

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
HYBRID MEETING AGENDA
July 7, 2022

<u>In-Person Attendance Option</u> Berthoud Town Hall 807 Mountain Avenue Berthoud, CO 80513	<u>Virtual Attendance Option</u> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: https://bit.ly/2022NFRPC
--	---

For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

***Public Comment- 2 Minutes Each** (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.*

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – June 2, 2022 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | |
|---|-----------|
| 3) Air Pollution Control Division (APCD) | (Handout) |
| 4) Regional Air Quality Council (RAQC) | (Handout) |
| 5) NFRMPO Air Quality Program Updates (Page 12) | (Written) |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 6) Report of the Chair | Will Karspeck - Council Chair, Mayor Town of Berthoud | 6:05 |
| 7) Executive Director Report | Suzette Mallette - Executive Director | 6:10 |
| • 2022 Federal Certification Review | | |
| 8) TAC (Page 13) | (Written) | |
| 9) Mobility (Handouts) | (Written) | |
| 10) Finance (Page 14) | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 16) | (Written) | |

PRESENTATION:

- | | | |
|--|-------------|------|
| 12) ROADIS I-25 Presentation (Page 17) | ROADIS Team | 6:15 |
|--|-------------|------|

CONSENT ITEM:

- | | | |
|--|------------------|------|
| 13) Executive Director Authority to Sign Federal Certifications Resolution 2022-19 (Page 21) | Suzette Mallette | 6:30 |
|--|------------------|------|

ACTION ITEMS:

- | | | |
|---------------------------------|--|------|
| 14) 2021 NFRMPO Audit (Page 23) | Suzette Mallette
Robert Dahill - MHP, LLC | 6:35 |
|---------------------------------|--|------|



- | | | |
|---|---|------|
| 15) 2050 RTP Regionally Significant Corridors (RSCs) Updates Resolution 2022-20 (Page 26) | Alex Gordon - Transportation Planner III | 6:55 |
| 16) 2022 MMOF Call for Projects: Weld County Local Match Reduction Request Resolution 2022-21 (Page 36) | AnnaRose Cunningham - Transportation Planner II | 7:00 |

DISCUSSION ITEMS:

- | | | |
|---|---|------|
| 17) 2022 MMOF Call for Projects Sponsor Presentation (Page 44) | AnnaRose Cunningham
Project Sponsors | 7:05 |
| 18) 2045 RTP Update and Greenhouse Gas (GHG) Analysis (Page 82) | Becky Karasko –Transportation Planning Director | 7:35 |

COUNCIL REPORTS:

- | | | |
|---|---|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | 7:55 |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| I-25 Coalition | Scott James – Council Vice-Chair, Weld County Commissioner | |
| US 34 Coalition | Scott James | |
| Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) | Kristin Stephens – Larimer County Commissioner | |
| Front Range Passenger Rail District | Will Karspeck | |
| Host Council Member Report | Johnny Olson – City of Greeley Councilmember
Will Karspeck | 8:00 |

MEETING WRAP UP:

- | | | |
|---------------------------------------|--|------|
| Next Month's Agenda Topic Suggestions | | 8:05 |
|---------------------------------------|--|------|



MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Maureen Dower, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember

Alternate- Brett Payton, Mayor Pro Tem

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

John Mallo, Councilmember

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Councilmember

Alternate- Matt Fries, Mayor

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**June 2, 2022
Hybrid Meeting**

Voting Members Present:

Will Karspeck -Chair	-Berthoud
Scott James – Vice Chair	-Weld County
Elizabeth Austin	-Milliken
Kathleen Bracke	-Transportation Commission
Frank Baszler	-Severance
Tricia Canonico	-Fort Collins
Mark Clark	-Evans
Paula Cochran	-LaSalle
Liz Heid	-Eaton
Jon Mallo	-Loveland
Troy Mellon	-Johnstown
Johnny Olson	-Greeley
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Paul Rennemeyer	-Windsor
Dena Wojtach	-CDPHE-APCD

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III

In Attendance: Cooper Anderson; Rich Christy; Jim Eussen; Josie Hadley; Myron Hora; Mark Jackson; Will Jones; Bhooshan Karnik; Dean Klingner; Dave Klockeman; Jason Licon; Heather Paddock; Elizabeth Relford; Robin Stoneman

Chair Karspeck called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

No public comment was provided.

Move to Approve Agenda and Minutes

Olson **moved** to *APPROVE THE JUNE 2, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE MAY 5, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Stephens and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft reviewed the Policy Directive from Transportation Commission approved at their May 2022 meeting. Changes incorporated included local data instead of standard inputs; mitigation efforts outside of the approved list through an approved process; and allow local government actions as mitigation efforts. SB260 requires the NFRMPO to update the current Regional Transportation Plan (RTP) by October 2022 in compliance with the GHG rule. Bornhoft reviewed initial modeling results, which shows improvements relative to future forecasted GHG emissions. Expected strategies and mitigation achieve a portion of the reductions but more actions are needed. Funding could be impacted by not meeting the GHG budget reductions.

Olson asked if the model has been completed and cleaned. Bornhoft stated the modeling is done using the NFRMPO's Regional Travel Demand Model. Olson asked if there could be a scenario where all NFRMPO funding was focused on transit, bicycle, and pedestrian projects. Bornhoft stated this was a scenario run in the 2045 RTP, and land use had a greater impact than transportation investments. Olson clarified the policy around including local projects as mitigation efforts to achieve the reduction targets. Mallo asked how often progress will be reviewed. Bracke stated there are processes in place to review progress along the way. James asked to clarify how land use is modeled. Bornhoft stated a scenario was run for high density in urban core areas and doubled the constraints to allow more density.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck stated he attended the Front Range Passenger Rail District meeting, where they elected a Chair and Vice Chair, created a steering committee on legal advice, and discussed needs to set up the district. Karspeck noted the regional concerns around geography because the Rail District could tax Greeley and Weld County residents without providing service. Olson added that the Rail District is separate from CDOT, which will come with new administrative burdens.

Executive Director Report

Mallette noted the LinkNoCo Online Open House meeting is open through June 14, 2022 at linknoco.com, and asked Councilmembers to share this with their networks. Mallette noted there will be a Port of Entry event on June 14, 2022.

TAC

A written report was provided.

Mobility

A written report was provided.

Finance

A written report was provided.

Community Advisory Committee (CAC)

Gordon stated the Executive Committee approved a one-year pilot of a Community Advisory Committee (CAC), which occurred between May 2021 and May 2022. NFRMPO staff held a one-year-in-review meeting at the May 2022 CAC meeting. Members highlighted education on NFRMPO programs, funding, and processes as the most beneficial aspect. NFRMPO staff recommended continuing the CAC into the future. Councilmembers discussed extending the CAC for another year and offered suggestions to get members more involved. Examples include field trips and providing local government context.

Performance Report for the 2019 Congestion Management Process (CMP)

Bornhoft reviewed the 2019 CMP Performance Report, stating the NFRMPO must periodically assess progress toward achieving strategies and performance measures set out in the CMP. Four performance measures are trending in a positive direction, while three are trending negative. The CMP will be updated in 2023. James asked how often data will be reviewed. Bornhoft stated previous efforts were annual, but NFRMPO staff can review more often.

PRESENTATION:

Northern Colorado Airports Updates

Jason Licon, NoCo Regional Airport, presented on the status of the NoCo Regional Airport, which has about 100,000 to 125,000 takeoffs and landings per year. NoCo Regional Airport is one of 12 certified for commercial operations in Colorado. The Remote Air Traffic Control is being tested at the airport, and the Federal Aviation Administration (FAA) will be out for the next two to three years for operational testing. Licon expects the new airport terminal to be under construction in 2023. The airport is undergoing private investment in hangars and facilities, education, and technical opportunities. Growth is happening with the United/Landline bus to Denver, with the airport hoping to add security to make the service more appealing. COLT is working on a potential transit route to connect Centerra and the Airport. Business hangars, education, and training are the focus for the airport. Licon noted about 5,000 people drive from Northern Colorado to the Denver International Airport every day. Clark asked about the impact to general aviation, and Licon responded there is available land to develop for general aviation. Bracke asked if the airport is preparing for future airport technology. Licon stated the airport is working with different businesses and staying aware of what is happening.

Cooper Anderson, Greeley-Weld County Airport, stated the airport is a separate agency with representation from Greeley and Weld County. The airport focuses on general aviation and business travel. There are two runways with precision approaches. The airport froze rates, reduced costs, and addressed effects on tenants in response to Covid-19. The airport is investing in solar farms, increasing non-aeronautical revenues. There is a waitlist for new hangars. The airport is working on a runway rehabilitation and taxi lane additions as well as identifying ways to expand and update hangars throughout the property. The airport is discussing with Greeley the opportunity for public/private partnerships expanding hangars and businesses. The airport is also continuing to work on pavement maintenance and identify future development areas.

James asked how aviation fits into freight movement. Anderson noted the Greeley-Weld County Airport has weight limits, which limits cargo, but is located along Weld County Road 49 and can deliver to the Denver region within 45 minutes.

CONSENT AGENDA:

James **moved** to APPROVE THE CONSENT AGENDA. The motion was **seconded** by Stephens and **passed** unanimously. The consent agenda included two items:

- FY2022 Unified Planning Work Program (UPWP) Task Amendment #1, Resolution No. 2022-16
- FHWA PM3 System Performance Updates, Resolution No. 2022-17

ACTION ITEMS:

May 2022 TIP Amendment

Karasko stated there are two revision requests from Loveland and CDOT for the *CNG Fast Fill Stations* project and the *North I-25: Design Build* project related to the Buy America waiver program.

James **moved** to approve the *RESOLUTION 2022-18 APPROVING THE MAY 2022 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Olson and **passed** unanimously.

Executive Director Contract

Clark stated the HR Committee discussed the extension of Director Mallette's contract through the end of 2023. No HR Committee members had any issues.

James **moved** to approve the *FIFTH AMENDMENT TO THE EXECUTIVE DIRECTOR CONTRACT*. The motion was **seconded** by Stephens and **passed** unanimously.

DISCUSSION ITEMS:

Executive Director Authority – Mallette stated there was a resolution from 2001 allowing the Executive Director to sign on behalf of the Planning Council. Mallette noted FHWA requested the Planning Council give explicit permission to the Executive Director for the Certifications and Assurances and execute contracts for any monetary amount. Council advised to update the entirety of the resolution.

2050 RTP Regionally Significant Corridors (RSCs) Updates – Gordon reviewed the 2050 RTP regional corridors. Councilmembers recommended including a Regional Transit Connection (RTC) to Estes Park. Gordon will update the maps to include this corridor.

COUNCIL REPORTS:

Transportation Commission – Bracke reviewed progress on I-25 and the discussion and approval of additional funding for Bustang expansion.

CDOT R4 Update – Paddock stated CDOT received the PPP proposal from Roadis and will take the next few months to review the document. CDOT is recommending \$98M in 10-Year Plan funds for Segment 5. Construction on Segments 7 and 8 are around 80 percent complete. Segment 6 is around 50 percent complete. Completion is expected by late 2023 or early 2024. Paddock noted the importance of investing in fiber.

STAC Report – A written report was provided.

I-25 Coalition – Relford distributed follow-up items from the previous meeting.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens noted there is a draft 10-Year Plan on the Enterprise's website for review, and NAAPME will adopt the plan in late June. The Enterprise expects there to be about \$6M in funds available for projects in FY2022-2023, and gradually increasing each year. Outreach has occurred over the last month, including a virtual meeting. The Board will be meeting more than quarterly.

Host Council Member Report – LaSalle has been working on addressing old bridges in town including receiving funds from CDOT. New commercial development is occurring along US85.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions
None.

The meeting was adjourned at 8:26 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: July 7, 2022

Re: NFRMPO Air Quality Program Updates

Background

Greenhouse Gas (GHG) Planning Standard

NFRMPO staff worked with CDOT staff and other members of the State Interagency Consultation Team (IACT) to suggest revisions to the GHG Mitigation Measures Policy Directive (PD 1610.0). The PD, originally adopted by the Transportation Commission (TC) in May 2022, creates an ongoing process and guidelines for establishing, tracking, and verifying GHG Mitigation Measures and includes a list of approved GHG Mitigation Measures. On June 16, 2022, the TC adopted the following amendments to PD 1610.0, all of which were supported by NFRMPO staff:

- Increasing the light duty emission factors to be consistent with Colorado-specific factors developed by the Air Pollution Control Division (APCD) used to develop the GHG Planning Standard.
- Allowing agencies to account for population growth when estimating benefits of GHG Mitigation Measures with formulas based on density.
- Adding three new GHG Mitigation Measures: new/increased intercity transit service, moderate intensity Transit Oriented Development (TOD), and demand-response transit.
- Modifying the methodology for an existing measure, setting parking maximum for commercial facilities, to improve accuracy.
- Two formatting corrections.

Based on a comment submitted by NFRMPO staff, it is anticipated the TC will re-open the GHG Planning Standard in July to clarify which funding sources are subject to restrictions for GHG compliance demonstrations due by October 1, 2022 ("initial demonstrations"). CDOT intended four funding sources to be subject to restrictions for initial demonstrations that do not achieve the required GHG Reduction Levels: Multimodal Transportation and Mitigation Options Funds (MMOF), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and CDOT's 10-Year Plan funds. However, the GHG Planning Standard does not clearly identify all four funding sources as restricted; instead, only MMOF is clearly identified.

Action

NFRMPO staff invites Planning Council member feedback on the NFRMPO Air Quality Program.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 15, 2022**

APPROVAL OF THE MAY 18, 2022 TAC MINUTES

Buckman moved to approve the May 18, 2022, TAC minutes. Jones seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Ferko noted RAQC will be proposing the State Implementation Plan (SIP) to the RAQC board at their July meeting. The RAQC board will vote on the SIP in August and propose the SIP for rulemaking in September.

Bornhoft discussed the proposed amendments to the GHG Policy Directive which was originally approved by the Transportation Commission last month. The proposed amendments include increasing emission factors for light duty vehicles which will improve the effectiveness of almost all mitigation measures.

ACTION ITEMS

2022 TAC Vice-Chair Election – Klockeman moved to postpone the Vice-Chair election to the July TAC meeting. Buckman seconded the motion which was approved unanimously.

2050 RTP Regionally Significant Corridors (RSCs) Update – Gordon noted Planning Council suggested adding a Regional Transit Corridor (RTC) from Loveland to Estes Park along US34. Buckman moved to recommend Planning Council adopt the Regionally Significant Corridors (RSCs), RTCs, and Regional Active Transportation Corridors (RATCs). Jones seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2045 RTP Update and Greenhouse Gas (GHG) Analysis – Bornhoft reviewed NFRMPO's progress on the 2045 RTP update to be in compliance with the GHG rule. A draft plan will be presented at TAC in August and at Council in September. TAC will take action in September and Council in either late September or early October. MPO staff was able to meet the required reduction level for 2030 through modeling and are confident that the 2025 reduction level will be met. MPO staff are testing strategies to reach the reduction levels for 2040 and 2050.

US34 Widening Projects Funding Exchange – The City of Loveland requested to move existing STBG funds from one US34 project to a separate US34 project. TAC recommended moving this forward for July TIP amendment.

2022 MMOF Call for Projects – The MPO received 12 applications for MMOF funding. The MPO had approximately \$9M to award after set asides. Applicants submitted \$15.5M of requests in Category A and \$1.8M of requests in Category B. The Scoring Committee recommended fully funding all Category B projects and moving the excess funds to Category A. The committee recommended awarding funding to the top six Category A projects with some being partially funded. Three Category A projects were unfunded. The remaining funding for partially funded projects were waitlisted. Project sponsors will present their projects to Council at the July Council meeting. TAC will take action at the July TAC meeting, and Council will take action at the August meeting.

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

June 16, 2022
3:00 p.m.
Microsoft Teams

Members	Staff	Guests
Scott James	Suzette Mallette	Robert Dahill, MHP, LLC
Mark Clark	Becky Karasko	Kyle Gruver, MHP, LLC
Kristin Stephens	Cory Schmitt	
	Barbara Bills	
	Michelle Edgerley	
	Ryan Kemp	

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

Introductions:

All attendees introduced themselves.

Approval of Minutes:

Stephens made the motion to approve the April 21, 2022, meeting minutes, and Clark seconded.

2021 Audit:

Dahill went over the Summary of Independent Auditors Results, touching on Financial Statements, Internal Controls, and Federal Awards. The Unmodified audit identified a Significant Deficiency in the internal controls over financial reporting due to year-end accounts payable accrual entries. It was recommended that an internal control structure be designed to identify significant adjusting journal entries. No noncompliance or violations were noted.

No issues or problems were identified with federal expenditures, and the MPO qualified as a low-risk auditee.

Clark motioned that the Committee recommend the audit to Council for approval and Stephens seconded the motion. The motion was carried unanimously.

FTA 5310 Grants-Overprogrammed:

Due to accounting instability, and inconsistent grant billing, Mallette explained that some FTA 5310 expenditures, \$118.25 for Small Urban and \$1,445.08 for Rural, were not billed to CDOT prior to grant closures. The grant contracts specify that expenditures must be billed within 60 days. They were not and the grants closed, leaving the \$1,563.33 unbilled. As these expenses are for the Mobility Coordinator's salary, there are two options to correct this. The first is using MMOF funds, within the Mobility program scope of work and budget. The second option is using Fort Collins Exchange funds, which would require a budget amendment. MPO staff recommends the first option.

Stephens moved that the Committee go with the MPO recommendation and James seconded. All agreed.

Ride NoCo Update:

Schmitt gave an update on the Ride NoCo program touching on the Trip discovery Tool, trip scheduling & dispatching software, the Trip Scheduling Steering Committee, and the number of calls received, 157, and visits to the website, 1729. He also discussed our partnerships with Via Mobility Services and local communities. Stephens expressed her appreciation for all the hard work and service provided to our smaller communities.

The meeting was adjourned at 3:38 p.m.

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

June 9, 2022

Attendees: Doran Azari, Anna Kelso, Kathleen Mitchell, Gary Strome

Staff: Alex Gordon, AnnaRose Cunningham

MMOF Project Review

Cunningham reviewed the purpose and goals of the Multimodal Mitigation and Transportation Options Funds (MMOF), project eligibility, and NFRMPO set asides. The NFRMPO has approximately \$9.9M in MMOF to award to projects. Azari clarified the prioritization of project scores and potential partnerships for projects. Cunningham reviewed each of the submitted applications.

Kelso clarified if bicycle improvements would be included in the West Elizabeth project. Cunningham confirmed it would be a multimodal corridor project. Azari noted the projects were all good. Azari asked if projects focused on addressing the needs of people with disabilities would be eligible for more funding. Gordon stated focusing on older adults and people with disabilities will help projects and make them more competitive.

Year-in-Review

Gordon reviewed the discussion about the Community Advisory Committee (CAC). Cunningham and Gordon will work on expanding membership throughout the summer. Cunningham proposed canceling the July meeting to work on building the CAC.

The meeting adjourned at 7:04 p.m. The next meeting date will be scheduled for August.



I-25 Now

I-25 North: Development and Funding
Advancing CTIO's Express Lane System

Stakeholder Information Package
June 2022



EXECUTIVE SUMMARY

Background

Northern Colorado has experienced extensive corridor population growth over the past 30 years with no end in sight. This growth has resulted in serious safety and congestion issues leading to additional greenhouse gas (GHG) emissions along the I-25 North corridor. The North I-25 Environmental Impact Statement (EIS) was approved in 2011 without sufficient funding to implement this long-awaited vision.

The I-25*Now* Team has been focused on the Colorado region for more than a year and is excited to present a solution for the I-25 North corridor to CDOT, CTIO, and its corridor stakeholders. Our solution is fully funded, and provides for a clear, accelerated path, enabling implementation of the corridor vision many years earlier than would be possible under a traditional delivery approach.

