



In-Person Attendance Option

Windsor Community Recreation Center
250 N. 11th Street—Maple Room
Windsor, Colorado

Virtual Attendance Option

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

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

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

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Wayne Chuang, RAQC
Rick Coffin, CDPHE-APCD
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month

ACTION ITEMS

- 1) 2022 Public Involvement Plan (PIP) (Page 6)
- 2) November 2022 TIP Amendment (Page 7)
- 3) Transportation Demand Management (TDM) Action Plan (Page 11)

Cunningham
Cunningham
Gordon

PRESENTATIONS

- 4) Electric Vehicle (EV) Planning Roundtable (Handout)
- 5) US34 Transportation Management Organization (TMO) Proposal (Page 13)

Diego Lopez, NCCC
Zahra Al-Saloom, CEO
Gordon

DISCUSSION ITEMS

- 6) FY2023-2025 Additional Allocations (Page 18)
- 7) FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task Updates (Page 28)

Cunningham
Karasko

OUTSIDE PARTNER REPORTS

- 8) NoCo Bike & Ped Collaborative
- 9) Regional Transit Agencies
- 10) Mobility Updates

Handout

Schmitt

REPORTS

- 11) November Planning Council Meeting Summary Draft (Page 29)
- 12) Community Advisory Committee (CAC) Summary
- 13) Mobility Committee Updates (Page 31)
- 14) 2023 TAC Updates (Page 35)
- 15) Roundtable

Written Report
Handout
Written Report

Karasko
All

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: December 21, 2022**

Town of Windsor Wi-Fi

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

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9065
nfrmpo.org

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
October 19, 2022
1:00 – 2:23 p.m.**

TAC MEMBERS PRESENT:

Troy White, Vice Chair- Johnstown
Abdul Barzak – Severance
Aaron Bustow – FHWA
Wayne Chuang – RAQC
Alex Donaldson– Loveland
Eric Fuhrman – Timnath
Nicole Hahn – Fort Collins
Omar Herrera – Windsor
Bhooshan Karnik – Greeley
Mark Oberschmidt – Evans
Adam Olinger – Berthoud
Elizabeth Relford – Weld County

NFRMPO STAFF:

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

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 21, 2022 TAC MINUTES

Relford moved to approve the September 21, 2022 TAC minutes. Herrera seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Chuang stated EPA finalized the reclassification of the nonattainment area to Severe under the 2008 ozone standard and Moderate under the 2015 ozone standard. The Ozone

TAC MEMBERS ABSENT:

Emma Belmont – FTA
Rick Coffin – CDPHE-APCD
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Josie Thomas – CDOT
Eric Tracy, Chair – Larimer County
Town of LaSalle

IN ATTENDANCE:

Candice Folkers – COLT
Katie Guthrie – Loveland
Tamara Keefe – FHU
Katlyn Kelly – Fort Collins
Katrina Klobberdanz – CDOT
Dave Martinez – Loveland
Evan Pinkham – Weld County
Justin Stone – Loveland
Phil von Hake – CDOT

State Implementation Plan (SIP) is continuing its process through the Air Quality Control Commission (AQCC).

CONSENT AGENDA

FY2022 TIP Project Delay Review – Oberschmidt moved to approve the Consent Agenda. Herrera seconded the motion, which was approved unanimously.

ACTION ITEMS

LinkNoCo Study Recommendations – Gordon identified the comments received from Planning Council on the LinkNoCo Study and how they have been addressed, including comments on fare and funding structure, right-of-way (ROW), and the implementation timeline.

The 30-day public comment period opened on October 6, 2022. One comment has been received so far. Relford recommended including ROW assessment as a next step in the document. Gordon will review and ensure ROW assessment is clearly identified. Donaldson moved to recommend Planning Council approve the LinkNoCo Study. Barzak seconded the motion, which was approved unanimously.

PRESENTATION

RideNoCo Trip Planning Tool – Schmitt reviewed progress on the RideNoCo program rollout and demonstrated the RideNoCo Trip Discovery Tool, which is currently in beta testing and is expected to launch in the next month. The tool is the outcome of phase two of the three-phase RideNoCo effort. Notably, the Trip Discovery tool, also known as a Trip Planning Tool, is a first-of-its-kind in the US because it includes volunteer providers alongside public transit agencies.

DISCUSSION ITEMS

2022 Public Involvement Plan (PIP) – Cunningham described the Draft 2022 PIP, which will guide the NFRMPO's public involvement efforts for transportation planning, RideNoCo, and VanGo™ programs. The Draft 2022 PIP has been updated to include new strategies and lessons learned since it was last adopted in 2019. Notably, the Plan has an equity focus, a social media policy, and defines success for the NFRMPO and for the public. Effectiveness of the Plan will be reviewed after two years, which is halfway through the four-year lifetime of the PIP.

