infrastructure), Planning Projects & Studies - \$25,000 minimum MMOF request

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

CDOT's MMOF program guide states that smaller infrastructure projects may be allowed in special situations, but in no case less than \$150,000 (project size). Any project sponsor who would like to pursue a smaller infrastructure project size must coordinate with the NFRMPO and CDOT as soon as possible.

**Maximum Requests** - There is **\$9,857,986** MMOF funds available for allocation, after the set-asides. At least **three quarters** of the available funding (**\$7,393,490**) will be available for Category A projects, and no more than **one quarter** of the available funding (**\$2,464,496**) 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 6**. Each agency may submit applications totaling the full amount of funding the NFRMPO has available (\$9.9M) with an award limit per agency of \$3,696,745 for

Category A projects and \$1,232,248 for Category B projects. A single agency could receive a total of \$4,928,993 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 6: 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>	\$7,393,490	\$2,464,496
<b>Maximum Award per Agency</b>	\$3,696,745	\$1,232,248

### 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 be 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 (TC) to create a formula for reducing the match requirement for local governments or agencies. The TC 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 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. Per SB21-260, the TC may consider match reductions beyond the formula-driven reductions if recommended by both the NFRMPO Planning Council and CDOT staff. Any agency, which has not already been granted an automatic match reduction, interested in pursuing a reduced local match must consult with NFRMPO Staff and be prepared to submit evidence justifying the reduced local match in their application. Match reduction requests must be approved by the NFRMPO and CDOT Staff following which the award will be made based on the assumption of the reduced match. After the award is made, CDOT Staff will propose a resolution for TC approval. If the request is denied, NFRMPO Staff will coordinate with project sponsors to determine feasibility of the project moving forward at the 50% match rate. Please note, a reduced local match request does not guarantee approval by the NFRMPO, CDOT Staff, or the TC.

**MMOF Funds may be matched by any other federal, state, local, or private source other than MMOF itself.**

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 by May 18, 2022.

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](mailto:jan.rowe@state.co.us)

Infrastructure – Bryce Reeves, [bryce.reeves@state.co.us](mailto:bryce.reeves@state.co.us)

Projects that impact a State Highway must submit a CDOT letter of support with their final application. All other applicants of project types requiring CDOT consultation must submit proof of consultation with their application.

## 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 \$9.9M
- 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 7**. Projects will be scored based on which category the project types fall under.

**Table 7: 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.	25	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	20	-
<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>

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

**Table 8: 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	
	Percentage of NHS bridges classified as in Good Condition <sup>2</sup>	NHS

<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](#).

<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](#).

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 <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	
	Miles of fiber for connected roadways	
	Travel Time Index on RSCs	RSCs

<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.

To better integrate the performance measure impact into the Call for Projects and to prepare the scoring committee to assign scores relating to performance measures, applicants must complete a Performance Measure Impact Analysis with their application. See **Figure 1** for the Performance Measure Impact Worksheet. A worksheet will be provided to all applicants and listed on the NFRMPO's Call for Projects webpage.

**Figure 1: Performance Measure Impact Analysis Worksheet**

Performance Measure	Level of Impact (Substantial, Moderate, Minimal)	Impact Description (Quantitative or Qualitative)	Performance Measure	Level of Impact (Substantial, Moderate, Minimal)	Impact Description (Quantitative or Qualitative)
<b>Highway Safety (all public roads)</b>			<b>Transit Asset Management (System-wide)</b>		
Number of Fatalities			Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)			Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB		
Number of Serious Injuries			Percentage of assets with condition rating below 3.0 on FTA TERM Scale		
Rate of Serious Injuries per 100M VMT			<b>Transit Safety (system-wide)</b>		
Number of Non-motorized Fatalities and Serious Injuries			Number of reportable fatalities by mode		
<b>Pavement Condition (NHS)</b>			Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode		
Percentage of pavement on the Interstate System in Good Condition			Number of reportable injuries by mode		
Percentage of pavement on the Interstate System in Poor Condition			Rate of reportable injuries per TVRM by mode		
Percentage of pavement on the non-Interstate NHS in Good Condition			Number of reportable safety events by mode		
Percentage of pavement on the non-Interstate NHS in Poor Condition			Rate of reportable safety events per TVRM by mode		
<b>Bridge Condition (NHS)</b>			Mean distance between major mechanical failures by mode		
Percentage of NHS bridges classified as in Good Condition			<b>Regional</b>		
Percentage of NHS bridges classified as in Poor Condition			Population within Publicly-Operated paratransit and demand response service area within the NFRMPO boundary		
<b>System Reliability (NHS)</b>			Fixed route revenue hours per capita within service areas		
Percent of person-miles traveled on the Interstate System that are reliable			Non-motorized facility miles		
Percent of person-miles traveled on the non-Interstate NHS that are reliable			Percent of non-single occupant vehicle commute trips		
<b>Freight Movement (Interstate)</b>			Daily VMT per capita		
Truck Travel Time Reliability Index			Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters		
<b>CMAQ Emissions (Non-attainment areas)</b>			Travel Time index on Regionally Significant Corridors		
VOC Reduction			Miles of fiber for connected roadways		
Carbon Monoxide Reduction					
Nitrogen Oxides Reduction					