PROJECT HIGHLIGHTS

The I-25*Now* Proposal provides an opportunity for CTIO and the CTIO Board to accelerate delivery of critical improvements along I-25 between Denver and Fort Collins without additional public funding or subsidy. We will achieve

this through a holistic and flexible partnership aiming to rapidly build one of Colorado's safest and greenest travel systems. Highlights of the I-25*Now* Proposal include:

- **Completing a continuous, safer, and transit-friendly express lane serving Northern Colorado (Denver to Fort Collins) operating alongside the 50-mile corridor of toll-free general purpose lanes**
- **Investing in improved safety and travel reliability to all users of the corridor**
- **Furnishing a fully funded private capital solution to start construction on a +\$1 billion project immediately**
 - In the absence of this up-front cash investment, project financing of toll revenues alone cannot financially cover the proposed improvements
- **Accelerating construction, thus saving time and taxpayer money**
 - It is estimated that every year of delay costs Colorado taxpayers over \$140 million due to inflation, user costs, and environmental social cost impacts
- **Allowing CDOT to reprogram all or a substantial part of CDOT funds already committed to the corridor**
 - Working with CDOT and CTIO to make I-25North a signature, emission-sensitive, and multimodal solution for Colorado users

PROJECT TEAM

The I-25*Now* Team has solid long-term construction, operational, and financial capabilities. Our long-term asset manager operates over 1,170 miles of roads globally with the financial backing of a long-term institutional investor managing over C\$204.5 billion (equivalent \$157 billion U.S.) of assets globally. The team is highly committed to

successfully delivering the project. We have proactively formed strategic partnerships and built a strong, reliable, and credible team to deliver the project under an accelerated timeline. The team continues to grow and is currently composed of:



Long-term Road Asset Manager

ROADIS USA with financial capital from PSP Investments



Executive Corridor Advisor

JWO Engineering



Design and Engineering

Horrocks Engineers



U.S. Contractor

RLW/SEMA Joint-Venture



Environmental and Safety

Felsburg Holt and Ullevig (FHU)



Legal

Squire Patton Boggs



Traffic and Revenue

H. Fox Associates (HFA)



Financial Advisory

Citibank



Innovative Tolling Solutions Partner

Blissway

PROCUREMENT PROCESS

CTIO's Board and the Transportation Commission adopted a detailed policy and procedure in 2020, governing unsolicited P3 proposals for Transportation projects not otherwise being considered by CTIO. Guided by that policy, the I-25*Now* Team proposed a concept for the Project in 2021, and CTIO later invited the I-25*Now* Team to submit a detailed proposal, addressing a number of specific technical and financial matters. The I-25*Now* Proposal (comprising more than 200 pages of detail) responded to that invitation on May 12, 2022. It is currently being evaluated.

After the evaluation, CTIO has several options to proceed (or not), including the launch of a competitive procurement for the Project. The I-25*Now* Proposal outlines and urges a particular kind of competitive procurement, which contemplates a progressive process offering significant value to the I-25N stakeholders.

The progressive framework, much like the CGMC process already being used by CDOT for Floyd Hill and other projects, provides a tight alignment of interest among all parties and permits the transparent participation of all

I-25N stakeholders (CDOT, CTIO, local communities and the I-25*Now* Team). Key to its value is a collaborative development period during which the cost, scope, and risks of the Project can be analyzed and settled, allowing construction to proceed on time and within budget.

The I-25*Now* Team has described our substantive experience with this progressive approach and is confident it will result in success. Similar progressive procurements are being pursued in other states.

At the core of the idea is the commitment to deliver the Project in partnership with CDOT and CTIO and the local communities of interest.

It will also provide an opportunity for everyone to address new environmental and social equity requirements, including a focus on emission-sensitive solutions in line with SB21-260 and potential environmental re-evaluation requirements.

The I-25*Now* Team is committed to working with CDOT and CTIO to deliver balanced solutions that will best serve the interests of the State and local shareholders.

PROJECT BENEFITS

The I-25*Now* Team believes it is important to highlight other specific value elements provided by the I-25*Now* Proposal, further demonstrating the potential benefits to Northern Colorado. By accelerating investments on the I-25 North

corridor, CDOT and CTIO will be setting the stage to realize the following additional non-financial and corridor-reliability benefits:



Potential creation of over 2,200 new high-paying jobs



Express Lanes as a congestion management tool - innovative dynamic pricing based on traffic speed and density to keep traffic moving at a minimum speed of 55 miles per hour



Safe and reliable transit options with reduction in travel times



Vehicles with three or more passengers, buses, and motorcyclists travel for free



Mobility hub investment resulting in increased safety for users



Reduced congestion combined with a transit solution to aid in the attainment of statewide GHG emission reduction targets

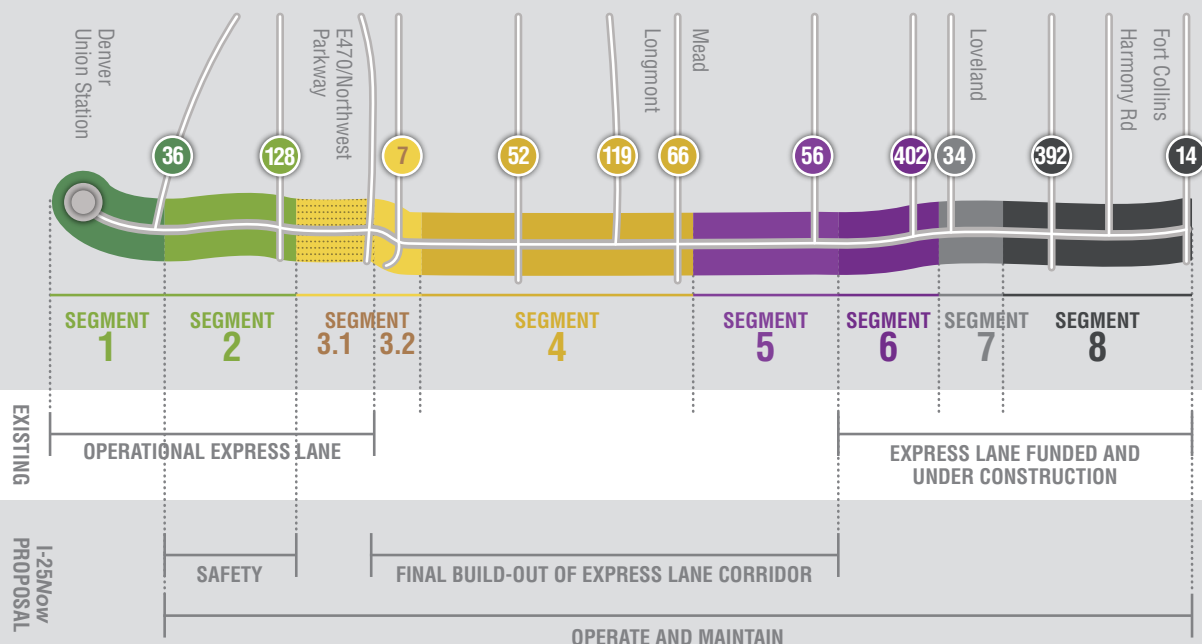


Transfer of risk (e.g., construction, financing, revenue risks, operational risks, etc.) to the I-25*Now* Team



Opportunity for additional investments in sustainable, equitable, green, transit, and multi modal solutions - the I-25*Now* Team will proactively seek to invest in the long-term improvement of the communities along the corridor

BASELINE SCOPE MAP



MAIN IMPROVEMENTS WITH BASELINE SCOPE

	DESCRIPTION	GOAL AND OBJECTIVE
SEGMENT 2	<ul style="list-style-type: none"> Build-out of center load station at 88th avenue (EE) Continuous acceleration and deceleration (A/D) lanes from 84th to 104th avenue Build-out of new pedestrian bridge at 104th avenue 	Critical safety improvement and air quality <ul style="list-style-type: none"> Auxiliary lane improves A/D on/from I-270 Center load bus station eliminates current weaving required to service bus stop
SEGMENT 3.1	Preserve the infrastructure recently built in 2020	
SEGMENT 3.2	<ul style="list-style-type: none"> Add Express Lanes 	Enhance highway, transit mobility, accessibility, and improve air quality <ul style="list-style-type: none"> Express lanes enhance the highway, reduce congestion, and provides a time reliable corridor with multimodal optionality
SEGMENT 4	<ul style="list-style-type: none"> Add Express Lanes 	
SEGMENT 5	<ul style="list-style-type: none"> Add Express Lanes Rebuild bridges along the corridor in preparation for the ultimate build-out (EE) 	

Under a conventional P3 approach, the assessment of alternative/additional funding to optimize the Baseline Scope will result in longer lead-times (delays) and a more costly and risk-prone project.

The I-25Now Team's progressive approach accelerates the delivery timeline, maintains CDOT and CTIO control, provides flexibility to explore scope enhancement options, and mitigates current inflationary and increasing interest rate pressures.

PROJECT SCOPE – BASELINE SCOPE

The graph above provides an overview of the corridor segments supported with a table explaining the main improvements included in the Baseline Scope.

The development of the Baseline Scope was an iterative process as we balanced the achievement of goals and objectives with feedback received from CDOT Region 1, Region 4, and CTIO. We have highlighted the Enhanced Elements (EE) developed and improved on based on the feedback received during the Detailed Proposal phase.

Since the Baseline Scope is fully funded, we can seriously explore the inclusion of additional scope under a progressive framework. In parallel, additional funding sources could also be explored to increase scope. For example, the following alternatives could be considered:

- **CDOT contribution to the Project**
- **Use of Bridge Enterprise funding to pay for a portion of the bridge replacements**
- **Use of applicable federal and state grant programs (matching dollars with Mobility Hub Fund)**
- **Use of local funding contributions**
- **RTD contributions (e.g., contributions to the 84th Ave. Mobility Hub solution)**

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: July 7, 2022

Re: Executive Director Authority

Background

The NFRMPO passed a Resolution 2001-04 giving the Executive Director the authority to enter into contracts required for the operation, maintenance and support of the administrative office. The Executive Director position has used this authority since it was passed.

Recently however, Federal Highway Administration (FHWA) has asked for documentation of the Executive Directors' explicit authority to sign Certificates and Assurance on the planning procedures and processes.

Under advice from the NFRMPO Attorneys, this Resolution should be redone to update the changes requested and to explicitly identify the Executive Director authority funding limits as the previous Resolution did not specify. Council discussed the draft Resolution at the June 2, 2022 meeting and had no changes or modifications.

Additionally, the Executive Policies will need to be updated with any changes resulting from the new Resolution.

Action

Approval of RESOLUTION NO. 2022-19 OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL ASSIGNING EXECUTIVE DIRECTOR AUTHORITY.

RESOLUTION NO. 2022-19
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ASSIGNING EXECUTIVE DIRECTOR AUTHORITY

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), has been formed under the powers set forth in Article XIV, Section 18 (2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended;

WHEREAS, the NFRMPO Council adopted the Articles of Association on January 27, 1988, with subsequent amendments outlining the roles and responsibilities;

WHEREAS, Article VIII 2. Assigns the Executive Director duties in the operation of the Council;

WHEREAS, the NFRMPO Council adopted Executive Director Policies September 2019 that referred to an existing Resolution 2001-04 authorizing the Executive Director to sign on behalf of the Council and enter into contracts required for the operation, maintenance and support the administration office;

WHEREAS, the Federal Highway Administration (FHWA) is requiring explicit authorization for the Executive Director to sign off on Certifications and Assurances; and

WHEREAS, the NFRMPO wishes to update and clarify the authority of the Executive Director as provided for in this Resolution.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council as follows:

1. The Executive Director is authorized to act on behalf of the NFRMPO as follows:
 - a. To execute contracts for any monetary amount.
 - b. To sign FHWA or Federal Transit Administration (FTA) Certifications and Assurances.
 - c. To handle financial items including opening accounts at banking facilities and signing check or electronic payments as directed by the Financial Policies that are reviewed and adopted by the NFRMPO Finance Committee.
2. Resolution 2001-04 is hereby rescinded.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Suzette Mallette
Date: July 7, 2022
Re: 2021 NFRMPO Audit

BACKGROUND

Per the NFRMPO's funding contracts, the Agency is required to have an annual independent audit of its financial statements. Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of local government and therefore, must prepare and have audited calendar year (January 2-December 31) financial statements.

McGee, Hearns and Paiz, LLP (MHP) performed the 2021 independent audit. Robert Dahill and Kyle Gruver, MHP, LLC, met with the Finance Committee on June 16, 2022 to review the finance statement package, audit opinion, and required communication with management. The audit opinion states the NFRMPO's financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2021. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed.

The Unmodified audit identified a Significant Deficiency in the internal controls over financial reporting due to year-end accounts payable accrual entries. It was recommended that an internal control structure be designed to identify significant adjusting journal entries. No noncompliance or violations were noted. No issues or problems were identified with federal expenditures, and the NFRMPO qualified as a low-risk auditee.

Upon approval, the Audited Financial Statements will be submitted to the Federal Highways Administration, Federal Transit Administration, Colorado Department of Transportation, Colorado Department of Public Health and Environment, State Auditors' Department, and the City of Fort Collins.

The summary of the audit findings are attached, the full audit is available here: <https://nfrmpo.org/wp-content/uploads/2021-audited-financial-statements-final-draft.pdf>

ACTION

The Finance Committee recommends that the NFRMPO Council review and accept the 2021 Audited Financial Statements.

**NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Year Ended December 31, 2021

I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with U.S. GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified?
- Significant deficiency(ies) identified?

☐ Yes

☒ No

☒ Yes

☐ None Reported

Noncompliance material to financial statements noted?

☐ Yes

☒ No

Federal Awards

Internal control over major Federal program:

- Material weakness(es) identified?
- Significant deficiency(ies) identified?

☐ Yes

☒ No

☒ Yes

☒ None Reported

Type of auditor's report issued on compliance for major Federal program:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516(a)?

☐ Yes

☒ No

Identification of major Federal program:

AL Number	Name of Federal Program or Cluster
20.205	Highway Planning and Construction Cluster

Dollar threshold used to distinguish between Type A and Type B programs:

\$750,000

Auditee qualified as low-risk auditee?

☒ Yes

☐ No

II. FINANCIAL STATEMENT FINDINGS

2021-001: Internal Controls and Audit Adjustments to Accounts Payable

Criteria: An internal control structure should be designed to identify adjusting journal entries that are significant to the North Front Range Transportation & Air Quality Planning Council's (the Council) financial statements prepared in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Condition/context: Adjusting journal entries were proposed and recorded to increase the accounts payable balance within both the General Fund and VanGo™, a proprietary fund, by \$9,669 and \$4,827, respectively. In addition, projected misstatements to increase the accounts payable for the General Fund and VanGo™ by \$4,533 and \$13,964, respectively, were recorded as passed adjusting journal entries.

**NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended December 31, 2021**

II. FINANCIAL STATEMENT FINDINGS, *Continued*

Cause: The Council primarily keeps its books on a cash basis and the statements are adjusted to full accrual at year-end. There were errors when recording these adjustments due to invoices being received after year-end and entered into the general ledger using the invoice dates rather than the service dates. In addition, there was an automatic bank transaction that occurred at year-end for a December 2021 expense that was not communicated when preparing the accrual year-end entry.

Effect: As a result, accounts payable for the General Fund and VanGo™ were understated in the financial statements for the year ended December 31, 2021. Prior to the proposed audit adjustments, the financial statements were not properly stated in accordance with U.S. GAAP. Specifically, accounts payable for the General Fund and VanGo™ were understated in the financial statements for the year ended December 31, 2021.

Recommendation: We recommend the Council revise its internal control processes over the preparation of its year-end accrual entries, specifically for accounts payable, to ensure the accuracy and completeness of financial information. Activity near year-end should be evaluated to assist in identifying any financial statement impact.

View of responsible officials and planned corrective action: Management concurs with the finding; see Exhibit I.

III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None.

MEMORANDUM

To: NFRMPO Planning Council

From: Alex Gordon

Date: July 7, 2022

Re: 2050 RTP Regional Corridors Update

Background

With each Regional Transportation Plan (RTP) update, NFRMPO staff updates its regional corridors and their definitions. To facilitate these updates, NFRMPO staff distributed maps of Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs) from the 2045 Regional Transportation Plan. Communities submitted recommendations to update the right-of-way, remove corridors, and add new corridors.

NFRMPO staff discussed the RSCs, RTCs, and RATCs with the Planning Council at their June 2, 2022 meeting. Planning Council requested the addition of the US34 west, Loveland to Estes Park, as an RTC, and approved of the updates discussed by TAC at their April 20 and May 18, 2022 meetings. The TAC recommended Planning Council approve at their June 15, 2022 meeting.

Action

Staff requests Planning Council adopt the proposed 2050 RTP RSCs, RTCs, and RATCs.

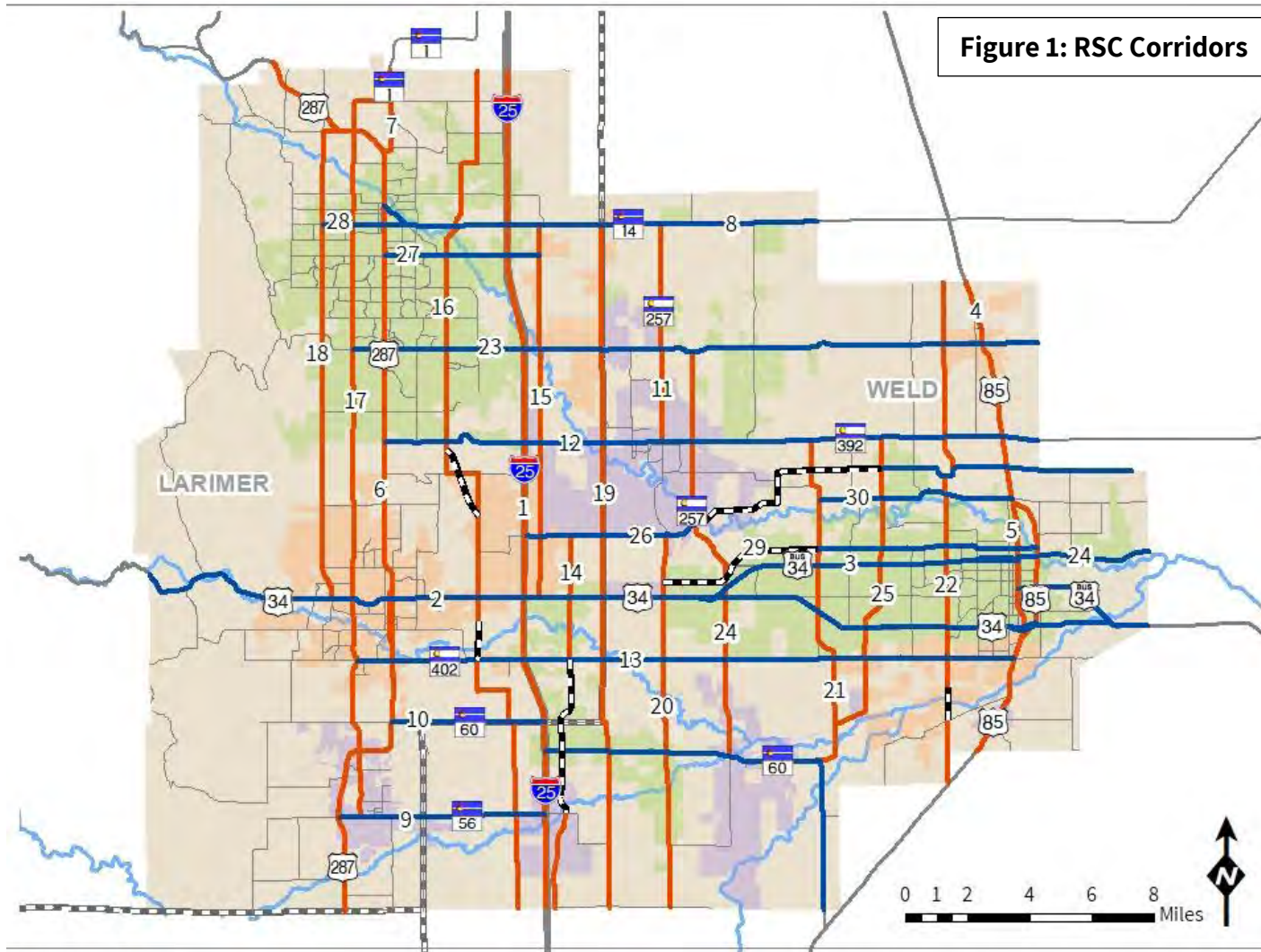
Attachments:

Tables and maps explaining names and types of RSCs, RTCs, and RATCs



Table 1: RSC Names and Extent

#	Corridor	From (North/West)	To (South/East)
1	I-25	Northern MPO Boundary	Southern MPO Boundary
2	US34	Western MPO Boundary	Eastern MPO Boundary
3	US34 Business Route	US34 MP102	US34 MP 115.5
4	US85	WCR70	WCR48
5	US85 Business Route	US85	US34
6	US287	Northern MPO Boundary	Southern MPO Boundary
7	SH1	Northern MPO Boundary	US287
8	SH14	US287	Eastern MPO Boundary
9	SH56	US287	RSC14
10	SH60	US287	Southern MPO Boundary
11	SH257	SH14	SH60
12	SH 392	US287	US85
13	SH402 / Freedom Parkway	LCR17	US85
14	LCR3 / WCR9.5	Crossroads Boulevard	Southern MPO Boundary
15	LCR 5	SH14	US34
16	LCR7 / LCR 9 / Timberline Road	Northern MPO Boundary	Southern MPO Boundary
17	LCR17 / Shields Street / Taft Avenue / Berthoud Parkway	US287	SH56
18	LCR 19 / Taft Hill Road / Wilson Avenue	US287	US34
19	WCR13	SH14	Southern MPO Boundary
20	WCR17	Crossroads Boulevard	Southern MPO Boundary
21	WCR 27 / 83 rd Avenue / Two Rivers Parkway	SH14	SH60
22	WCR35 / 35 th Avenue	Northern MPO Boundary	US85
23	WCR 74 / Harmony Road	LCR17	Eastern MPO Boundary
24	8 th Street	US85	Eastern MPO Boundary
25	59 th Avenue / 65 th Avenue	SH392	Two Rivers Parkway
26	Crossroads Boulevard / WCR66	I-25	Weld County Parkway
27	Mulberry Street	LCR19	Riverside Avenue
28	Prospect Road	US287	LCR5
29	4 th Street	WCR17	US85
30	O Street	83 rd Avenue	US85



Legend

- Proposed RSCs - Unconstructed
- Proposed RSCs - East/West
- Proposed RSCs - North/South
- County Boundary
- NFRMPO Planning Area

May 2022
Sources: CDOT, NFRMPO



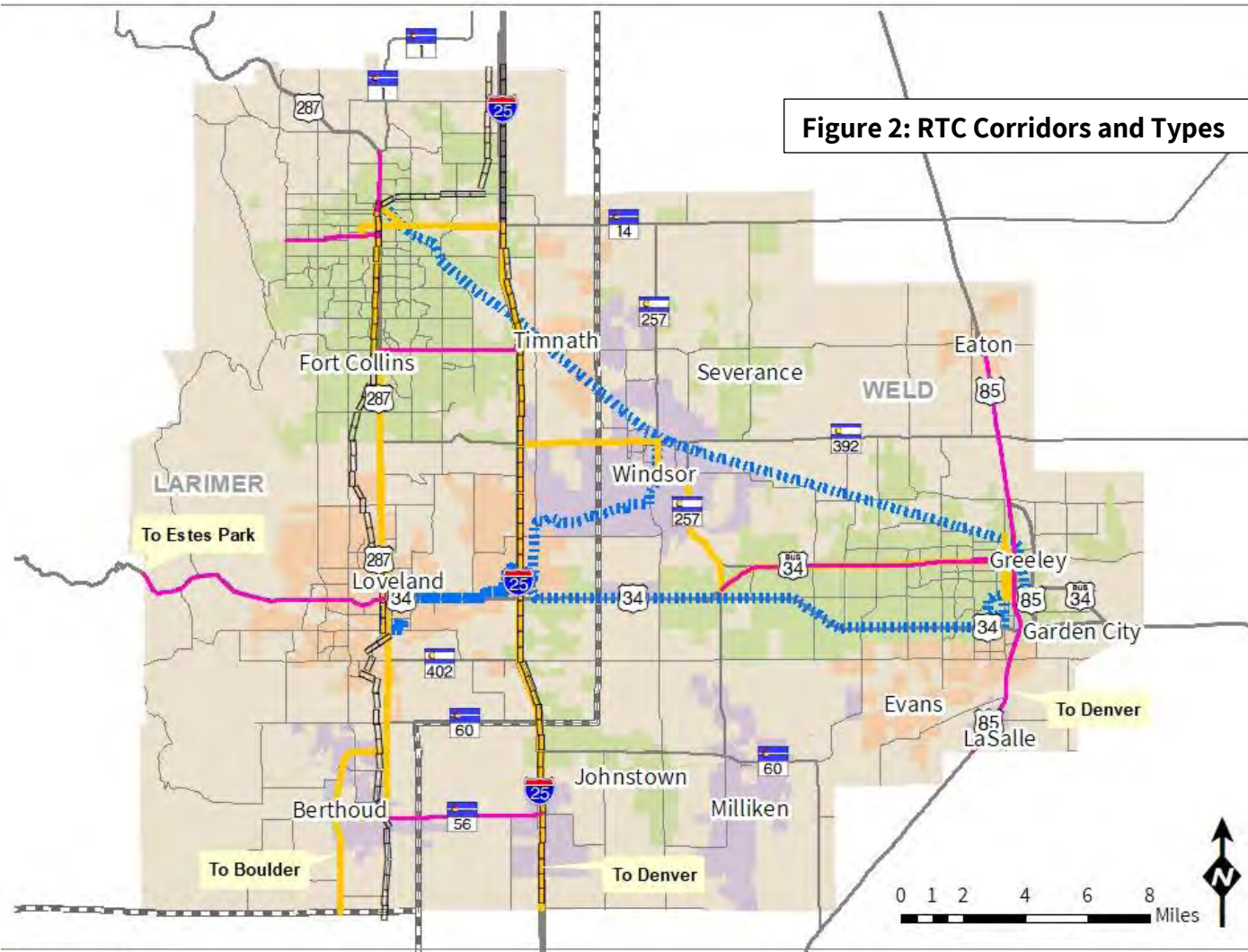
Avenue, Suite 300
s, Colorado 80521
(970) 800.9560
nfrmpo.org

Table 2: Regional Transit Corridors (RTC) Type, Corridor, and Extent

Type	Corridor	From (North/West)	To (South/East)
Existing Regional Transit	Poudre Express	Fort Collins	Greeley
Existing Regional Transit	FLEX	Fort Collins	Boulder
Existing Regional Transit	Bustang	Fort Collins	Denver
Front Range Passenger Rail	FRPR Option A (US287)	Fort Collins	Denver
Front Range Passenger Rail	FRPR Option B (I-25)	Fort Collins	Denver
Local/Regional Transit	North College MAX Extension	SH1	Downtown Fort Collins
Local/Regional Transit	West Elizabeth MAX Extension	Foothills Campus	CSU Campus
Local/Regional Transit	Harmony Road MAX Extension	South Transit Center	Harmony Transfer Center
Local/Regional Transit	US85 Transit Service	Eaton	Greeley/Denver
Local/Regional Transit	SH56 Transit Service	Berthoud	SH56 Mobility Hub
Local/Regional Transit	US34 Premier Transit Service	Greeley Park-n-Ride	Downtown Greeley
Local/Regional Transit	US34 West Transit Service	Estes Park	Loveland
Premium Transit Analysis	US34 Transit Service	Loveland	Greeley
Premium Transit Analysis	Loveland/Windsor Transit Service	Loveland	Windsor
Premium Transit Analysis	Great Western Railroad Transit Service	Fort Collins	Greeley



Figure 2: RTC Corridors and Types



Legend

- Existing Regional Transit
- Front Range Passenger Rail
- Local/Regional Transit Priority
- Premium Transit Analysis
- County Boundary
- NFRMPO Planning Area

June 2022
Sources: CDOT, NFRMPO

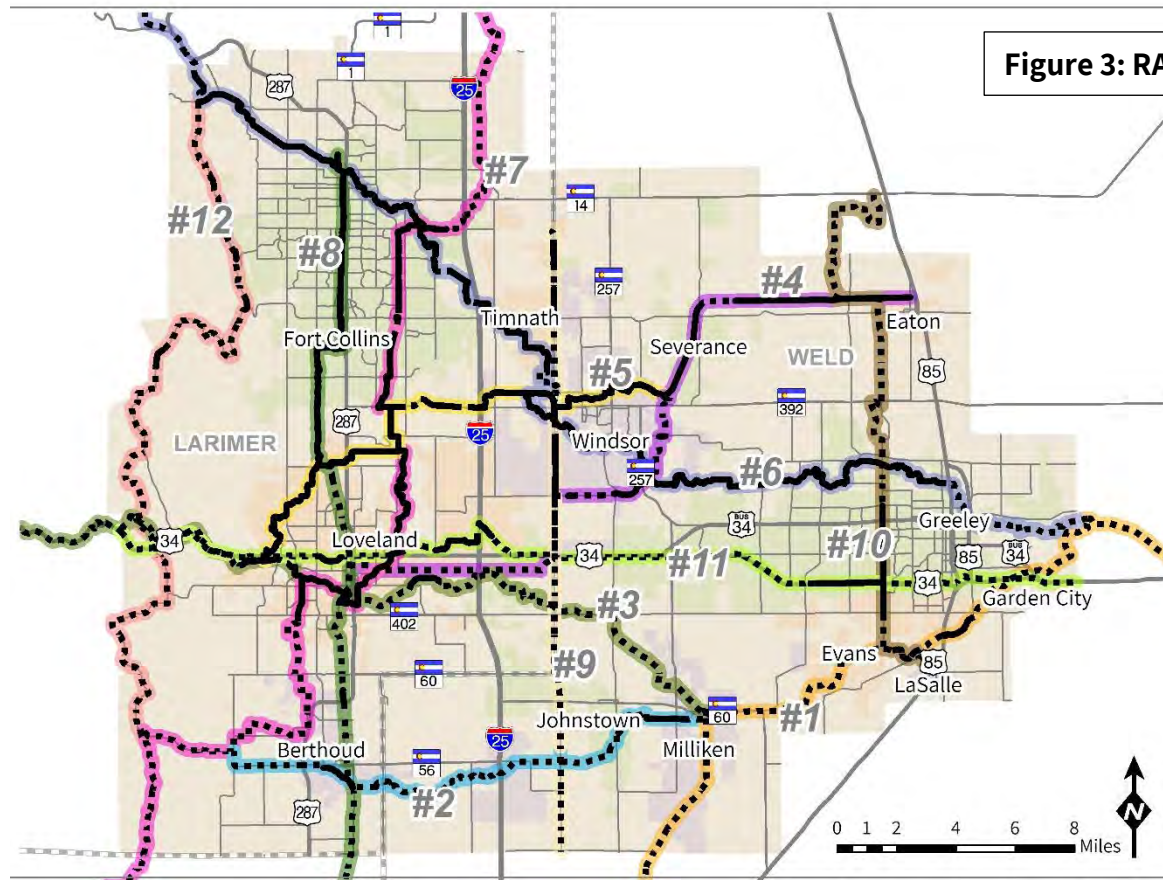


Avenue, Suite 300
s, Colorado 80521
(970) 800.9560
nfrmpo.org



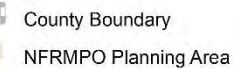
Table 3: Regional Active Transportation Corridor (RATC) Names

Corridor Number	Corridor Name
1	South Platte/American Discovery Trail
2	Little Thompson River
3	Big Thompson River
4	Great Western/Johnstown/Loveland
5	North Loveland/Windsor
6	Poudre River Trail
7	Front Range Trail (West)
8	BNSF Fort Collins/Berthoud
9	Johnstown/Timnath
10	Greeley/LaSalle
11	US 34 Non-Motorized
12	Carter Lake/Horsetooth Foothills Corridor



Legend

- | | |
|--|---|
|  Existing or Interim Alignment |  6: Poudre River Trail |
|  Proposed Alignment |  7: Front Range Trail (West) |
|  1: South Platte/American Discovery Trail |  8: BNSF Fort Collins/Berthoud |
|  2: Little Thompson River |  9: Johnstown/Timnath |
|  3: Big Thompson River |  10: Eaton/LaSalle |
|  4: Great Western/Johnstown/Loveland |  11: US 34 Parallel |
|  5: North Loveland/Windsor |  12: Carter Lake/Horsetooth Foothills Corridor |



North Front Range
Metropolitan
Planning
Organization

Page 32 of 84

RESOLUTION NO. 2022-20
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE 2050 REGIONAL TRANSPORTATION PLAN (RTP) REGIONAL CORRIDORS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the Regional Transportation Plan (RTP); and

WHEREAS, the RTP is a corridor-based plan in which the NFRMPO has identified Regionally Significant Corridors (RSCs), beginning with the adoption of the 2025 RTP in 2001, as the priority network of links between communities to focus limited NFRMPO resources; and

WHEREAS, the NFRMPO maintains a Vision Plan in the RTP for identifying the short- and long-term needs of each regional corridor by transportation mode; and

WHEREAS, the NFRMPO holds a biennial Call for Projects in which Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds are awarded to projects on the regional corridor network; and

WHEREAS, regions with a population over 200,000 in urbanized areas (UZAs), also known as Transportation Management Areas (TMAs), must develop and maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions, in which the NFRMPO monitors congestion and congestion management strategies, and identifies planned strategies and opportunities on the RSCs; and

WHEREAS, the 2050 regional corridors represent regionally significant roadways, transit connections, and active transportation corridors in the present and in the future; and

WHEREAS, the 2050 RTP RSCs include all Interstates, US Highways, and State Highways, and all other roadways that meeting the following criteria:

- a) The roadway is eligible to receive federal aid,
- b) The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2050,
- c) Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2050,
- d) The roadway serves regional traffic as determined by local knowledge, and;

WHEREAS, the 2050 RTP RSCs are defined as:

- RSC #1: I-25 - Northern MPO boundary to southern MPO boundary
- RSC #2: US34 - Western MPO boundary to eastern MPO boundary
- RSC #3: US34 Business Route - US34 MP 102 on the west to US34 MP 115.5 on the east
- RSC #4: US85 - WCR70 on the north to WCR48 on the south
- RSC #5: US85 Business Route - US34 on the south to US85 on the north
- RSC #6: US287 - Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
- RSC #7: SH1 - Northern MPO boundary to US287 on the south
- RSC #8: SH14 - US287 on the west to eastern MPO boundary
- RSC #9: SH56 - US287 on the west to the RSC 14
- RSC #10: SH60 - US287 on the west to the southern MPO boundary

- RSC #11: SH257 - SH14 on the north to SH60 on the south, includes offset in Windsor
- RSC #12: SH392 - US287 on the west to US85 on the east
- RSC #13: SH 402 / Freedom Parkway - LCR17 on the west to US85 on the east
- RSC #14: Larimer County Road (LCR) 3 / Weld County Road (WCR) 9.5- Crossroads Boulevard on the north to southern MPO boundary
- RSC #15: LCR5 - SH14 on the north to US34 on the south
- RSC #16: LCR7 / LCR9 / Timberline Road - Northern MPO boundary to the southern MPO boundary
- RSC #17: LCR17 / Shields Street / Taft Avenue / Berthoud Parkway - US287 on the north to SH56 on the south
- RSC #18: LCR 19 / Taft Hill Road / Wilson Avenue - US287 on the north to US34 on the south
- RSC #19: Weld County Road (WCR) 13 - SH14 on the north to the southern MPO boundary
- RSC #20: WCR17 - Crossroads Boulevard on the north to southern MPO boundary
- RSC #21: WCR27 / 83rd Avenue / Two Rivers Parkway - SH14 on the north to SH60 on the south
- RSC #22: WCR35 / 35th Avenue - Northern MPO boundary to US85 on the south
- RSC #23: WCR74 / Harmony Road - LCR17 on the west to the eastern MPO boundary
- RSC #24: 8th Street - US85 on the west to the eastern MPO boundary
- RSC #25: 59th Avenue / 65th Avenue - SH392 on the north to Two Rivers Parkway on the south
- RSC #26: Crossroads Boulevard / WCR66 - I-25 on the west to Weld County Parkway on the east
- RSC #27: Mulberry Street - LCR19 on the west to Riverside Avenue (SH14) on the east
- RSC #28: Prospect Road - US 287 on the west to LCR 5 on the east
- RSC #29: 4th Street - WCR17 on the west to US85 on the east
- RSC #30: O Street - 83rd Avenue on the west to US85 on the east

WHEREAS, the Regional Transit Corridors (RTCs) are defined as expansion of existing regional transit service, investment in local transit priorities, and corridors recommended in the North Front Range Premium Transit Analysis:

- Poudre Express between Fort Collins and Greeley
- FLEX between Fort Collins and Longmont and Boulder via Loveland and Berthoud
- Bustang between Fort Collins and Denver
- Front Range Passenger Rail between the Wyoming border and the New Mexico border
- North College MAX extension, West Elizabeth MAX extension, Harmony Road MAX extension within Fort Collins
- US85 Transit Service between Eaton and Greeley and Denver
- SH56 Transit Service between Berthoud and the SH56 Mobility Hub
- US34 Business Premier Transit Service in Greeley
- US34 Transit Service between Loveland and Greeley
- US34 West Transit Service between Loveland and Estes Park
- Loveland to Windsor Transit Service
- Great Western Railroad Transit Service

WHEREAS, the Regional Active Transportation Corridors (RATCs) were defined in the 2013 Regional Bike Plan and updated in the 2016 Non-Motorized Plan and 2021 Regional Active Transportation Plan:

- RATC 1: South Platte/American Discovery Trail
- RATC 2: Little Thompson River
- RATC 3: Big Thompson River
- RATC 4: Great Western/Johnstown/Loveland
- RATC 5: North Loveland/Windsor
- RATC 6: Poudre River Trail
- RATC 7: Front Range Trail (West)

- RATC 8: BNSF Fort Collins/Berthoud
- RATC 9 : Johnstown/Timnath
- RATC 10 : Greeley/LaSalle
- RATC 11 : US 34 Non-Motorized
- RATC 12 : Carter Lake/Horsetooth Foothills Corridor

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council adopts the 2050 Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs).

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: July 7, 2022

Re: MMOF Match Relief Request

Background

As outlined in SB21-260, the Multimodal Transportation and Mitigation Options Fund (MMOF) program 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 may consider match reductions beyond the formula-driven reductions if requested by the local agency and recommended by both the NFRMPO Planning Council and CDOT staff.

During the 2022 MMOF Call for Projects the NFRMPO received one request for a reduced match rate. Weld County submitted an application for the *Weld County On-demand Transit Program* project with a request to reduce the match rate from 50 percent to 25 percent. An overview of the project is provided below.

Project: *Weld County On-demand Transit Program*

Sponsor: Weld County

Partner: Town of Johnstown

Description: The proposed project is for Weld County to contract with Via Mobility to provide an on-demand transit program for individuals that are 60+ and/or disabled individuals. The program will allow for unincorporated Weld County residents (in the service area), and individuals residing in Johnstown to schedule free transportation to get to local/regional destinations. Via Mobility will operate one bus at 50 hours a week (40 hours of service time). If granted MMOF funding, the program will operate from 1/1/2023-12/31/2024. The service will operate longer than that time frame if additional funding is awarded in the future. Weld County and Johnstown will promote the program to the community in order to increase ridership.

With the project application, Weld County submitted a letter and documentation outlining why they have requested a match reduction along with justification.