Relford asked how the PIP relates to the RTP. Cunningham explained the PIP is adopted prior to the RTP so it can inform engagement strategies as the RTP is developed. Pinkham asked how often the Community Advisory Committee (CAC) meet and the number of CAC members. Cunningham stated CAC meets monthly and membership has ranged from five to 15 members. There is now a rolling application window for CAC members. Regarding questions on how Communities of Concern (COC) are defined, Gordon and Cunningham explained COC includes people with disabilities, female-headed households, limited English proficiency, and older adults. The COC definition aligns with local definitions and federal recommendations and is set in the NFRMPO's EJ Plan. Hahn asked if the social media policy addresses multi-agency collaboration. Cunningham explained the PIP identifies the role of media packets to enable multi-agency collaboration.

The 45-day public comment period is open through November 5, 2022 and Planning Council will consider adoption of the 2022 PIP at their meeting on December 1, 2022.

Transportation Demand Management (TDM) Action Plan – Gordon explained the TDM Action Plan was developed in response to two of Executive Director Mallette's annual goals approved by Planning

Council on developing a TDM program and exploring establishment of a Transportation Management Organization (TMO). Gordon presented the TDM vision and five goals included in the Draft TDM Action Plan. The Plan includes strategies and recommendations to achieve the goals, some of which are already underway. The public comment period is open through October 28, 2022. TAC members discussed measuring success, the importance of coordinating with other TDM efforts, and how the Plan can be used to support applications for funding.

EV Plan Discussion – Gordon presented information on EV planning efforts and EV funding opportunities. The NFRMPO is not required to develop an EV Plan but there is an opportunity for the NFRMPO to support EV planning in the region. TAC members noted EV and alternative fuel planning is an emerging issue with many unanswered questions, such as considerations for providing charging stations to the public; cost, liability, air quality benefits, and other considerations for various technology options; coordinating with utilities; locating infrastructure; and how to best position for the wide array of funding opportunities. Local governments need funding to study all government-owned vehicles, not just transit fleets.

Herrera asked if there is capacity to assist local governments in developing fleet transition plans. Gordon suggested the NFRMPO could bring case studies on public sector fleet transition plans as a first step. Karnik suggested EV planning could be addressed at a corridor-level such as through the US 34 Coalition.

TAC members expressed interest in the NFRMPO providing support around fleet planning and infrastructure needs and requested an EV planning expert present at an upcoming TAC meeting.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – None.

Mobility Updates – Schmitt stated a joint meeting of LCMC and WCMC will be held on October 25, 2022. Work is underway on adapting “transactional data specifications” for transit software schedule platforms to enable coordination across agencies.

REPORTS

October Planning Council Meeting Summary Draft – A written report was provided.

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

Mobility Committee Updates – A written report was provided.

Q3 TIP Modifications – A written report was provided.

CDOT Inactives Report – A written report was provided.

ROUNDTABLE

Relford stated the roundabout at 35th Avenue and O Street opened, which was a joint effort by Weld County and Greeley. The STBG-funded roundabout at CR74 and CR33 is going to bid soon with expected completion in summer 2023.

Cunningham asked TAC members to provide photos of projects, especially NFRMPO-funded projects, and the region. Cunningham will email a link to a Google Drive folder to enable photo sharing.

Oberschmidt noted Evans will be advertising for bids in December for a roundabout.

White stated Johnstown finished the mill and reconstruction project of CR17 from SH60 to WCR42.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Mallette stated an EV expert would be invited for next month.

Meeting adjourned at 2:23 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

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

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: November 16, 2022

Re: 2022 Public Involvement Plan (PIP)

Background

The NFRMPO updates the Public Involvement Plan (PIP) prior to the adoption of the long-range Regional Transportation Plan every four years, with the last update adopted by Planning Council in March 2019. In accordance with federal legislation, metropolitan planning organizations (MPOs) are required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

The 2022 PIP was developed in consultation with the TAC and the NFRMPO Community Advisory Committee (CAC) and incorporates:

- Lessons learned from public involvement during the COVID-19 pandemic;
- Guidance from the Infrastructure Investment and Jobs Act (IIJA);
- Updated and new engagement strategies;
- Evaluation strategies and metrics; and
- A social media policy

The 2022 PIP was released for the 45-day public comment period on September 21 and closed on November 5. Public comment from four individuals or agencies were received during this time as well as discussion at the October 19 TAC meeting and November 3 Planning Council meeting. Public comments and associated recommendations have been incorporated into the document. A markup version of the draft PIP is available here: <https://nfrmpo.org/wp-content/uploads/2022-pip-draft-markup.pdf>

The final Draft 2022 PIP can be accessed at: <https://nfrmpo.org/wp-content/uploads/2022-pip-draft.pdf>.