## 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.

## Environmental Justice

In April 2021, the NFRMPO Planning Council adopted the first *Environmental Justice (EJ) Plan*. The EJ Plan identifies the areas within the region having Census Block Groups with a higher percentage than the regional average of low income and/or minority residents. **Figure 2** identifies these areas.

The EJ Plan identified additional populations which have been historically disadvantaged, vulnerable, or faced hardships related to transportation. These Communities of Concern (COC) include limited English proficiency (LEP), older adults and youths, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households. Although they are not

considered EJ populations, the EJ Plan recommended these additional COC should be analyzed and considered alongside the minority and low income EJ categories as part of the Call for Project. **Figure 3** identifies the location and density of the COC in the NFRMPO region. More information on the COCs can be found within Section III: Demographic Analysis of the EJ Plan<sup>5</sup>.

In June 2021, the State of Colorado passed two bills into law: House Bill 21-1266 (Environmental Justice Disproportionate Impacted (DI) Community) and Senate Bill 21-260 (Sustainability of the Transportation System). HB-1266 addresses efforts to redress the effects of environmental injustice on DI communities and defines a DI community 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>6</sup> SB21-260 seeks to improve transportation infrastructure and mitigate environmental and health impacts of the transportation system<sup>7</sup>. **Figure 4** illustrates NFRMPO Staff interpretation of DI communities.

The NFRMPO *Transportation Improvement Program* (TIP) includes an Environmental Justice Analysis performed by staff on all location specific projects included in the TIP. To better integrate EJ analysis into the Call for Projects and the TIP, the EJ Plan recommended including an EJ analysis in the Call for Projects Application process. In this Call for Projects, applicants must complete an EJ analysis identifying benefits, burdens, a description of outreach conducted to identify the project, and any mitigation strategies to offset undue burdens. See **Figure 5** for the EJ Analysis Worksheet.

It is important to identify where significant numbers of minority and low-income households are located within the region to comply with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, and DOT Order 5610.2(a). These Orders were enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of EJ is to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations and low income populations. **Figures 2-4** are provided to project applicants as a resource in identifying what projects may impact EJ and DI communities.