The MMOF Scoring Committee has recommended the *Weld County On-demand Transit Program* be fully funded with the reduced match rate. Upon approval of the reduced match rate by the NFRMPO Planning Council, CDOT staff will present the request to the TC who will make the final decision on the request.

NFRMPO Staff support Weld County's match reduction request.



Action

Staff requests Planning Council review and approve the match reduction request from Weld County for the *Weld County On-demand Transit Program* project.

Attachments

On-demand Transit Program Local Match Reduction Letter and Attachments
Resolution 2022-21



DEPARTMENT OF PUBLIC WORKS

1111 H Street
Greeley, Colorado 80631
Website: www.weldgov.com
Email: epinkham@weldgov.com
Phone: (970) 400-3750
Fax: (970) 304-6497

May 25, 2022

RE: FY 2022-2023 MMOF Call for Projects – On-demand Transit Program Local Match Reduction

Dear North Front Range MPO Chair,

Weld County is formally requesting a reduction to the local match requirement for MMOF funding as determined by the Colorado Transportation Commission and stated in the MMOF Program Overview. Weld County is looking to contract transportation service with Via Mobility to deliver a much needed mobility program to Johnstown, as well as unincorporated Weld County residents in the NFRMPO region. The program proposed in our MMOF application would provide on-demand transportation services to a portion of our community that currently does not have dependable transportation options. The proposed project would serve our 60+ community as well as individuals living with a disability with transportation to a variety of regional destinations at no cost to the rider. This much needed program will promote a complete and integrated multimodal system in the North Front Range region. The proposed program meets several of the funding goals of MMOF including:

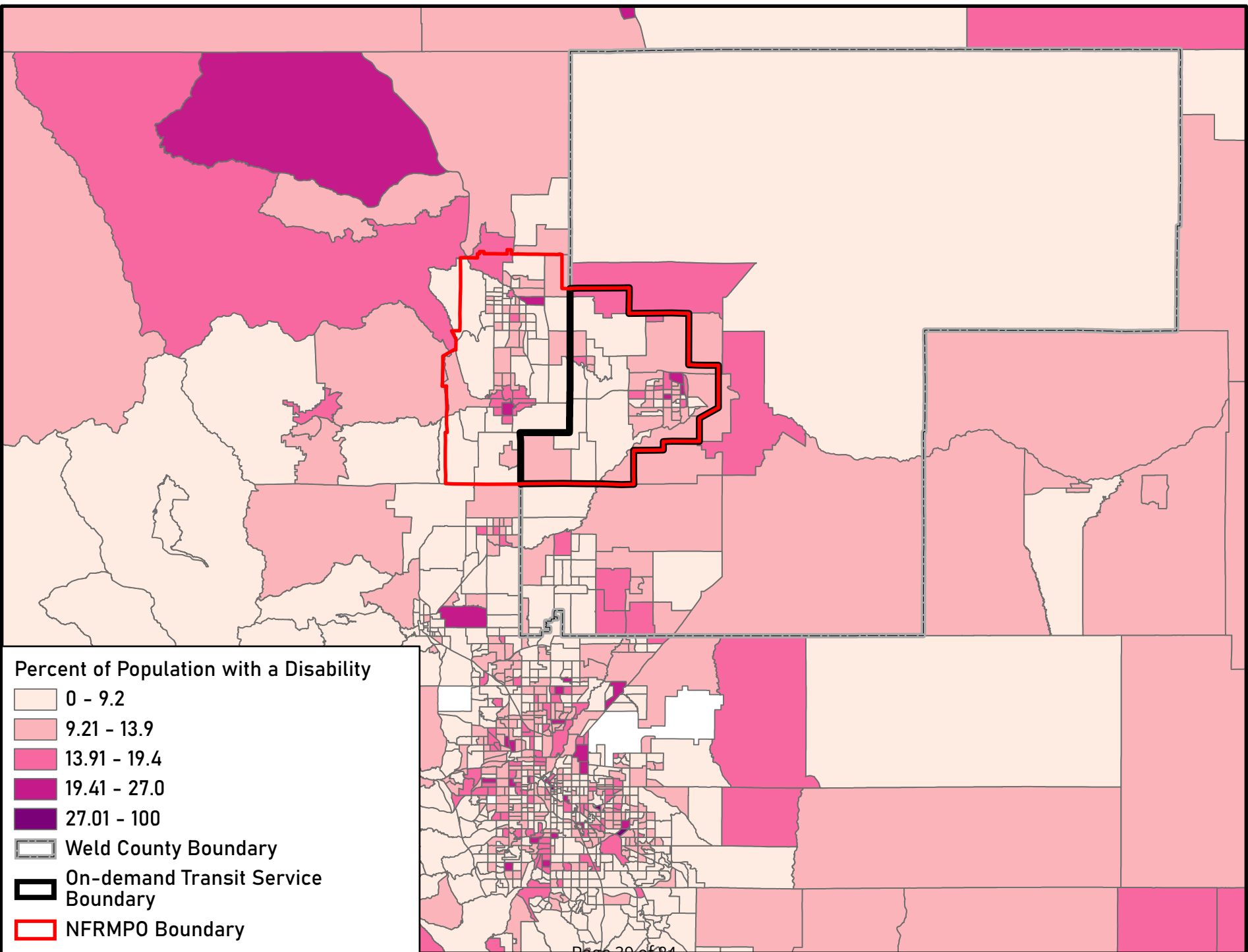
- Benefits seniors by making aging in place more feasible.
- Benefits residents of rural and disproportionately impacted communities by providing them with more access and flexible public transportation services.
- Provides enhanced mobility for persons with disabilities.
- Reduces emissions of air pollutants and greenhouse gases.

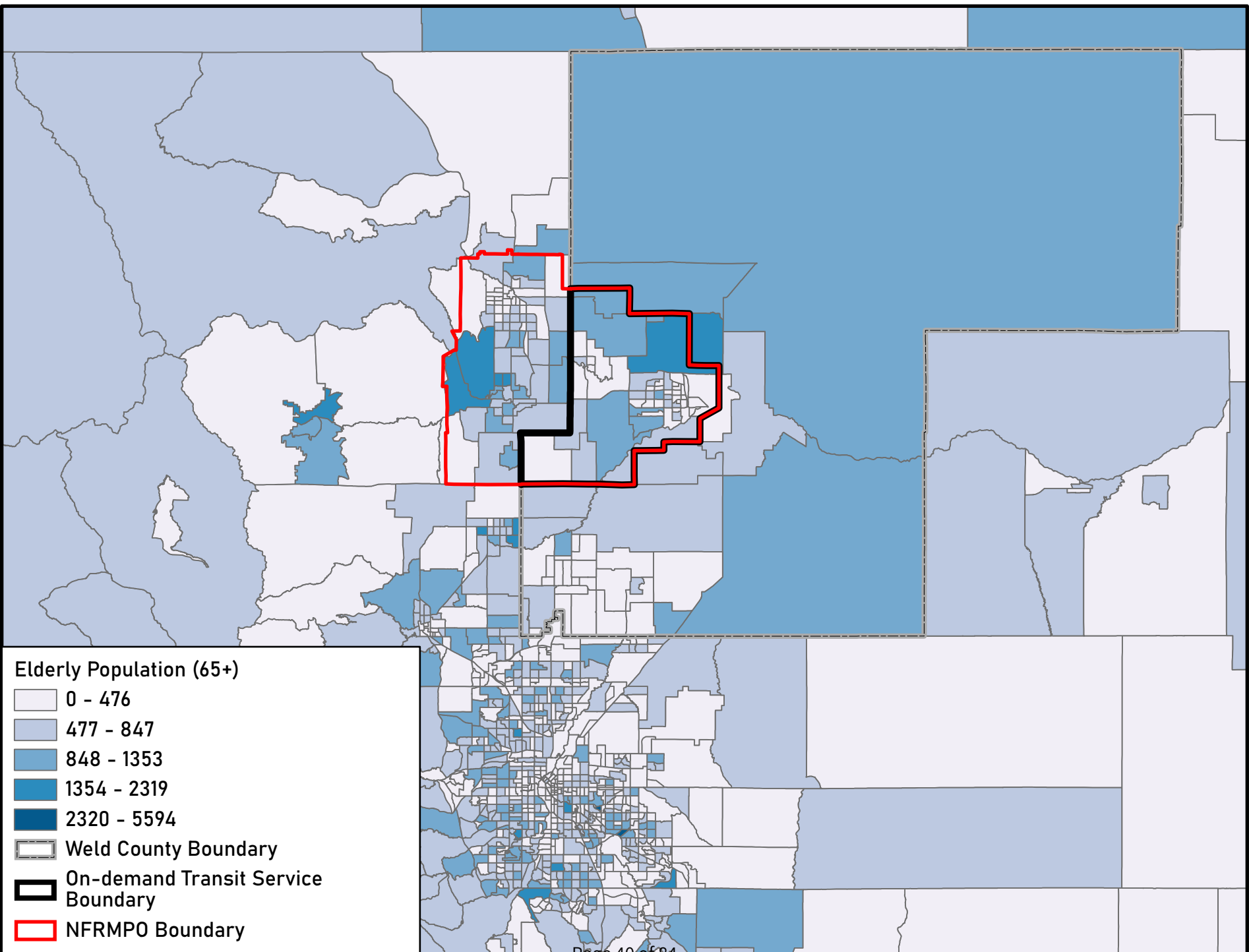
Weld County is proposing a lowered local match amount due to budget constraints for this program. According to the MMOF Program Overview, Weld County is required to match MMOF funding at 50%. We are requesting this amount be reduced to 25% to align with Larimer and Morgan Counties, who were granted 25% match rate requirements, especially considering Weld County is not as affluent as Larimer County and has similar characteristics to Morgan County as depicted on the attached maps. We appreciate your consideration in this very important matter.

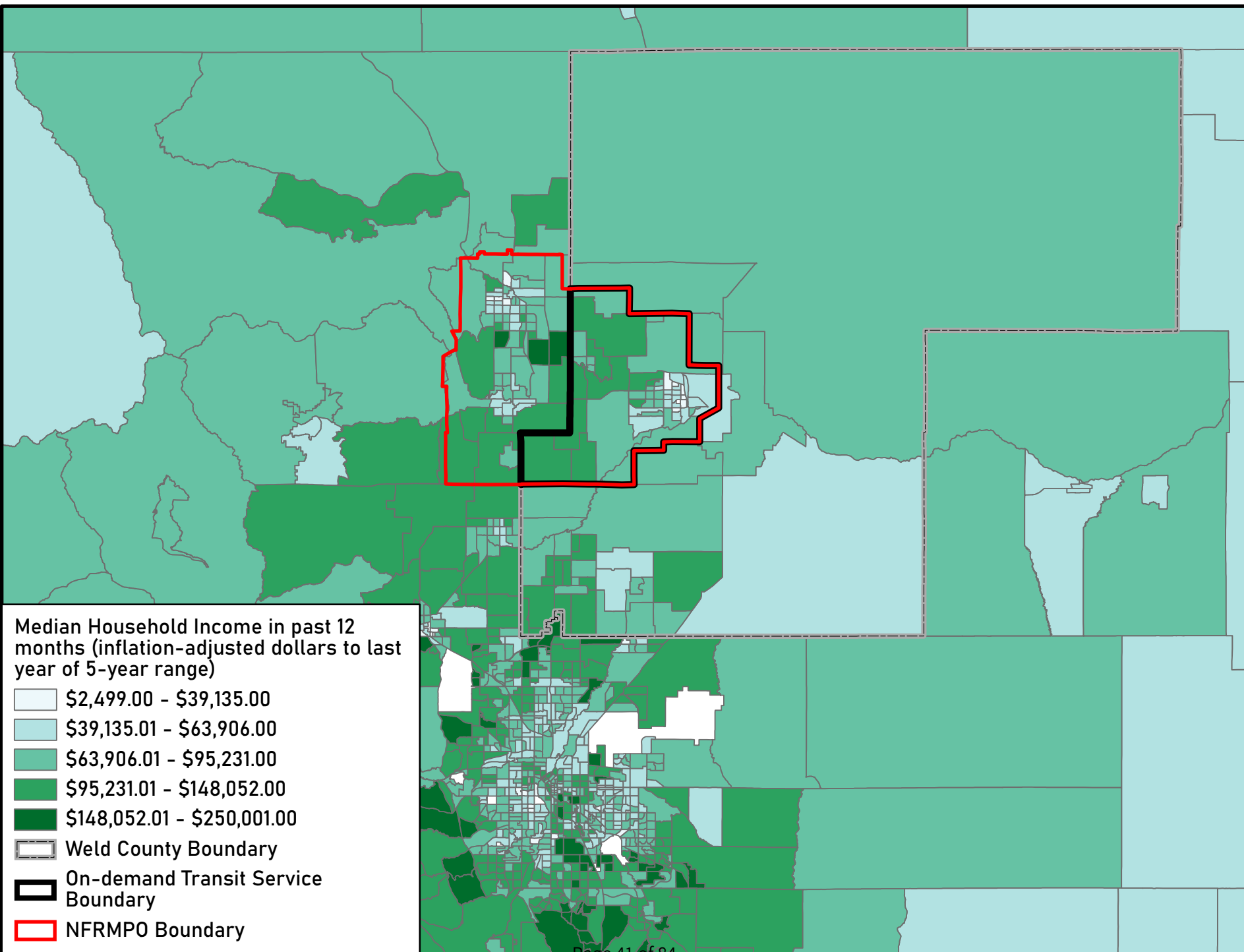
Weld County and Johnstown look forward to providing this service to our residents. Thank you for your consideration of reducing Weld County's MMOF local match from 50% to 25% to be able to contract this very important transportation service.

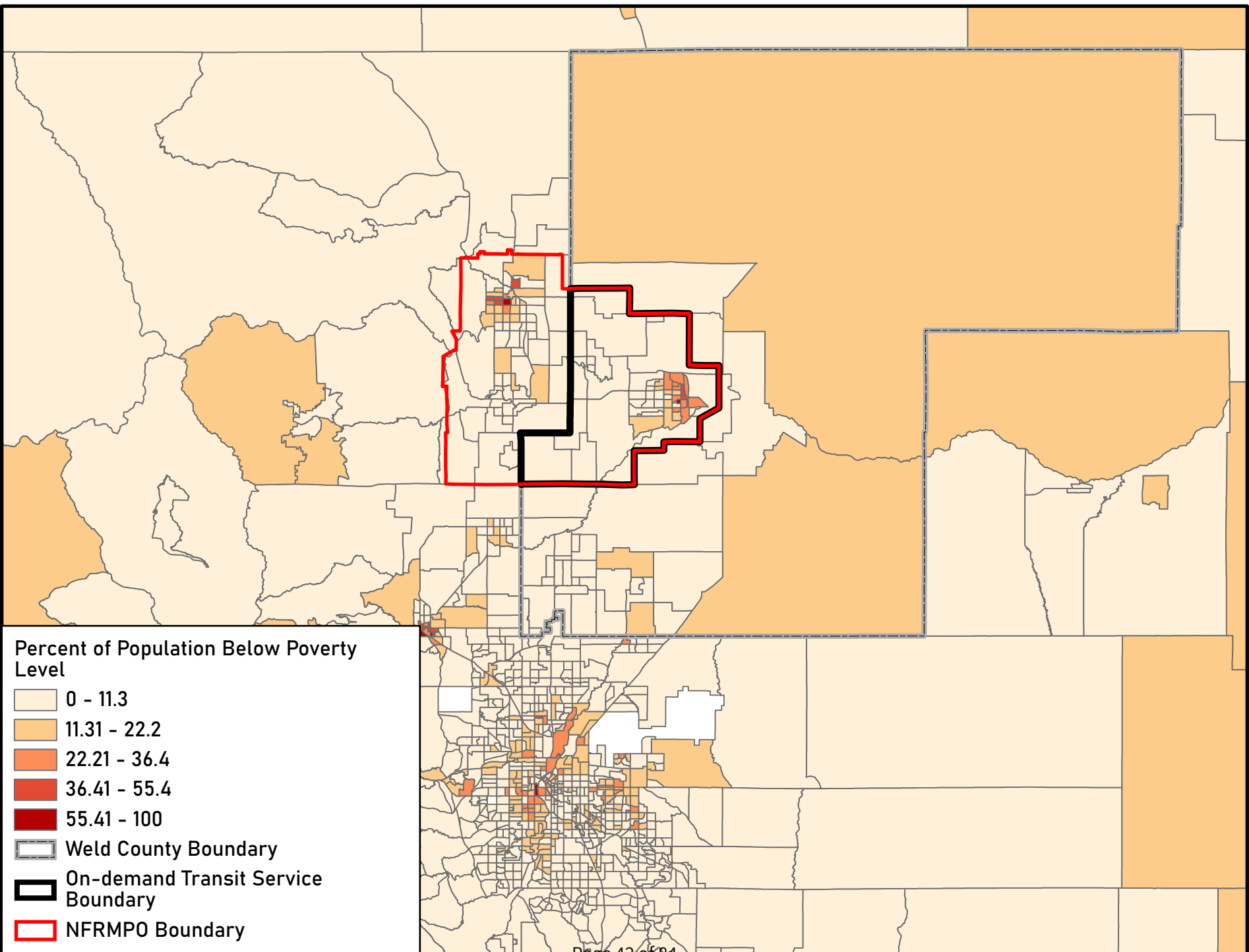
Sincerely,

Evan Pinkham, MPA
Transportation Planner
Weld County Public Works









RESOLUTION NO. 2022-21
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH RELEIF
REQUEST FOR THE *WELD COUNTY ON-DEMAND TRANSIT PROGRAM* PROJECT

WHEREAS, Colorado Senate Bill (SB) 21-260 requires a match rate of 50 percent for every Multimodal Transportation and Mitigation Options Fund (MMOF) project; and

WHEREAS, the Transportation Commission (TC) is allowed to create a formula for reducing the match requirement for local agencies; and

WHEREAS, with the *Weld County On-Demand Transit Program* project application submitted during the 2022 MMOF Call for Projects, Weld County submitted a letter and documentation requesting a match rate reduction from 50 percent to 25 percent; and

WHEREAS, NFRMPO Staff have deemed the request reasonable; and

WHEREAS, the MMOF Scoring Committee have recommended the project be funded with the requested match rate with the understanding that if the requested rate is not approved Weld County and project partners must either meet the required match rate of 50 percent of the award will be revised.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby requests the TC grant the *Weld County On-Demand Transit Program* project a 25 percent match rate.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July 2022.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: July 7, 2022

Re: MMOF Call for Projects - Scoring Committee Recommendations

Background

2022 MMOF Call for Projects

The application window for the 2022 MMOF Call for Projects was open from May 6 through June 3, 2022. The NFRMPO received 12 applications during that time, outlined in **Table 1**. The MMOF Scoring Committee, consisting of voting members of NFRMPO Member communities, scored and ranked projects based on the criteria outlined in the [2022 MMOF Call for Projects Guidelines](#) at the Scoring Committee Meeting on June 14, 2022.

The Scoring Committee recommended fully funding five projects, partially funding five projects, and not funding three projects across both project categories. The Scoring Committee recommendations are provided in **Table 2** and **Table 3**. Sponsors of projects recommended for funding will present their projects in the Planning Council meeting and will be available to answer questions about their projects.

The Scoring Committee recommends waitlisting the remainder of the partially funded projects in the event further MMOF funding becomes available to the NFRMPO.

FY19 MMOF Extensions

The NFRMPO held an MMOF Call for Projects in 2019-2020 to award the first round of MMOF (FY2019 funds). Projects awarded funding during the first round of MMOF were required to be completed and expended by June 30, 2023. Due to the passage of SB2021-260 the MMOF program will have an annual infusion of additional state funding, allowing CDOT more flexibility in the management of MMOF funds and allowing the funds to extend past the initial expiration date. Sponsors of projects experiencing delays were given the opportunity to request up to a two year extension and were required to submit a request to CDOT and the NFRMPO by June 3, 2022. The NFRMPO received six requests to extend funding which are provided in the attachment.