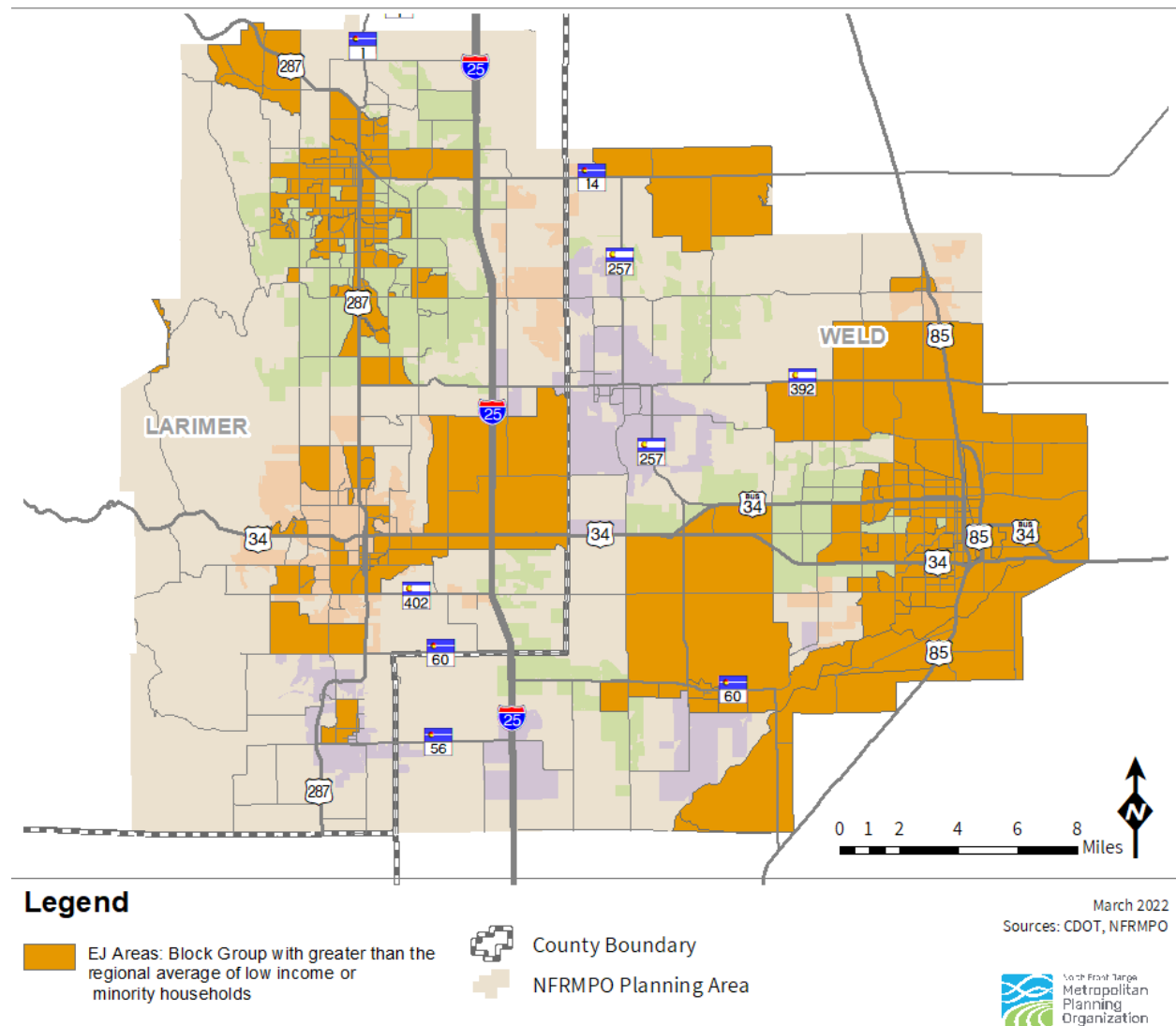
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<sup>5</sup> *Environmental Justice (EJ) Plan*, NFRMPO, <https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan.pdf>, 2021

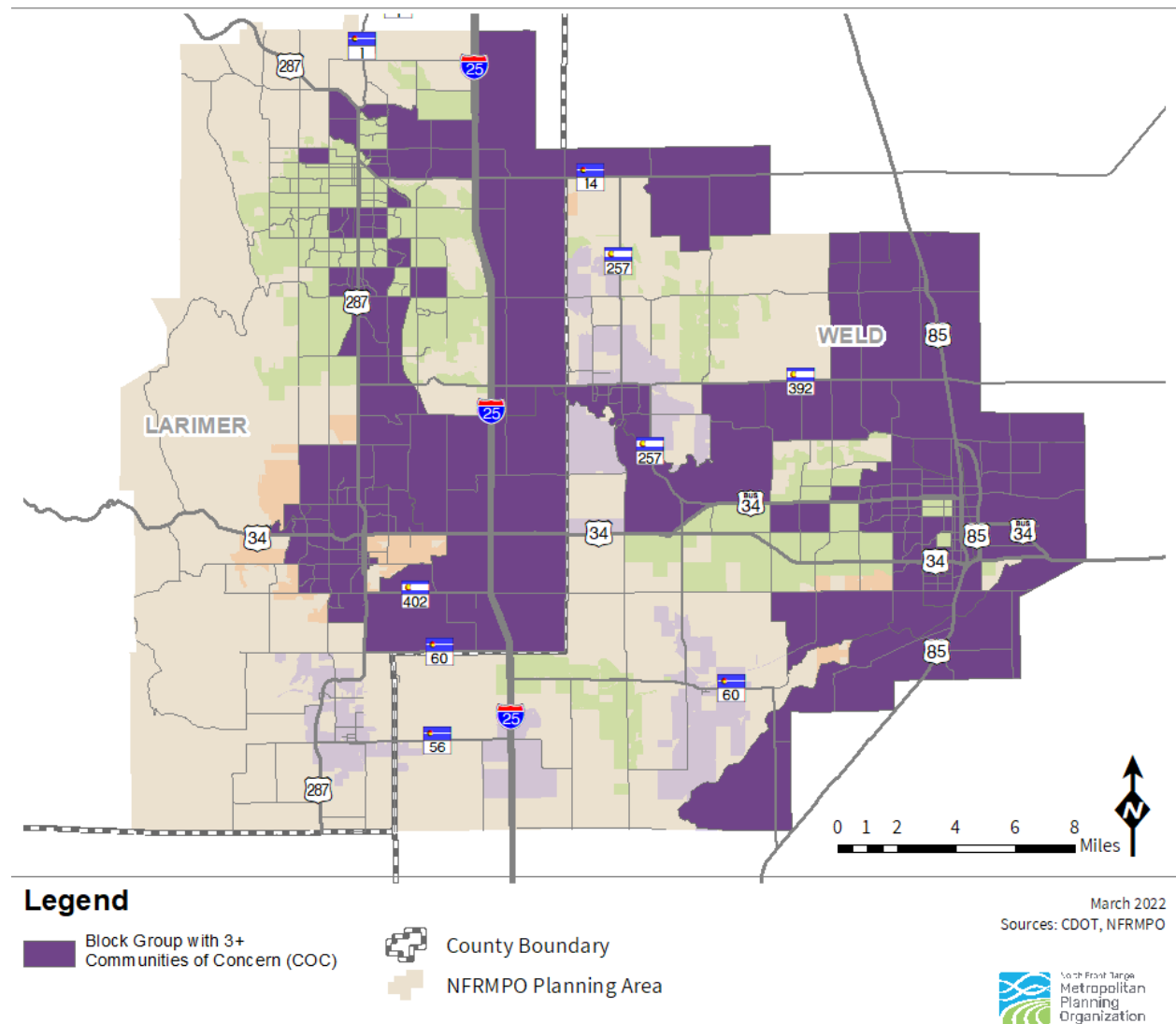
<sup>6</sup> <https://leg.colorado.gov/bills/hb21-1266>

<sup>7</sup> <https://leg.colorado.gov/bills/sb21-260>

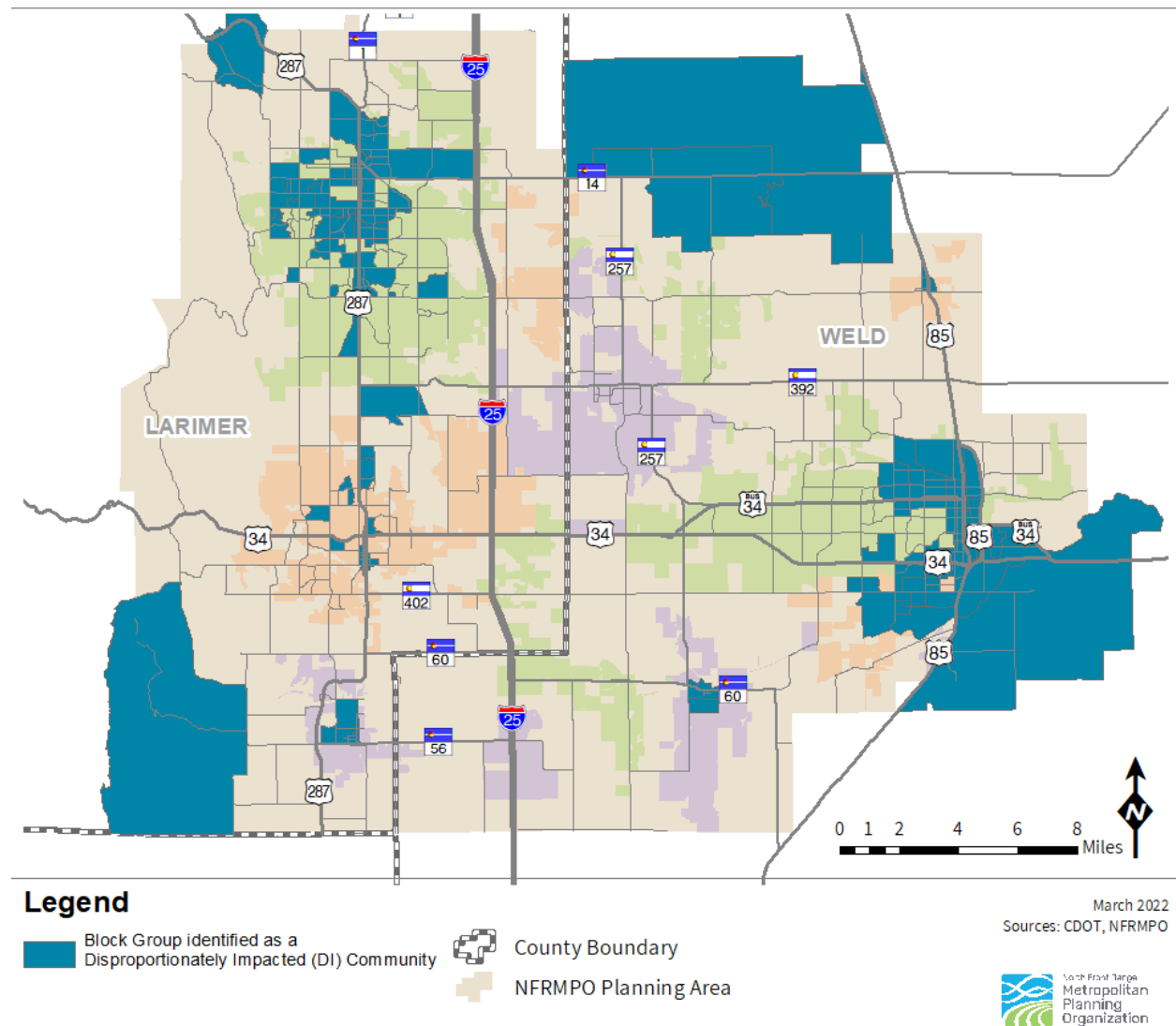
**Figure 2: Environmental Justice Areas**