Action

Staff requests Planning Council review the MMOF Call for Projects recommendations and the FY19 MMOF Extension Requests.



Attachments

Table 1: MMOF Applications

Table 2: Category A Scoring Committee Recommendations

Table 3: Category B Scoring Committee Recommendations

MMOF Call for Projects Scoring Committee Recommendations Presentation
FY19 MMOF Funding Extension Requests

Table 1: MMOF Applications

Project ID	Project Name	Sponsor	MMOF Request
Category A			
MMOF-02	Willow Bend Trail Segment of East Big Thompson River Trail	Loveland	\$ 1,728,396
MMOF-03	11th St Multimodal Design - Greeley No. 2 to Sagewood Dr	Windsor	\$ 740,394
MMOF-05	Two (2) Electric Bus On Route Chargers	Fort Collins	\$ 1,000,000
MMOF-07	COLT route expansion	Loveland	\$ 461,592
MMOF-08	MERGE US 34 Regional Mobility Hub	Greeley	\$ 3,696,745
		CDOT	\$ 3,303,255
MMOF-09	Phemister Safe Access Bridge and Trail Project	Larimer	\$ 466,677
MMOF-10	Power Trail and Harmony Grade Separated Crossing	Fort Collins	\$ 2,200,000
MMOF-11	Siphon Overpass - UPRR Power Trail Grade Separated Crossing	Fort Collins	\$ 750,000
MMOF-12	North LCR 17 Expansion - Shoulder Widening	Larimer	\$ 1,210,719
	Category A Subtotal		\$ 15,557,778
Category B			
MMOF-01	Intersection Improvements - SH 60 and Carlson Blvd	Johnstown	\$ 250,000
MMOF-04	West Elizabeth Corridor - 100% Design	Fort Collins	\$ 1,232,248
MMOF-06	Weld County On-demand Transit Program	Weld	\$ 342,900
	Category B Subtotal		\$ 1,825,148
	Total MMOF Requests		\$ 17,382,926



Table 2: Category A Scoring Committee Recommendations

Project ID	Project Name	Sponsor	MMOF Request	Rank	Funded Amount	Waitlisted
Category A						
MMOF-08	MERGE US 34 Regional Mobility Hub	Greeley	\$3,696,745	1	\$2,500,000	\$1,196,745
		CDOT	\$3,303,255		\$2,500,000	\$803,255
MMOF-02	Willow Bend Trail Segment of East Big Thompson River Trail	Loveland	\$1,728,396	2	\$1,200,000	\$528,396
MMOF-09	Phemister Safe Access Bridge and Trail Project	Larimer	\$466,677	3	\$466,677	\$0
MMOF-07	COLT route expansion	Loveland	\$461,592	4	\$461,592	\$0
MMOF-03	11th St Multimodal Design - Greeley No. 2 to Sagewood Dr	Windsor	\$740,394	5	\$450,000	\$290,394
MMOF-11	Siphon Overpass - UPRR Power Trail Grade Separated Crossing	Fort Collins	\$750,000	5	\$450,000	\$300,000
MMOF-05	Two (2) Electric Bus On Route Chargers	Fort Collins	\$1,000,000	7	\$0	\$0
MMOF-10	Power Trail and Harmony Grade Separated Crossing	Fort Collins	\$2,200,000	8	\$0	\$0
MMOF-12	North LCR 17 Expansion - Shoulder Widening	Larimer	\$1,210,719	9	\$0	\$0
Total			\$ 15,557,778		<u>\$8,028,269</u>	<u>\$3,118,790</u>



Table 3: Category B Scoring Committee Recommendations

Project ID	Project Name	Sponsor	MMOF Request	Rank	Funding Recommendation
Category B					
MMOF-06	Weld County On-demand Transit Program	Weld	\$ 342,900	1	Fully Funded
MMOF-04	West Elizabeth Corridor - 100% Design	Fort Collins	\$ 1,232,248	2	Fully Funded
MMOF-01	Intersection Improvements - SH 60 and Carlson Blvd	Johnstown	\$ 250,000	3	Fully Funded
	Category B Subtotal		\$ 1,825,148		



1

		Agenda	North Front Range Metropolitan Planning Organization
		<ul style="list-style-type: none"> FY19 MMOF Extension Requests Program Overview MMOF Call for Projects Analysis Sponsor Presentations Next Steps 	

2

2

FY19 MMOF Funding Extensions



- NFRMPO held an MMOF Call for Projects in 2019-2020
- Initial MMOF funded projects were required to be completed and expended by June 30, 2023
- Due to the passage of SB2021-260 CDOT is able to offer more flexibility in MMOF funding
- Sponsors were required to submit requests to extend FY19 MMOF funds by June 3, 2022 to the NFRMPO

Sponsor	Project name	Estimated Completion
Loveland	Centerra Trail	May 2025
	US 287 West Sidewalk Gap	June 2025
Fort Collins	Laporte Avenue Improvements – Fishback to Sunset	December 2026
	Siphon Overpass	December 2026
Severance	Great Western Trail Connection	June 2023
NFRMPO	Expansion of the Mobility Program	May 2025

3

3

MMOF Goals



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

4

4

MMOF Project Applications	Project ID	Project Name	Sponsor	MMOF Request
	Category A			
	MMOF-02	Willow Bend Trail Segment of East Big Thompson River Trail	Loveland	\$ 1,728,396
	MMOF-03	11th St Multimodal Design - Greeley No. 2 to Sagewood Dr	Windsor	\$ 740,394
	MMOF-05	Two (2) Electric Bus On Route Chargers	Fort Collins	\$ 1,000,000
	MMOF-07	COLT route expansion	Loveland	\$ 461,592
	MMOF-08	MERGE US 34 Regional Mobility Hub	Greeley	\$ 3,696,745
			CDOT	\$ 3,303,255
	MMOF-09	Phemister Safe Access Bridge and Trail Project	Larimer	\$ 466,677
	MMOF-10	Power Trail and Harmony Grade Separated Crossing	Fort Collins	\$ 2,200,000
	MMOF-11	Siphon Overpass - UPRR Power Trail Grade Separated Crossing	Fort Collins	\$ 750,000
	MMOF-12	North LCR 17 Expansion - Shoulder Widening	Larimer	\$ 1,210,719
	Category A Subtotal			\$ 15,557,778
	Category B			
	MMOF-01	Intersection Improvements - SH 60 and Carlson Blvd	Johnstown	\$ 250,000
	MMOF-04	West Elizabeth Corridor - 100% Design	Fort Collins	\$ 1,232,248
	MMOF-06	Weld County On-demand Transit Program	Weld	\$ 342,900
	Category B Subtotal			\$ 1,825,148
	Total MMOF Requests			\$ 17,382,926

5

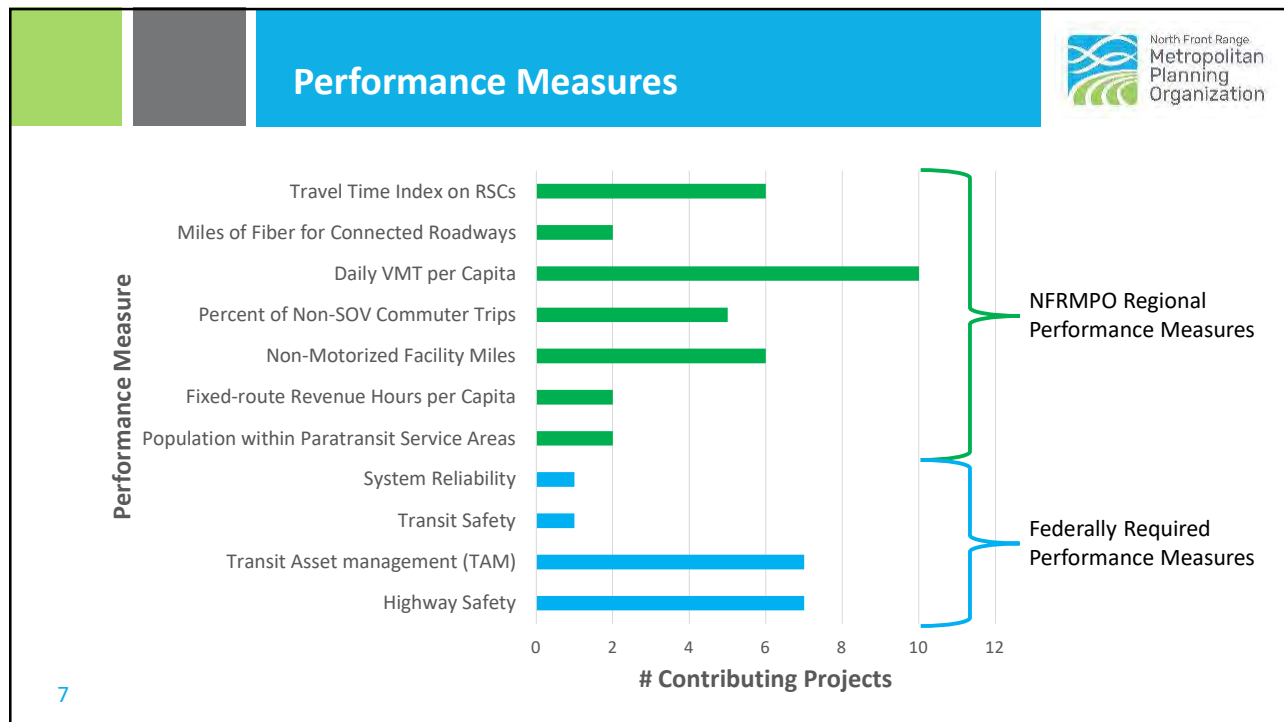
Available Funding

	Category A	Category B
Project Types	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects
Funding Available	\$7,393,490	\$2,464,496
Applications Received	\$15,557,778	\$1,825,148
Unfunded Request	-\$8,164,288	\$639,348
Unused Category B funding allocated to Category A		
Funding Available	\$8,032,838	
Unfunded Request	-\$7,524,940	