**Figure 3: Communities of Concern (COC) Areas**



**Figure 4: Disproportionately Impacted (DI) Communities**



**Figure 5: Environmental Justice Analysis Worksheet**

Project Information		Yes/No
EJ Project: Project located in an EJ Area or within 1/4 mile of an EJ Area		
Anticipated Project Burdens		
Bodily impairment, infirmity, illness, or death		
Air, noise, and water pollution and soil contamination		
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services		
Adverse impacts on community cohesion or economic vitality		
Noise and vibration		
Increased traffic congestion, isolation, exclusion, or separation		
Please describe any other additional anticipated burdens.		
Anticipated Project Benefits		
Decrease in travel time		
Improved air quality		
Expanded access to employment opportunities		
Improved access to transit options and alternative modes of transportation (walking and bicycling)		
Please describe any other additional anticipated benefits.		
Outreach		
Please briefly describe the outreach or public involvement that went into choosing this project and/or any planned outreach		

## 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>8</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>8</sup> <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

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## **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.



**Weld County Mobility Committee (WCMC)—MINUTES**  
**February 22, 2022**  
**1:35 p.m. – 3:04 p.m.**

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

- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Abdul Barzak, Town of Severance
- Celeste Ewert, Envision
- Janet Bedingfield, 60+ Ride
- Robyn Upton, Greeley Citizens Bus Improvement Committee
- Dan Betts, Rep. Ken Buck's Office
- Moira Moon, CDOT DTR
- Jan Rowe, CDOT R4
- Chris Montoya, Adeo
- Kathi Sargent, Arc of Weld County
- Margie Martinez, Weld County United Way
- Leiton Powell, GET
- Nichole Seward, Weld County AAA
- Leticia Arguello, The Arc of Weld County
- Natalie Shishido, CDOT R4

NFRMPO staff: Cory Schmitt, Hanna Johnson

**2. Review of Agenda**

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

Teets requested information on the Via Service in Frederick and Firestone, as well as the Via Pilot in southwestern Weld County. Schmitt noted that the Firestone and Frederick was independent of the Pilot and will continue; he also noted that the Via Pilot in southwestern Weld County is set to end in February, and partners are working to find funding to continue Via service in southwestern Weld County. NFRMPO staff will likely have more information to share about the SW Weld Via service at the next meeting. Teets also requested that at the October 2022 Joint Mobility Meeting, NFRMPO Staff invite Boulder County MAC representatives.

**4. Approval of December 2021 Meeting Minutes**

Teets motioned to approve the December 2021 minutes. Martinez seconded the motion, and it was approved unanimously.