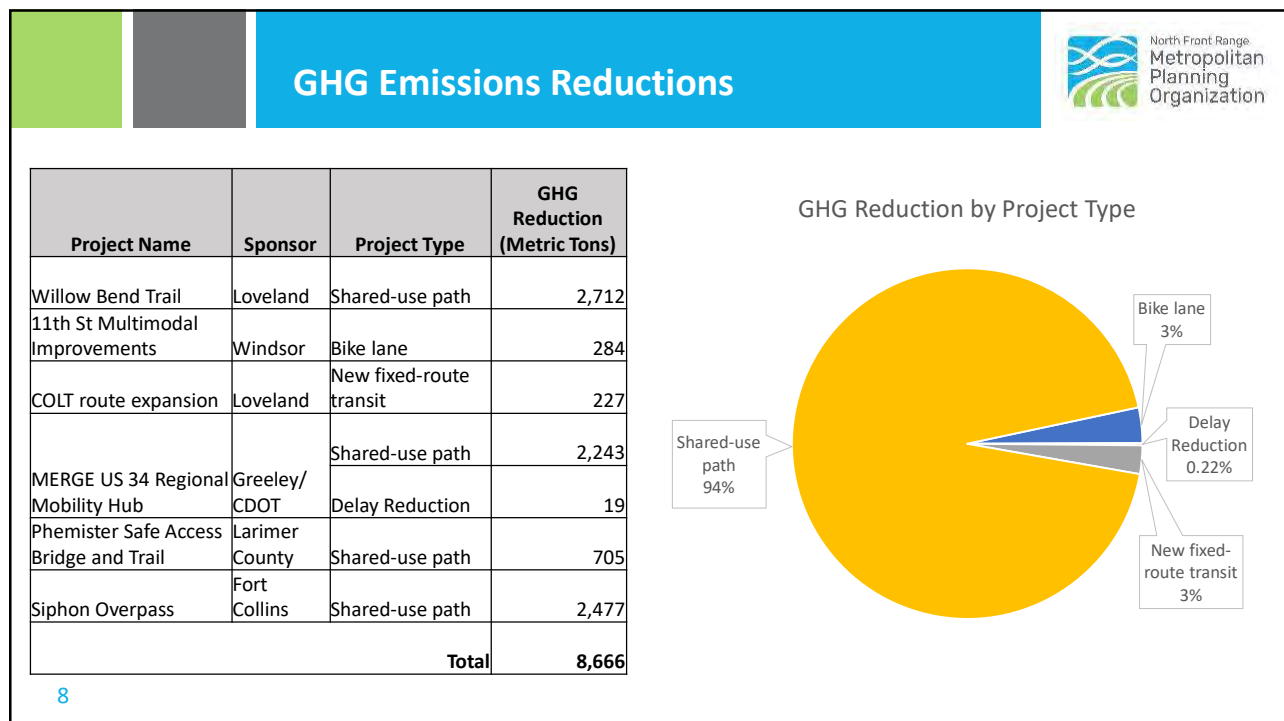
6

6

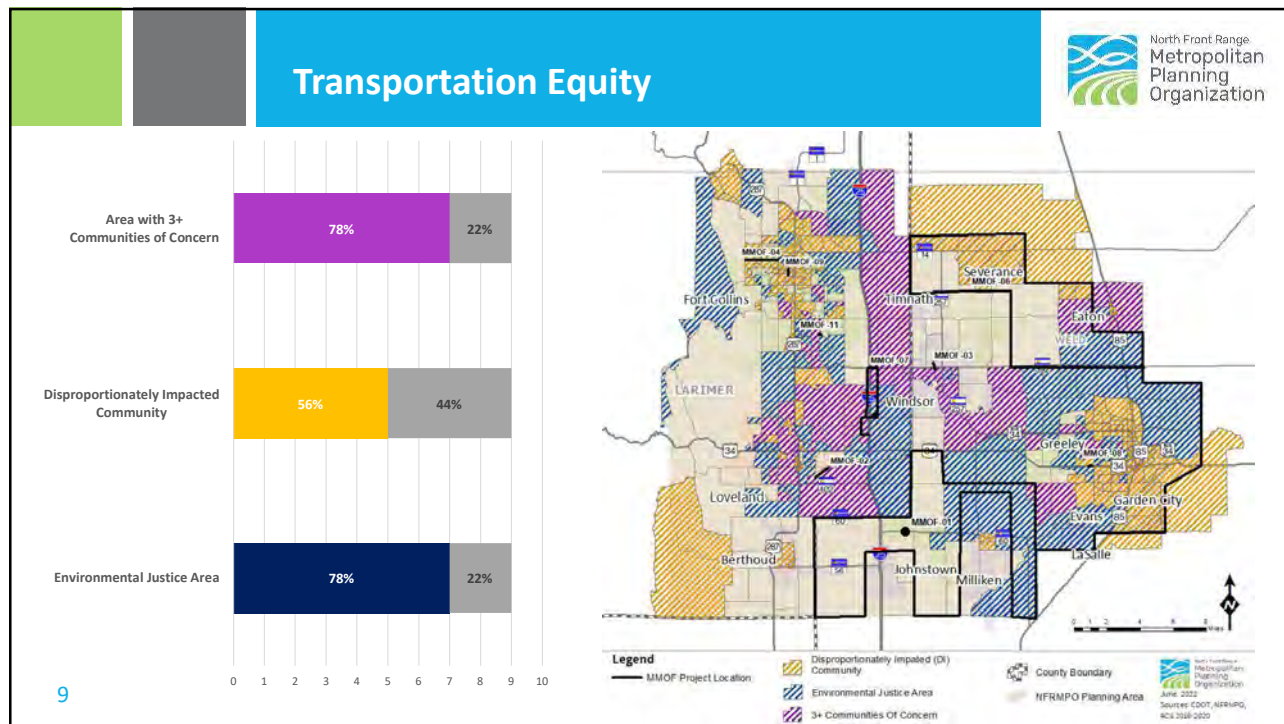
6



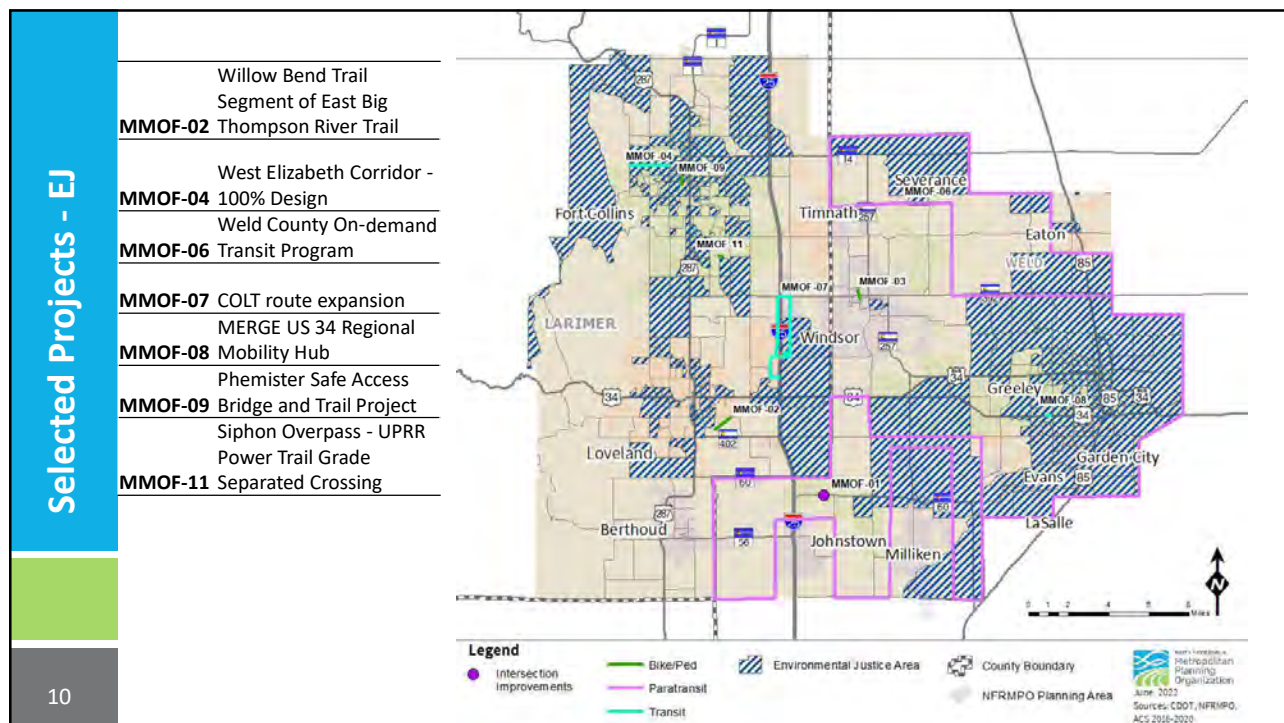
7



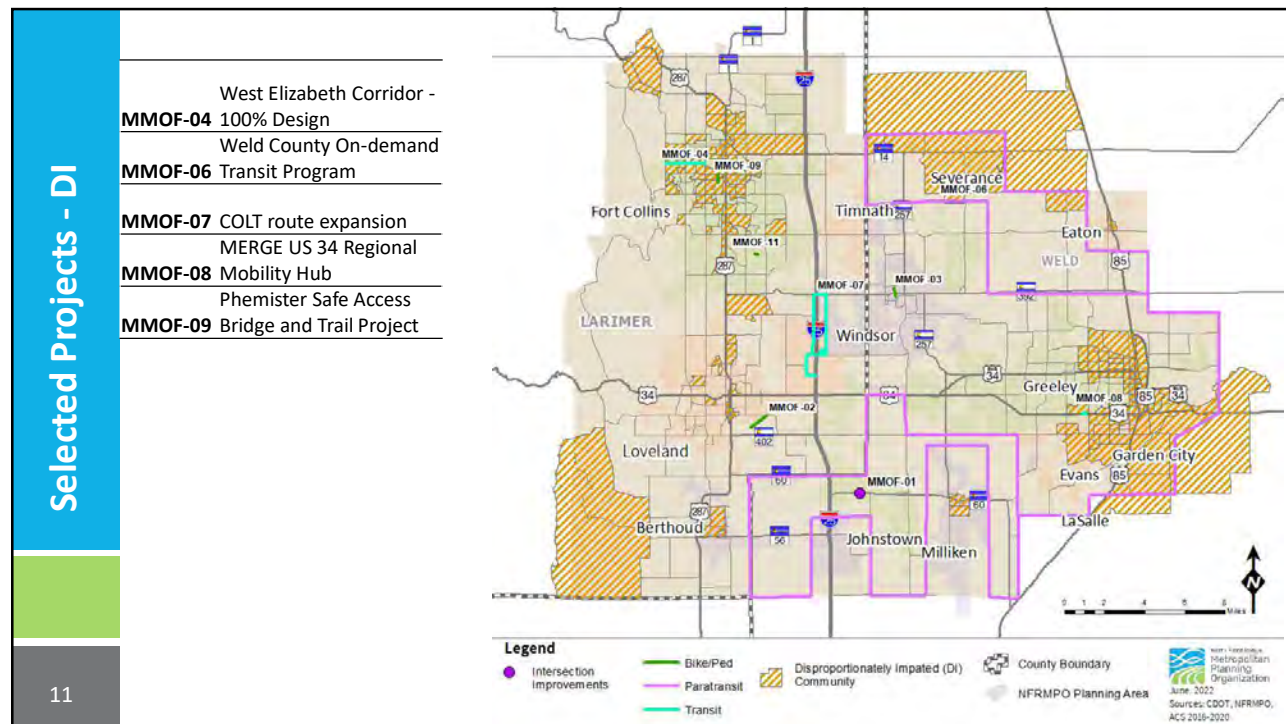
8



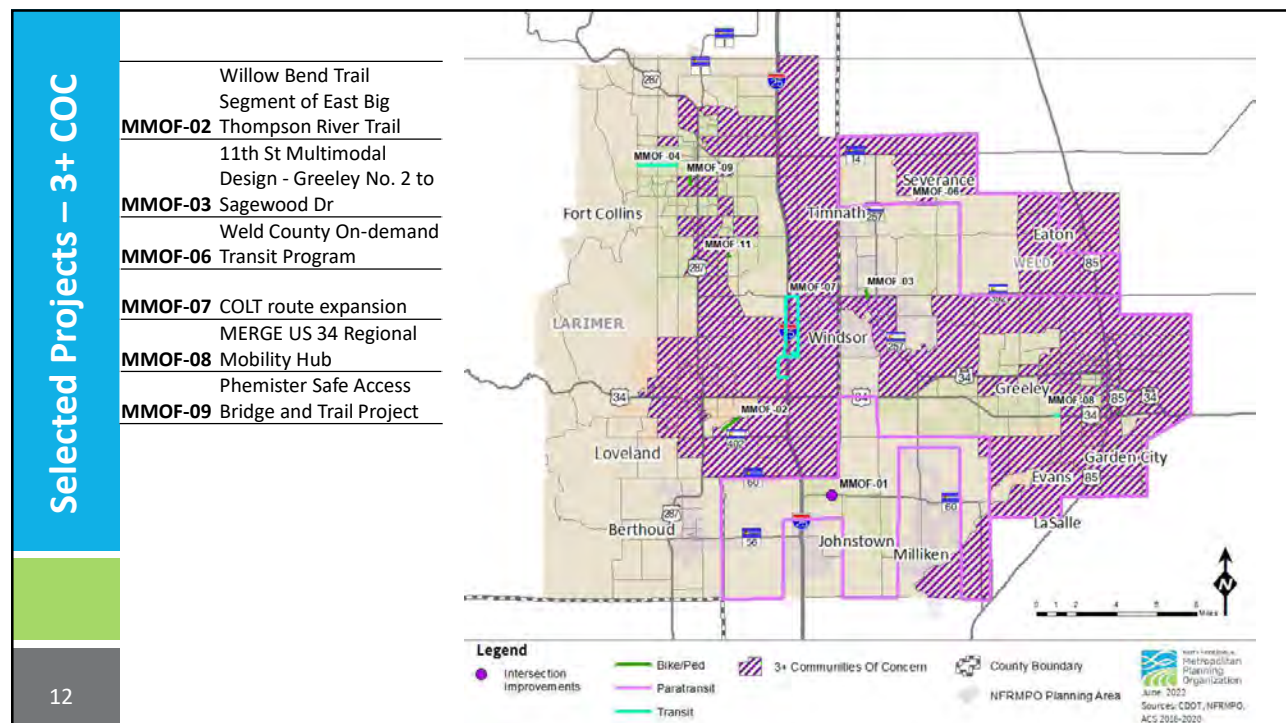
9



10



11



12

Scoring Committee Recommendations	Project ID	Project Name	Sponsor	MMOF Request	Rank	Funded Amount	Waitlisted
	Category A						
	MMOF-08	MERGE US 34 Regional Mobility Hub	Greeley	\$3,696,745	1	\$2,500,000	\$1,196,745
			CDOT	\$3,303,255		\$2,500,000	\$803,255
	MMOF-02	Willow Bend Trail Segment of East Big Thompson River Trail	Loveland	\$1,728,396	2	\$1,200,000	\$528,396
	MMOF-09	Pemister Safe Access Bridge and Trail Project	Larimer	\$466,677	3	\$466,677	\$0
	MMOF-07	COLT route expansion	Loveland	\$461,592	4	\$461,592	\$0
	MMOF-03	11th St Multimodal Design - Greeley No. 2 to Sagewood Dr	Windsor	\$740,394	5	\$450,000	\$290,394
			Fort Collins	\$750,000	5	\$450,000	\$300,000
	MMOF-05	Two (2) Electric Bus On Route Chargers	Fort Collins	\$1,000,000	7	\$0	\$0
13	MMOF-10	Power Trail and Harmony Grade Separated Crossing	Fort Collins	\$2,200,000	8	\$0	\$0
	MMOF-12	North LCR 17 Expansion - Shoulder Widening	Larimer	\$1,210,719	9	\$0	\$0
Total				\$ 15,557,778		\$8,028,269	\$3,118,790

13

MERGE US 34 Regional
Mobility Hub

Project Sponsor: Greeley & CDOT

Project Description: Regional mobility hub paired with a central local travel facility within the Centerplace commercial district, a pedestrian/bike underpass to serve the hub and facilitate safe travel between the north and south sides of US 34, EV charging stations, and locations for micromobility service, fixed and micro transit, and on-demand transportation pick-up and drop-off.

A map of the Greeley, Colorado area, showing the intersection of US 34 and I-25. A red diamond highlights the project location at the intersection. The map includes labels for various cities and towns: Fort Collins, Loveland, Berthoud, Johnstown, Milliken, Windsor, Greeley, Eaton, Severance, Timnath, Garden City, and LaSalle. It also shows major highways like I-25, I-76, and US 34. A legend at the bottom left identifies symbols for Bike/Ped (green line), Electric Bus Charging Station (green circle), Paratransit (purple line), and Transit (blue line). A scale bar and north arrow are located at the bottom right.

MMOF Funding Request	\$7,000,000
Funding Recommendation	Award: \$5,000,000 Waitlist: \$2,000,000
MMOF Goals	<ul style="list-style-type: none">• Benefits Seniors• Transit access for DI Communities• Enhanced mobility• SRTS• Multimodal access• Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none">• Safety• System Reliability• Non-SOV Commute• Daily VMT• TTI on RSCs
Corridor(s)	RSC-2 (US 34)
EJ/DI/3+ COC Area	Yes/Yes/Yes

14

14

MERGE US 34 Regional
Mobility Hub

15



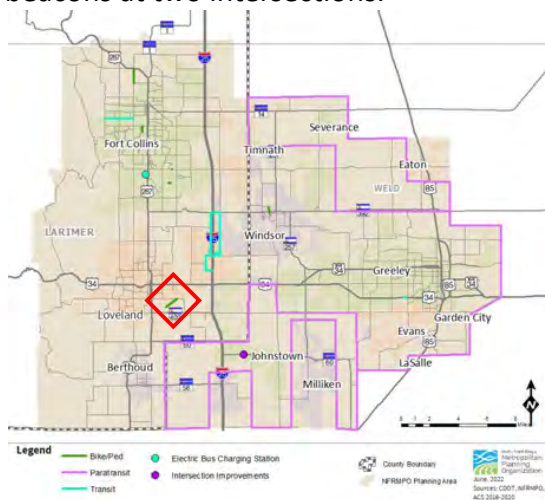
15

Willow Bend Trail

16

Project Sponsor: Loveland

Project Description: Construction of 1.5-mile, 10-foot wide concrete trail with 2-foot soft shoulders, trailhead with .25-mile paved entry drive, parking (8 spaces), vault toilet and trailhead signage, Multi-range eco-counter and rectangular rapid flashing beacons at two intersections.



MMOF Funding Request	\$1,728,396
Funding Recommendation	Award: \$1,200,000 Waitlist: \$528,396
MMOF Goals	<ul style="list-style-type: none"> Enhanced mobility SRTS Multimodal access Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> Safety Facility Miles Daily VMT
Corridor(s)	RATC-3 (Big Thompson)
EJ/DI/3+ COC Area	Yes/No/Yes

16



17

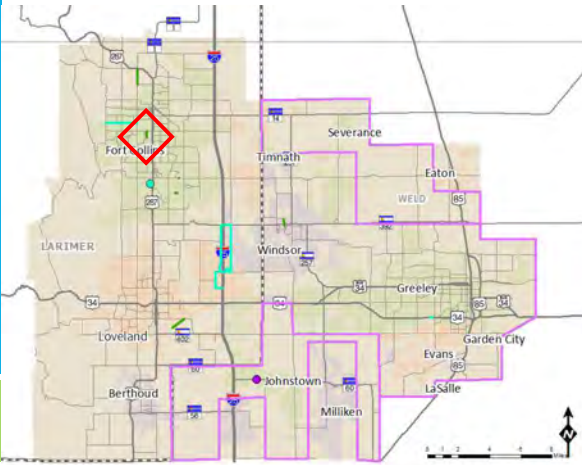


18

Phemister Safe Access Bridge and Trail Project

Project Sponsor: Larimer

Project Description: Construction of a pre-fabricated bridge (65-75' span) over Spring Creek and construct a 1,320 linear foot trail connecting the Prospect Road Underpass to the City of Fort Collins Gardens at Spring Creek.



MMOF Funding Request	\$466,677
Funding Recommendation	Award: \$466,677 Waitlist: \$0
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles • Non-SOV Commute • Daily VMT
Corridor(s)	RATC-8 (BNSF)
EJ/DI/3+ COC Area	Yes/Yes/Yes

19

19

Phemister Safe Access Bridge and Trail Project



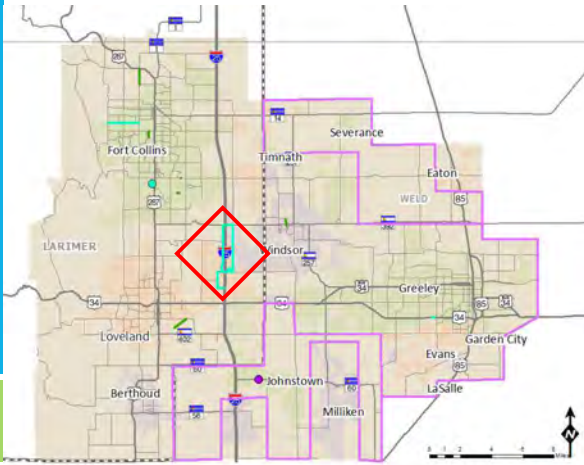
20

20

COLT Route Expansion

Project Sponsor: Loveland

Project Description: Operating funds for four years to add one new COLT route. New route will connect COLT to the Poudre Express and increase service area in a fast-growing eastern section of Loveland.



21

MMOF Funding Request	\$461,592
Funding Recommendation	Award: \$461,592 Waitlist: \$0
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Transit access for DI Communities • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Population within paratransit service area • Fixed Route Revenue Hours • Non-SOV Commute • Daily VMT
Corridor(s)	RSC – 12 (SH 392)
EJ/DI/3+ COC Area	Yes/Yes/Yes

21

COLT Route Expansion



Connection to Poudre Express

Depart Mobility Hub
 West on Kendall Pkwy (not yet constructed, CR 24 as alternative)
 Right on Rocky Mountain Ave.
 Right on Crossroads Blvd
 Left on Fairgrounds Ave.
 Left on Stallion Dr.
 Right on Clydesdale Pkwy
 Right on Arena Cir (not constructed yet to Arena Cir)
 Left on Fairgrounds Ave.
 Left on Hwy 392
 Left on SW Frontage Rd
 Right on County Rd. 30
 Left on Byrd Dr. (not constructed yet to CR 30)
 Right on Earhart to airport back out on Earhart to Byrd Dr.
 Right on Byrd Dr.
 Service VA hospital
 Right on Crossroads Blvd.
 Left on Rocky Mountain Ave.
 Left on Kendall Pkwy (not yet constructed, CR 24 as alternative)
 Arrive Mobility Hub

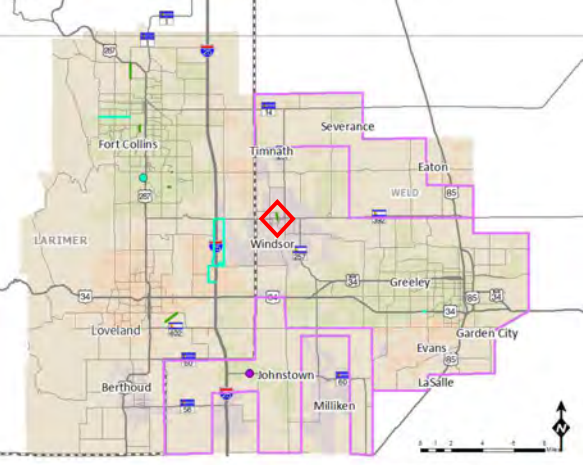
22

22

11th Street Multimodal Improvements – Greeley No. 2 Canal to Sagewood

Project Sponsor: Windsor

Project Description: Construct new buffered bike facilities, add bicycle lane signage, roadway striping enhancements, existing RRFB modifications, raised concrete medians and bulb-outs, and ADA-compliant ramp improvements along the corridor.



MMOF Funding Request	\$740,394
Funding Recommendation	Award: \$450,000 Waitlist: \$290,394
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Safety • Facility Miles • Daily VMT • TTI on RSCs
Corridor(s)	N/A
EJ/DI/3+ COC Area	No/No/Yes

23

Legend

- Bike-Ped
- Electric Bus Charging Station
- Paratransit
- Intersection Improvements
- County Boundary
- NFRMPO Planning Area

with funding from the
 Metropolitan Planning
 Organization
 April 2022
 Sources: CDOT, NFRMPO,
 ACS 2010-2020

23

11th Street Multimodal Improvements – Greeley No. 2 Canal to Sagewood



24

24

Scoring Committee
Recommendations

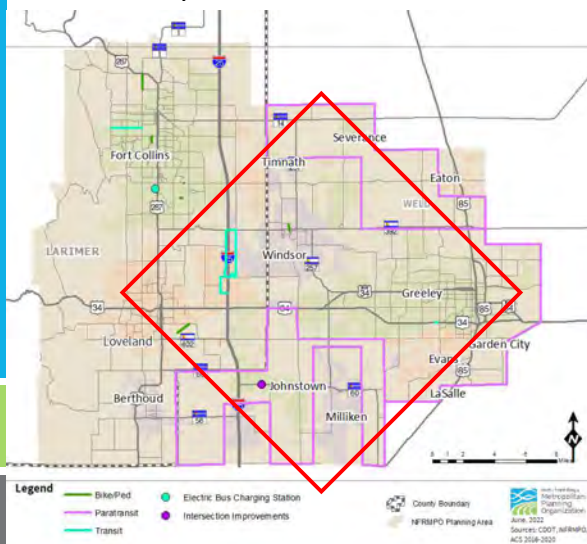
27

Project ID	Project Name	Sponsor	MMOF Request	Rank	Funding Recommendation
Category B					
MMOF-06	Weld County On-demand Transit Program	Weld	\$ 342,900	1	Fully Funded
MMOF-04	West Elizabeth Corridor - 100% Design	Fort Collins	\$ 1,232,248	2	Fully Funded
MMOF-01	Intersection Improvements - SH 60 and Carlson Blvd	Johnstown	\$ 250,000	3	Fully Funded
Category B Subtotal			\$ 1,825,148		

27

Weld County On-Demand Transit

28

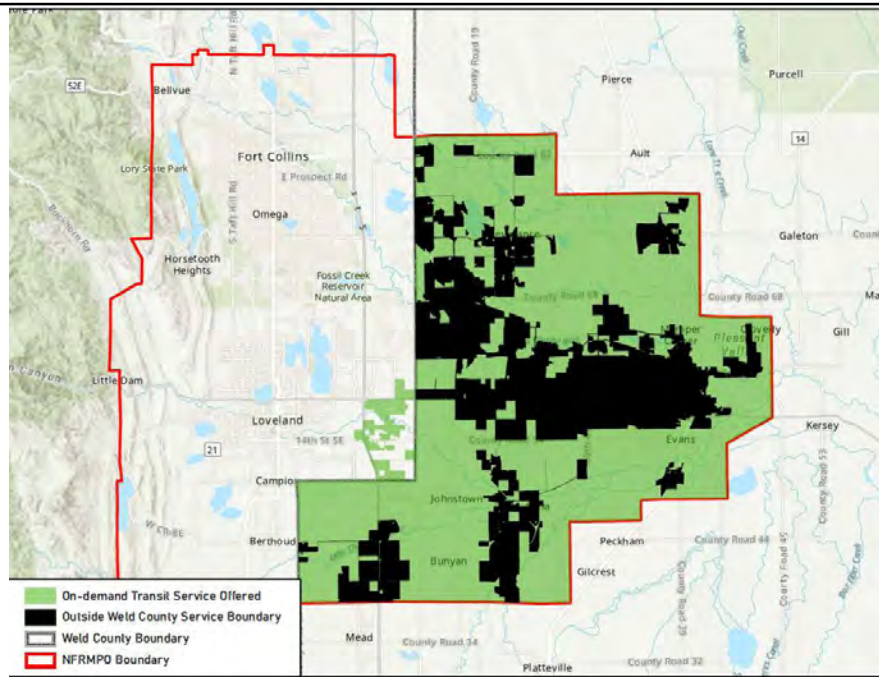
Project Sponsor: Weld County**Project Description:** Contract with Via Mobility to provide an on-demand transit program for individuals that are 60+ and/or disabled individuals within unincorporated Weld County and Johnstown

MMOF Funding Request	\$342,900
Funding Recommendation	Fully Funded
MMOF Goals	<ul style="list-style-type: none"> • Benefit seniors • Rural/DI access to transit • Mobility • Multimodal Access
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Population within paratransit service area
Corridor(s)	N/A
EJ/DI/3+ COC Area	Yes/Yes/Yes

28

Weld County On-Demand Transit

29



On-demand Transit Program Service Boundary

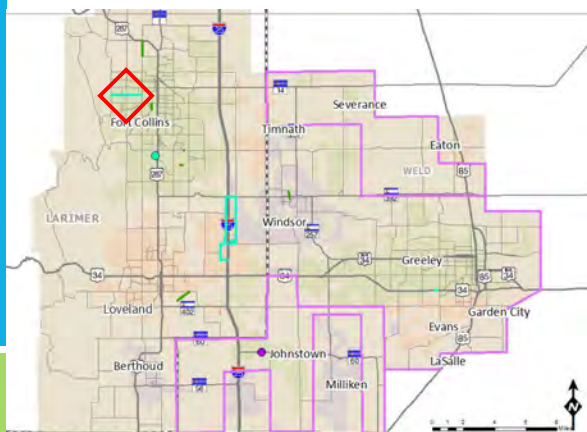
29

West Elizabeth Corridor –
100% Design

30

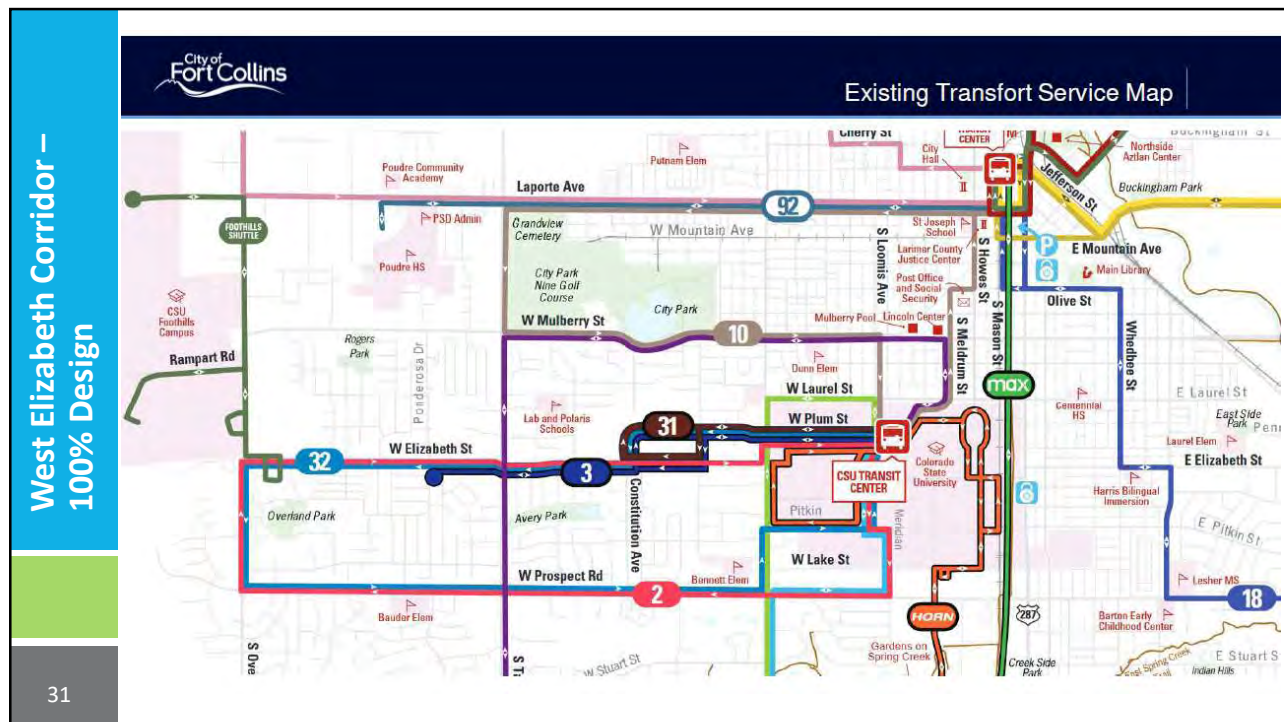
Project Sponsor: Fort Collins

Project Description: 100% design for the West Elizabeth Enhanced Travel Corridor focusing on pedestrian access to consistent, ADA-compliant, detached sidewalks; enhanced crossings and protected intersections; and green colored pavement in conflict zones.

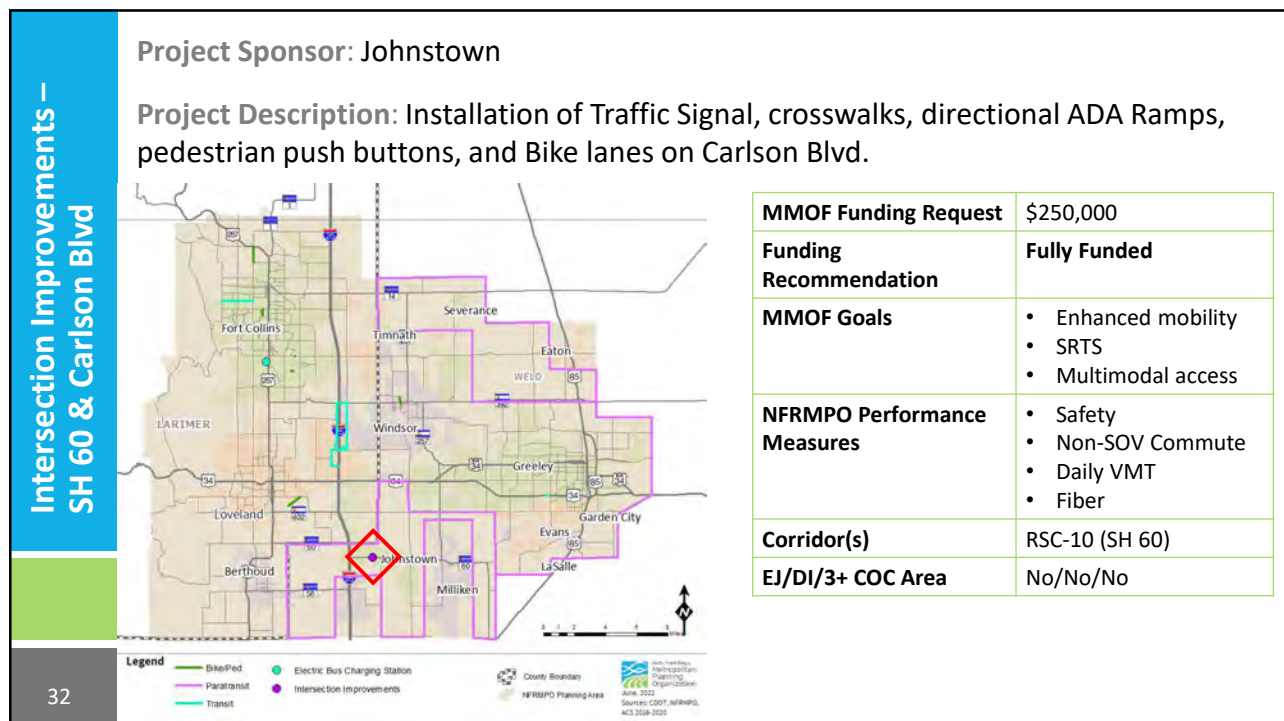


MMOF Funding Request	\$1,232,248
Funding Recommendation	Fully Funded
MMOF Goals	<ul style="list-style-type: none"> • Benefits Seniors • Transit access for DI Communities • Enhanced mobility • SRTS • Multimodal access • Reducing Emissions
NFRMPO Performance Measures	<ul style="list-style-type: none"> • Transit Safety • Fixed-Route Revenue Hours • Non-SOV Commute • Daily VMT • TTI on RSCs
Corridor(s)	N/A
EJ/DI/3+ COC Area	Yes/Yes/No

30



31



32

Intersection Improvements – SH 60 & Carlson Blvd

33



33

Next Steps



July 13, 2022 – TAC Recommendation

August 4, 2022 – Council Action

34

34



FY19 MMOF Extension Requests

1. Loveland – Centerra Trail
2. Loveland – US 287 West Sidewalk Gap
3. Fort Collins – Laporte Avenue Improvements – Fishback to Sunset
4. Fort Collins – Siphon Overpass
5. Severance – Great Western Trail Connection
6. NFRMPO – Expansion of the Mobility Program



CITY OF LOVELAND
PARKS AND RECREATION

Civic Center • 500 East Third, Suite 200 • Loveland, Colorado 80537
(970) 962-2727 • FAX (970) 962-2903 • TDD (970) 962-2620

Mr. John "Jake" Oneal, EIT
Region 4 Traffic and Local Agency Coordinator
Colorado Department of Transportation
10601 W. 10th Street
Greeley CO 80634

Ms. AnnaRose Cunningham
Transportation Planner II
North Front Range MPO
419 Canyon Avenue, Suite 300
Fort Collins CO 80521

May 5, 2022

Dear Jake and AnnaRose,

I am writing to request a one-time, two-year extension of the expiration date on the Multimodal Transportation and Mitigation Options Fund (MMOF) grant for Centerra Trail (formally South Body Lake Trail), Project #TAP M830-104, Subaccount #23949, Agreement #331002156, PO #400001330.

The City of Loveland is awaiting Greeley Loveland Irrigation Company (GLIC) approval of a ROW offer issued 11/12/21 before beginning construction of the 1.34-mile trail. GLIC has delayed responding to Loveland's ROW offer due to an on-going water court case unrelated to the Centerra Trail project or associated properties. Loveland is negotiating terms with GLIC on the water court case to allow progress on several city projects including Centerra Trail. On 5/2/22, GLIC Engineers agreed to review the 100% Centerra plans, and the city hopes to see resolution within the next several months (May – July). However, waiting for GLIC to approve the plan set and ROW offer before beginning the bid process will result in missing the existing MMOF grant deadline.

Last week, the City of Loveland requested a conditional ROW clearance from CDOT in order to begin the lengthy bid process concurrently with the final stages of ROW acquisition. The proposed concurrent planning schedule accounted for possible weather-related delays during the winter construction window (10/22-4/23), and allocated time for CDOT to review the final reimbursement application. While the proposed schedule would achieve the expiration deadline, it depends upon conditional ROW clearance, and GLIC's unconditional approval of the plan set before June 2022. (See table 1)

Granting a one-time, two-year extension of the MMOF expiration date will allow Loveland to fully resolve the legal case with GLIC and achieve ROW possession prior to advertising the construction bid. That timing will be desirable from the point of view of potential bidders, to the City and to the granting bodies because it offers certainty of project completion, and allows Loveland to position the construction window to avoid costly weather-related delays. (See table 2)

The projected annual project expenditures will depend on the timing of ROW possession with the City of Loveland pursuing completion at the earliest and most cost-effective opportunity. (See table 3)

Thank you,

Kelly Zuniga, Parks and Recreation Planner
City of Loveland

Table 1: Proposed concurrent plan timeline for Centerra Trail

Date	Loveland Action	Concurrent Action
May 2022	Conditional ROW Clearance/ Concurrence to advertise GLIC approval of plan set LPA review of bid documents	Negotiate terms with GLIC GLIC signs offer letter
June 2022	Advertise bid (6/6/22) Pre-bid mtg (6/20/22)	ROW possession finalized
July 2022	Q&A (7/1/22) Bid Opening (7/7/22)	CDOT approval of ROW
August 2022	Executed Contract (8/11/22) Kickoff Meeting (8/25/22)	
September 2022	*Notice to Proceed (9/5/22) 180-day construction window	*Conditioned upon ROW possession.
March 2023	Final walk-through (3/6/23)	
April 2023	Final payment to contractor (4/6/23)	
May 2023	Reimbursement application filed (5/8/23)	

Table 2: Updated timeline options for Centerra Trail with MMOF extended

Nearest Option	Later Option	Last Option	Action
May 2022	May 2022	May 2022	Application to extend MMOF expiration date
June – Dec 2022	June 2022 – December 2023	June 2022 – April 2023	Negotiate terms with GLIC GLIC signs offer letter ROW possession finalized CDOT approval of ROW
January 2023	January 2024	May 2024	Concurrence to advertise
February 2023	February 2024	June 2024	Advertise Bid Pre-bid mtg
March 2023	March 2024	July 2024	Q&A Bid Opening
April 2023	April 2024	August 2024	Executed Contract Kickoff Meeting
May 2023	May 2024	September 2024	Notice to Proceed 180-day construction window
November 2023	November 2024	March 2025	Final walk-through
December 2023	December 2024	April 2025	Final payment to contractor
January 2024	January 2025	May 2025	Reimbursement application filed

Table 3: Projected annual project expenditures

	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Concurrent Plan	\$148,815.74	\$72,658.51	\$961,870.75	0	0
Nearest Option	\$148,815.74	\$72,658.51	\$23,590.75	\$938,280	0
Later Option	\$148,815.74	\$72,658.51	\$12,000.00	\$11,590.75	\$938,280
Last Option	\$148,815.74	\$72,658.51	\$12,000.00	\$11,590.75	\$938.280

May 17th, 2022

Suzette Mallette
Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Ave, Suite 300
Fort Collins, CO 80521

**Re: US 287 West Sidewalk Gap, Project #MTF M830-103 (23927) - MMOF Grant
Funding Expiration Date Extension Request**

Dear Ms. Mallette,

We were recently informed of an opportunity to request a one-time extension of the expiration date of the funds granted to the city as part of the Multimodal Transportation and Mitigation Options Fund (MMOF) program. Please consider this letter as our request to extend the expiration date of the MMOF grant funds to **June, 2025**.

Currently, the grant funds for this project are set to expire in June of 2023. The project is currently in the design phase and is expected to enter construction in Spring of 2023. However, there is substantial risk of delay on this project due to unknown property acquisition needs along the US 287 right-of-way. Historically, property acquisition for City projects along major corridors has been subject to lengthy delays and disputes. If the project designers and/or CDOT right-of-way reviewers determine that there is a need to acquire a pedestrian easement along the roadway to complete the project, the acquisition process could delay construction and subsequently jeopardize the status of our MMOF grant funding.

The City remains fully committed to the completion of this project. Project design is proceeding without delay and is expected to be completed in the next 3 months.

Please do not hesitate to contact me if you have any further questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Alex Donaldson", written over a horizontal line.

Alex Donaldson, P.E., City of Loveland



Planning, Development & Transportation

Engineering Department
281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580

970.221.6605
970.221.6378 - fax
fcgov.com/engineering

Date: May 19, 2022

To: AnnaRose Cunningham
Transportation Planner II
North Front Range Metropolitan Planning Organization
419 Canyon Ave. Suite 300
Fort Collins, CO 80521
arcunningham@nfrmpo.org

Jake O'Neal, EIT II
Local Agency Coordinator
Colorado Department of Transportation
10601 W. 10th St.
Greely, CO 80634
jake.oneal@state.co.us

From: Tim Sellers P.E. | Project Manager | Civil Engineer III

Subject: Multimodal Transportation and Mitigation Options Fund (MMOF) End Date Extension:
Laporte Ave Improvements - Fishback Ave to Sunset St.

Project Name: *Laporte Ave Improvements - Fishback Ave to Sunset St.*
Agreement / Project Number: 22-HA4-XC-00017 (not yet executed)
Subaccount Number: 23630

The City of Fort Collins is requesting that the 2020 MMOF funds final reimbursement deadline be moved from June 30, 2023 to December 31, 2026, with the funds obligated by December 31, 2024. This will line up with the 2022 MMOF funding request.

This grant was awarded April 6th, 2020, before impacts of the COVID-19 pandemic were fully understood. The COVID-19 pandemic brought with it revenue uncertainties for the City which meant projects city-wide were put on hold. In addition, like many organizations, the City experienced staffing changes that were compounded by a hiring freeze. The hiring freeze prevented the replacement of staff leaving the City, resulting in this project sitting without a project manager until the freeze was lifted in the fall of 2021. The consequence of these impacts is that this project is roughly 1 year behind the original schedule.

If the original deadline for June 30, 2023 is not extended, the City will explore ways to design and build the work out of sequence, and if possible will likely result in overall higher costs. Alternatively, if a

feasible way to spend the MMOF funds by the deadline is not found, the project will need to be scaled back in scope. An extension of the 2020 MMOF funds would allow this important project to move forward as intended.

Proposed timeline for completion is as follows:

Milestone	Early Date	Late Date
Executed IGA	June 2022	July 2022
NTP for Design Consultant	August 2022	November 2022
FIR Meeting	December 2022	April 2023
FOR Meeting	April 2023	September 2023
PS&E Approval	June 2023	November 2023
Project Advertised for Construction	July 2023	December 2023
Construction Begins	October 2023	April 2024
Final Acceptance	June 2024	December 2024
Request for Final Reimbursement	August 2024	February 2025

It is entirely possible to complete the project along the early date track, but for planning purposes it is best to consider the late date track.

The fiscal year expenditures, assuming the late date track, will be the following:

FY 2021-2022	\$0
FY 2022-2023	\$300,000
FY 2023-2024	\$700,000
FY 2024-2025	\$2,027,500
Total	\$3,127,500

We look forward to working with the Department to see the successful and cost-efficient execution of the Laporte Ave Improvement project.

Sincerely,
Tim Sellers





Planning, Development & Transportation

Engineering Department
281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580

970.221.6605
970.221.6378 - fax
fcgov.com/engineering

Date: May 19, 2022

To: AnnaRose Cunningham
Transportation Planner
North Front Range Metropolitan Planning Organization
419 Canyon Ave. Suite 300
Fort Collins, CO 80521
arcunningham@nfrmpo.org

Jake O'Neal, EIT II
Local Agency Coordinator
Colorado Department of Transportation
10601 W. 10th St.
Greely, CO 80634
jake.oneal@state.co.us

From: Jin Wang M.Sc., P.E.

Subject: Multimodal Transportation and Mitigation Options Fund (MMOF) End Date Extension:
Siphon Overpass – Union Pacific Railroad (UPRR) Power Trail Grade Separated
Crossing

Project Name: Siphon Overpass – UPRR Power Trail Grade Separated Crossing.
Agreement / Project Number: MTF M455-139
Subaccount Number: 23946

The City of Fort Collins is requesting that the 2020 MMOF funds final reimbursement deadline be moved from June 30, 2023 to December 31, 2026, with the funds obligated by December 31, 2024. This will line up with the 2022 MMOF funding request.

This grant was awarded April 6th, 2020 before impacts of the COVID-19 pandemic were fully understood. The COVID-19 pandemic brought with it revenue uncertainties for the City which meant projects city-wide were put on hold. In addition, like many organizations, the City experienced staffing changes that were compounded by a hiring freeze. The hiring freeze prevented the replacement of staff leaving the City resulting in this project sitting without a project manager until the freeze was lifted in the fall of 2021. The consequence of these impacts is that this project is roughly 1 year behind the original schedule.

If the original reimbursement deadline of June 30, 2023 is not extended, the City will explore ways to design and build the work out of sequence, which will likely result in overall higher costs. Alternatively, if a feasible way to spend the MMOF funds by the deadline is not found, the project will need to be

scaled back in scope. An extension of the 2020 MMOF funds would allow this important project to move forward as intended.

Proposed timeline for completion is as follows:

Milestone	Date
IGA	Executed
Design	Beginning final design
FIR Meeting	December 2022
FOR Meeting	April 2024
Project Advertised for Construction	August 2024
Construction Begins	October 2024
Final Acceptance	June 2025
Request for Final Reimbursement	August 2025

It is entirely possible to complete the project early, depending on UPRR, Platte River Power Authority (PRPA) and Public Utilities Commission (PUC) approval.

The fiscal year expenditures of the grant, assuming the date above, will be the following:

FY 2022-2023	\$0
FY 2023-2024	\$0
FY 2024-2025	\$1,000,000
Total	\$1,000,000

We look forward to working with the Agencies to see the successful and cost-efficient execution of the Siphon Overpass project.

Sincerely,



Jin Wang



May 16th, 2022

Jake Oneal, EIT
10601 W. 10th Street
Greeley, CO 80634

RE: TAP/MMOF Extension of Expiration Date
Great Western Trail Connection
Project # MTF M192-003 (23948)

To whom it may concern,

The Town of Severance would like to formally request a one (1) year extension of the expiration date on the Multimodal Transportation and Mitigation Options Fund (MMOF) money that the Town of Severance has been awarded for this Great Western Trail Connection project.

Due to the constraints of a moratorium placed by North Weld County Water District (NWCWD) in October of 2021, the Town of Severance needed to cut two (2) million dollars' worth of capital projects until the moratorium was lifted. With the moratorium now lifted many of these projects including this, Great Western Trail Connection Project # MTF M192-003 (23948) have been placed back on the completion list as soon as possible. Town council and Town staff are confident that this project will be completed within the timeframe of June 30, 2023. However, to ensure no complications moving forward the Town of Severance is requesting a one (1) year extension due to any unforeseen circumstances regarding the economy.

If there are any additional questions, comments, and or concerns please do not hesitate to contact the Town of Severance.