**RIDENOCO UPDATES**

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

- 1) Phase I: Website and Call Center launch – Complete in 9/2021. Roughly 750 visitors to the website in 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 phase with a consultant being 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** – Teets nominated Ewert to co-chair. Ewert nominated Bedingfield to the other co-chair. Barzak noted that the current chairs, Ewert and Bedingfield, have both served the committee well. **Ewert and Bedingfield were unanimously re-elected into the co-chair roles.**

#### **WORK SESSION**

- 1) **2022 Work Plan** – All attendees were split into small groups (four virtual groups and one in-person group) to discuss the 2022 WCMC 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 WCMC will further refine and prioritize activities for the Work Plan at future meetings. Discussion specifics can be found in the google document referenced.

#### **GREELEY EVANS TRANSIT NEWS AND UPDATES**

None shared.

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

Teets shared that the Weld Advocacy Network on Disabilities are currently working on addressing issues related to housing and homelessness. Additionally, Teets and Upton are collecting surveys around Greeley regarding a potential route to the UC Health hospital.

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

None.

#### **Adjourn:**

Teets motioned to adjourn the meeting at 3:04 pm. Ewert seconded

#### **Upcoming Meetings:**

- a. **Joint Meeting:** March 17<sup>th</sup>, 2022 hybrid meeting at the Windsor Rec Center/Microsoft Teams
- b. **WCMC Meeting:** April 26<sup>th</sup>, 2022 hybrid meeting at Weld County United Way Office/Microsoft Teams

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

**Move to Approve Agenda and Minutes**

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

**AIR QUALITY AGENDA**

**REPORTS:**

Air Pollution Control Division (APCD)

Wojtach stated APCD will host additional listening sessions in April and May for ozone planning, established a Midstream Steering Committee, and will host community town hall sessions on the December 2021 AQCC Oil and Gas rulemaking. Three new members have been appointed to AQCC.

NFRMPO Air Quality Program Updates

Bornhoft stated there has not been a decision yet on Weld County's motion for a judicial stay on the redesignation of northern Weld County as nonattainment for the 2015 ozone standard. EPA has filed a motion to dismiss Weld County's petition. NFRMPO staff are part of the State Interagency Consultation Team and technical working groups to support development of procedures and guidelines for implementing the State's GHG Pollution Standard.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**REPORTS:**

Executive Director Report – Mallette noted HB22-1138 was postponed indefinitely but some features could be included in HB22-1026.

**PRESENTATION:**

GHG Mitigation Measures – Rebecca White, CDOT Division of Transportation Development, summarized the process of the Greenhouse Gas Standard that Transportation Commission adopted in December 2021. White stated CDOT staff is working on identifying mitigation measures to help the State meet greenhouse gas reduction budgets. Key questions CDOT staff is discussing is determining how to assign a score based on how much mitigation measures reduce greenhouse gas, over what time period, and how those can benefit Disproportionately Impacted Communities. CDOT has formed an Interagency Consultation Team (IACT) and Work Groups to guide the process. White noted CDOT is developing the Policy Directive, which seeks to explain the intent of mitigations and the process for scoring and is approved by TC. The Procedural Directive can be approved by the CDOT Executive Director and includes the list of actual mitigation measures. CDOT staff is developing methods for analytical review based on research from around the country and input from IACT. CDOT staff is developing a Mitigation Action Plan and will produce annual reports going forward.

**ACTION ITEMS:**

2021 Call for Projects

JAMES **moved** to approve the RESOLUTION NO. 2022-06 *ADOPTING THE 2021 CALL FOR PROJECTS*.

The motion was **seconded** by Stephens and **passed** unanimously.

**DISCUSSION ITEM:**

FY2022 CMAQ and TA Funding Allocations – Cunningham noted the most recent CDOT reconciliation identified \$361,360 in unprogrammed FY2022 CMAQ funds, which can be used to fully fund the *Fort Collins College & Trilby Road Improvements* project. A reconciliation of TA funds noted a deficit in FY2023 TA funds of approximately \$13,643 and \$156,211 in unprogrammed STBG funds. Cunningham recommended transferring STBG funds to TA pool to fully fund TA projects.

MMOF Call for Projects Criteria – Cunningham stated the NFRMPO has approximately \$15.4M to award to projects that reduce greenhouse gas emissions and/or improve multimodal options. Cunningham reviewed NFRMPO staff requests for set-asides. Cunningham noted there is a new request from CDOT to exchange \$5M in FY2025 CMAQ funds set aside as part of the 2021 Call for Projects with \$5M in MMOF due to timing issues.