Thank you,

A handwritten signature in blue ink, appearing to read "Abdul Barzak".

Abdul Barzak
Town Planner
abarzak@townofseverance.org
Town of Severance
3 South Timber Ridge Parkway
PO BOX 339
Severance, CO 80546
970-686-1218



Proposed Project Timeline:

- Final CDOT Review and Approval – June 2022
- Advertisement for Bids – July 2022
- Construction Start – September 2022
- Winter Delay (Potential) – December – March
- Construction End – July 2023
- Project Close Out – November 2023

Anticipated Annual Project Expenditures

- Through June 2022 –\$89,805.18
- July-June 2023 – \$850,000
- June-July 2024 - \$95,000

Anna Rose Cunningham

From: Cory Schmitt
Sent: Saturday, June 4, 2022 1:10 PM
To: Anna Rose Cunningham
Subject: Fwd: MMOF Contract Extension: 491002332
Attachments: RE: URGENT: Opportunity for Funding Extensions on MMOF Projects; (NFRMPO) Mobility Expansion SOW-Revised 2022.docx

Get [Outlook for iOS](#)

From: Cory Schmitt <cschmitt@nfrmpo.org>
Sent: Tuesday, May 31, 2022 12:47 PM
To: Moira Moon <moira.moon@state.co.us>
Cc: Suzette Mallette <smallette@nfrmpo.org>; michael.snow@state.co.us <michael.snow@state.co.us>
Subject: MMOF Contract Extension: 491002332

Hi Moira,

Great spending time with you and the rest of the CDOT crew at CASTA last week. As I mentioned, attached is the revised Scope of Work for our requested 2-year extension of the current MMOF contract to fund the expansion of the NFRMPO Mobility Program.

We decided not to move forward with a budget modification at this time given the understanding that we could decide at a future date to amend the budget and return any excess MMOF funds into the NFRMPO project pool if the need arises.

Let Suzette or I know if you have any questions and we look forward to seeing our contract period extended an additional 2 years.

Thank You,

Cory Schmitt, MSW
Mobility Manager

North Front Range Metropolitan Planning Organization (NFRMPO)
419 Canyon Avenue, Suite 300 | Fort Collins, CO 80521
Office: (970) 999-0072
Email: cschmitt@nfrmpo.org
Website: nfrmpo.org | rideno.co



North Front Range
Metropolitan
Planning
Organization



EXHIBIT A: STATEMENT OF WORK AND CONDITIONS

Project Description	2021 MMOF Expansion of Mobility (Capital Software Purchase and Operating/MM)		
Project End Date	May 1, 2025		
Subrecipient	North Front Range Transportation & Air Quality MPO (NFRMPO)	DUNS #	195771709
Contact Name	Alex Gordon	Vendor #	2000249
Address	419 Canyon Avenue, Suite 300 Fort Collins, CO 805212672	Phone #	(970) 289-8279
Email	agordon@nfrmpo.org	Indirect Rate	TBD
WBS**	23978.10.50	ALI	11.42.08, 30.09.01
MMOF Funds Encumbered (at 50% or less)			\$600,000.00
Local Funds (at 50% or less)			\$600,000.00
Total Project Budget Amount			\$1,200,000.00
Total Project Amount Encumbered via this Subaward Agreement			\$600,000.00

**This is not a research and development grant.*

***The grants and line item WBS numbers may be replaced without changing the amount of the grant at CDOT's discretion.*

A. Project Description

North Front Range Transportation & Air Quality MPO (NFRMPO) shall use 2021 MMOF funds of \$600,000 and \$600,000 of local match (VanGo Surplus Funds) to expand the NFRMPO Mobility Program including creation and operation of a One Call / One Click Center and staff support as more fully described below. The purchase will support the goals of the Statewide Transit Plan and the 2017 Coordinated Public Transit/Human Services Transportation Plan.

Within six months, the expanded Mobility Program will:

- Hire Mobility Manager
- Hire one to two AmeriCorps VISTA volunteers or one Mobility Coordinator
- Implement the Marketing and Outreach Plan in development
- Issue RFP for trip discovery and trip dispatch software
- Coordinate with Larimer County and Weld County transportation providers to integrate services, including creating common reporting and customer service standards
- Identify and implement internal program measurements to track progress and implementation
- Create program measures to report to Planning Council on progress

Within one year, the expanded Mobility Program will:

- Complete RFP and procurement process, including Implementing trip discovery and trip dispatch software
- Procure and implement technology that enhances the ability of transportation providers to coordinate services and software platforms.
- Coordinate with Larimer County and Weld County transportation providers and human service agencies to identify gaps, problems, or other issues to address
- Build relationships with healthcare providers and veterans' services to coordinate rides

- Promote program through ongoing outreach and partnership building
- Provide rides using Call Center, website, and/or app
- Identify gaps and efficiencies and incorporate findings into program
- Report to Planning Council on first year of progress

Within five years, the expanded Mobility Program will:

- Identify and apply for sustainable funding prior to the expiration of MMOF funds
- Create Regional Coordinating Committee, a combined LCMC and WCMC meeting
- Have standard reporting processes across transportation providers, allowing new providers to more easily join program in the future

B. Performance Standards

1. Project Milestones

Milestone Description	Original Estimated Completion Date
Submit Reimbursement Request in COTRAMS	Monthly
Submit Annual Status Report	Annually
Submit Final Reimbursement Request in COTRAMS	5/1/2025
IMPORTANT NOTE: All milestones in this Statement of Work must be completed no later than the expiration date of this Grant Agreement: May 1, 2025.	

2. North Front Range Transportation & Air Quality MPO (NFRMPO) shall measure whether this project is successful and improves the efficiency, effectiveness, and safety of transportation.
3. Performance will be reviewed throughout the duration of this Grant Agreement. North Front Range Transportation & Air Quality MPO (NFRMPO) shall report to the CDOT Project Manager whenever one or more of the following occurs:
 - a. Budget or schedule changes;
 - b. Scheduled milestone or completion dates are not met or are anticipated to not be met;
 - c. Identification of problem areas and how the problems will be resolved; and/or
 - d. Expected impacts and the efforts to recover from delays.
4. North Front Range Transportation & Air Quality MPO (NFRMPO) must comply and submit all reimbursements and reports associated as a condition of project closeout.

C. Project Budget

1. The Total Project Budget is \$1,200,000.00 CDOT will pay no more than the eligible, actual project costs, up to the maximum amount of \$600,000.00. CDOT will retain any remaining balance of the 2021 MMOF funds that will be rolled into the NFRMPO pool. North Front Range Transportation & Air Quality MPO (NFRMPO) shall be solely responsible for all costs incurred in the project in excess of the amount paid by CDOT from 2021 MMOF funds for eligible, actual costs. For CDOT accounting purposes, the 2021 MMOF funds of \$600,000.00 will be encumbered for this Grant Agreement.

2. No refund or reduction of the amount of North Front Range MPO's share to be provided will be allowed unless there is at the same time a refund or reduction of the state share of a proportionate amount.
3. North Front Range MPO may use eligible sales tax funds for the local share. North Front Range MPO's share together with the State share must be enough to ensure payment of Total Project Budget.

ALI	WBS	Description	MMOF Amount
11.42.08	23978.10.50	Expansion of Mobility (capital software purchase portion)	\$120,000.00
30.09.01	23978.10.50	Expansion of Mobility (Operating/MM portion)	\$480,000.00
Total MMOF Funds Encumbered			\$600,000.00

4. North Front Range MPO will expend the funds across five years. The estimated budget breakdowns are listed in the below table:

	2021	2022	2023	2024	2025	Total
Mobility Manager	\$83,525	\$86,866	\$90,341	\$93,955	\$36,642	\$391,329
AmeriCorps VISTA		\$12,000	\$12,000	\$12,000		\$36,000
Additional Staff Support		\$10,000	\$10,000	\$10,000	\$500	\$30,500
Indirect cost	\$68,320	\$72,360	\$74,880	\$77,760	\$27,765	\$321,085
Marketing and Outreach	\$3,750	\$4,000	\$4,250	\$4,500	\$238	\$16,738
Trip Dispatch Software Purchase			\$240,000	\$38,500	\$14,438	\$292,938
Trip Discovery Tool	\$6,175	\$17,952	\$27,960	\$29,080	\$30,243	\$111,410
TOTAL	\$161,770	\$203,178	\$459,431	\$265,795	\$109,826	\$1,200,000

D. Procurement

Procurement of the Software and equipment installation will comply with state procurement procedures and the DTR Quick Procurement Guide.

1. The first step in the procurement process will be to obtain an Independent Cost Estimate (ICE).
2. The second step will be to obtain a Procurement Concurrence Request (PCR) approval from the CDOT Project Manager through COTRAMS.
3. Prior to entering into a purchasing agreement with the selected vendor, North Front Range Transportation & Air Quality MPO (NFRMPO) shall request a Purchase Authorization (PA) and submit a vendor quote for capital software in COTRAMS.
4. Once the Purchase Authorization (PA) is approved by the CDOT Project Manager, and the capital software is ordered, the CDOT Project Manager shall be notified in COTRAMS by North Front Range MPO of the agreed start date.
5. North Front Range Transportation & Air Quality MPO (NFRMPO) shall be responsible for reimbursing the selected vendor within **forty-five (45) calendar days after the** expansion of the NFRMPO Mobility Program including creation and operation of a One Call / One Click Center and staff support

E. Reimbursement Eligibility

Reimbursement for eligible project costs incurred will be paid to North Front Range Transportation & Air Quality MPO (NFRMPO) according to the requirements below:

Project expenses incurred prior to the contract execution date are not eligible for reimbursement. .

Call Center Operating and Mobility Management Request for reimbursement shall be made monthly throughout the term of the contract upon submission of completed documents in COTRAMS:

- Invoice
- Proof of Payment
- Project Progress Report

Trip Discovery and Trip Dispatch software expenses will be reimbursed upon North Front Range Transportation & Air Quality MPO (NFRMPO)'s submission in COTRAMS of a reimbursement packet that includes the following completed documents:

- Independent Cost Estimate (ICE)
- Procurement Concurrence Request (PCR)
- Purchase Authorization (PA)
- Signed Notice of Acceptance (NA)
- Invoice from vendor
- Proof of Payment to vendor

North Front Range Transportation & Air Quality MPO (NFRMPO) must submit the final invoice by **May 1, 2023** and submit a Grant Closeout and Liquidation (GCL) Form in COTRAMS within fifteen (15) calendar days of issuance of the final reimbursement payment.

F. State Interest-Service Life

CDOT maintains a share of the remaining value of state assisted property upon disposition before the end of its useful life or for assets with a value greater than \$5,000 after the useful life has been met, according to the provisions of the State Management Plan.

G. Training

In an effort to enhance transit safety, North Front Range Transportation & Air Quality MPO (NFRMPO) and any subrecipients and subcontractors shall make a good faith effort to ensure that appropriate training of agency and contracted personnel is occurring and that personnel are up to date in appropriate certifications. In particular, North Front Range Transportation & Air Quality MPO (NFRMPO) shall ensure that driving personnel are provided professional training in defensive driving and training on the handling of mobility devices and transporting older adults and individuals with disabilities.

H. Safety Data

North Front Range Transportation & Air Quality MPO (NFRMPO) and any subrecipients shall maintain and submit, as requested, data related to bus safety. This may include, but not be limited to, the number of vehicle accidents within certain measurement parameters set forth by CDOT, the number and extent of passenger injuries or claims, and the number and extent of employee accidents, injuries and incidents.

I. Special Conditions

1. North Front Range Transportation & Air Quality MPO (NFRMPO) will comply with all requirements imposed by CDOT on North Front Range Transportation & Air Quality MPO (NFRMPO) so that the Settlement Program grant is used in accordance with BMP, state statutes, regulations, and the terms and conditions of this Grant Agreement.
2. North Front Range Transportation & Air Quality MPO (NFRMPO) must permit CDOT and their auditors to have access to North Front Range Transportation & Air Quality MPO (NFRMPO)'s records and financial statements as necessary, with reasonable advance notice.
3. Except as provided in this Grant Agreement, North Front Range Transportation & Air Quality MPO (NFRMPO) shall not be reimbursed for any purchase, issued purchase order, or leased capital equipment prior to execution of this Grant Agreement.
4. North Front Range Transportation & Air Quality MPO (NFRMPO) shall ensure that it does not exclude from participation in, deny the benefits of, or subject to discrimination any person in the United States on the ground of race, color, national origin, sex, age or disability in accordance with Title VI of the Civil Rights Act of 1964.
5. North Front Range Transportation & Air Quality MPO (NFRMPO) shall seek to ensure non-discrimination in its programs and activities by developing and maintaining a Title VI Program in accordance with the "Requirements for FTA Subrecipients" in CDOT's Title VI Program Plan and Federal Transit Administration Circular 4702.1B, "Title VI Requirements and Guidelines for FTA Recipients." The Party shall also facilitate FTA's compliance with Executive Order 12898 and DOT Order 5610.2(a) by incorporating the principles of environmental justice in planning, project development and public outreach in accordance with FTA Circular 4703.1 "Environmental Justice Policy Guidance for Federal Transit Administration Recipients."
6. North Front Range Transportation & Air Quality MPO (NFRMPO) will provide transportation services to persons with disabilities in accordance with Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq.
7. North Front Range Transportation & Air Quality MPO (NFRMPO) shall develop and maintain an ADA Program in accordance with 28 CFR Part 35, Nondiscrimination on the Basis of Disability

in State and Local Government Services, FTA Circular 4710.1, and any additional requirements established by CDOT for FTA subrecipients.

8. North Front Range Transportation & Air Quality MPO (NFRMPO) shall ensure that it will comply with the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, FTA guidance, and any other federal, state, and/or local laws, rules and/or regulations. In any contract utilizing federal funds, land, or other federal aid, North Front Range Transportation & Air Quality MPO (NFRMPO) shall require its subrecipients and/or contractors to provide a statement of written assurance that they will comply with Section 504 and not discriminate on the basis of disability.
9. North Front Range Transportation & Air Quality MPO (NFRMPO) shall agree to produce and maintain documentation that supports compliance with the Americans with Disabilities Act to CDOT upon request.
10. North Front Range Transportation & Air Quality MPO (NFRMPO) shall include nondiscrimination language and the Disadvantage Business Enterprise (DBE) assurance in all contracts and solicitations in accordance with DBE regulations, 49 CFR, and CDOT's DBE program.

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: July 7, 2022

Re: 2045 RTP Update and Greenhouse Gas (GHG) Analysis

Background

At the June Planning Council meeting, NFRMPO staff presented preliminary GHG modeling analysis for the 2045 RTP Update. Additional modeling has been completed to better reflect planned investments in the transportation system, including improved transit service and arterial signal timing improvements. In addition, APCD and NFRMPO found and corrected errors in the baseline GHG emissions estimates for 2025 and 2030. See the attachment for an update on the GHG modeling analysis.

To allow additional time for GHG analysis and discussion, NFRMPO staff are adjusting the schedule of the 2045 RTP Update. The revised schedule includes:

- TAC Preliminary Discussion: July 20, 2022
- Planning Council Preliminary Discussion: August 4, 2022
- TAC Discussion of the 2045 RTP Update and GHG Transportation Report: August 23, 2022
- Planning Council Discussion: September 1, 2022
- TAC Action: September 21, 2022
- Council Action: Late September or October 6, 2022 (to be determined)

The GHG Transportation Report must be submitted to the Air Pollution Control Division (APCD) and the Transportation Commission (TC) prior to Planning Council's scheduled adoption of the 2045 RTP Update by 45 days and 30 days, respectively, as specified in the GHG Planning Standard. This means the GHG Transportation Report will be submitted to APCD and TC in mid-August and the Planning Council meeting on August 4, 2022 will be the last opportunity for Planning Council to provide direction prior to submitting the report for review by APCD and TC.

Action

Staff requests Planning Council members discuss the GHG strategies and preliminary GHG modeling analysis.



2045 RTP Update: Preliminary GHG Modeling Analysis as of 6/24/2022

Required Reductions

The NFRMPO is required to update the 2045 RTP to comply with the GHG Planning Standard specified in the Code of Colorado Regulations (2 CCR 601-22)¹. The GHG Planning Standard set GHG reductions levels for the NFRMPO in four compliance years. The GHG reduction levels range from 0.04 million metric tons (MMT) in 2025 to 0.12 MMT in 2030, with reduction levels between those extremes for 2040 and 2050, as shown in **Table 1**.

The GHG reductions are relative to “baseline” GHG emissions. The baseline is the forecasted GHG emissions of the NFRMPO’s 2045 RTP as adopted in September 2019. Baseline GHG estimates for the 2045 RTP are shown in **Table 1**, along with the GHG reduction percentage for each compliance year. Given the NFRMPO’s travel model extends to 2045, not 2050, estimates for 2050 are extrapolated from 2045 using methodology developed by CDOT and APCD to set the GHG reduction levels for 2050 in the GHG Planning Standard.

Table 1. GHG Reduction Levels in Million Metric Tons (MMT) by Compliance Year

NFRMPO	2025	2030	2040	2050
GHG Reduction Level	0.04	0.12	0.11	0.07
Baseline GHG Estimates (2045 RTP)	1.73	1.60	1.22	0.82
GHG Reduction Percentage	2.3%	7.5%	9.0%	8.5%

GHG Strategies

The 2045 RTP and its associated modeling identify the major capacity projects, including major roadway and transit capacity expansion, that are planned for the region through 2045. The region will also invest in other critical elements of the transportation system, such as local bicycle and pedestrian facilities, Transportation Demand Management (TDM) programming, and enhancements to transit service, such as mobility hubs, which were not captured in the 2045 RTP as adopted or in modeling. These investments have an impact on the GHG emissions from transportation.

To address the gap, NFRMPO staff is identifying planned investments in GHG-reducing transportation strategies and incorporating them into the modeling of the region’s future transportation system. Incorporating these investments into the model provides a more comprehensive picture of the region’s transportation system and allows for the interactions between different travel choices to be more accurately represented. By identifying these strategies in the 2045 RTP Update, these strategies can be used to demonstrate compliance toward the new GHG Planning Standard.

¹ Colorado Department of Transportation, “Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions: 2 CCR 601-22”, Accessed on 6/14/2022 from https://www.codot.gov/programs/environmental/greenhousegas/assets/5-2-ccr-601-22_final_clean.pdf.



Modeling results demonstrate the region meets the required GHG Reduction Levels in 2025 and 2030 based on the strategies identified in **Table 2**. Achieving the GHG Reduction Levels in 2040 and 2050 require additional strategies compared with 2030 due to the higher GHG Reduction Percentage in those years compared with 2030. Three options for achieving compliance in 2040 and 2050 are identified in **Table 2**. These options include:

- More intensive Transportation Demand Management (TDM) programs
- Half fare or free fare transit service
- Transit Signal Priority (TSP) on select transit routes
- Converting signalized intersections to roundabouts

Table 2. Proposed Sets of GHG Strategies Achieving Compliance by Compliance Year

Strategy	2025	2030	2040/2050		
			Option A	Option B	Option C
Planned Transit Service Expansion	X	X	X	X	X
Planned Mobility Hubs and Transit Centers	X	X	X	X	X
Work From Home Increases	X	X	X	X	X
Arterial Signal Timing Improvements		X	X	X	X
Bicycle and Pedestrian Improvements, ebikes/scooters		X	X	X	X
10-Minute Headways on all Local Transit Routes			X	X	X
TDM Programs – Light		X		X	
TDM Programs – Moderate			X		X
Half Fare Transit Service			X		
Fare Free Transit Service				X	
TSP on Select Routes				X	
5 Roundabouts					X
25 Roundabouts				X	

Additional strategies for achieving compliance are being reviewed by NFRMPO staff including Mitigation Measures such as Transit Oriented Development (TOD), carshare, bike/scooter share, hydrogen refueling infrastructure, and converting diesel school buses to electric. If Mitigation Measures are used, an annual report tracking each measure will be required.