Action

Staff requests TAC recommend Planning Council adoption of the 2022 Public Involvement Plan.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 16, 2022	November 2022 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning council approval of the August 2022 Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
The November 2022 TIP Amendment includes one revision requests from CDOT: <ul style="list-style-type: none">Revising <i>North I-25: Design Build</i> to reflect actual amounts of previously budgeted and currently programed funds by decreasing current funding by a total of \$50M and decreasing previous funding by a total of \$13,079K.<ul style="list-style-type: none">Current funding revision: consolidating LOM FY23 Rolled, FY23, and FY24 into TIFIA FY23 and decreasing by \$50M.Previous funding revisions: Decreasing FAS by \$7,014K; decreasing NHPP/SHF by \$100K; adding funding program FASTER Bridge Enterprise (SSR) with \$21,150K; changing Federal/State Loan to State (HTPE) Loan and decreasing by \$27,115K The attached November 2022 Policy Amendment Form provides additional information on these requests.		
Committee Discussion		
This is the first and only time TAC is scheduled to see the November 2022 TIP Amendment.		
Supporting Information		
The 30-day Public Comment period for the November 2022 TIP Amendment began on November 9, 2022 and concludes on December 8, 2022.		
<u>Funding Types and Uses</u>		
FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.		
NHPP/SHF – National Highway Performance Program (NHPP) provides federal funds and the State Highway Funds (SHF) provide state funds for the condition and performance of the National Highway System (NHS) and the construction of new facilities on the NHS.		
State (HPTE) Loan – The purpose of the High-Performance Transportation Enterprise (HPTE) loan is to pursue public-private partnerships and other innovative and efficient means of completing surface transportation infrastructure projects.		
TIFIA – The Transportation Infrastructure Finance and Innovation (TIFIA) Act provides credit assistance for qualified projects of regional and national significance.		
FASTER Bridge Enterprise (SSB) - The FASTER legislation established the Colorado Bridge Enterprise (CBE) program. The purpose of the CBE is to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete, and rated “poor”.		
Advantages		
<ul style="list-style-type: none">TAC recommending approval by the NFRMPO Planning Council will ensure the FY2023-2026 TIP remains fiscally constrained.		

Disadvantages
<ul style="list-style-type: none"> • None noted.
Analysis/Recommendation
<ul style="list-style-type: none"> • Staff supports adding the November 2022 TIP Amendment to the FY2023-2026 TIP.
Attachments
<ul style="list-style-type: none"> • November 2022 Policy Amendment Form

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2022-A11

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 11/9/2022

Strategic

PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
Type:	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,383	42,421	93,402	18,408	-	-	154,231	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	497,006	43,232	100,416	18,408	-	-	162,056	-

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	3,657	811	-	-	-	-	811	-
Type:	Modify & Reconstruct	Federal	SPR	150	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal	TCC	80	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal	FSB	-	-	7,014	-	-	-	7,014	-
		Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,740	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	SSR	21,150	-	-	-	-	-	-	-
		State	FAS	1,486	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	500	-	-	-	-	-	-	-
		Local	State (HPTE) Loan	50,000	-	-	-	-	-	-	-
		Local	TIFIA	-	-	104,231	-	-	-	104,231	-
		Local	LOM	46,383	-	-	-	-	-	-	-
		Local	Private	6,000	-	-	-	-	-	-	-
			Total	483,927	811	111,245	-	-	-	112,056	-
Revision:	Correcting entry to reflect previously budgeted and currently programmed funds. Corrections to current funding include consolidate LOM FY23 Rolled, FY23, and FY24 into TIFIA FY23 and decreasing by \$50M. Corrections to previous funding result in total decrease by \$13,079K and include: Decreasing FAS by \$7,014K (shifted to FSB in #2022-A8); decreasing NHPP/SHF by \$100K; adding funding program FASTER Bridge Enterprise (SSR) with \$21,150K; changing Federal/State Loan to State (HTPE) Loan and decreasing by \$27,115K.										

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Alex Gordon

Date: November 16, 2022

Re: Transportation Demand Management (TDM) Action Plan

Background

For 2022, two of Executive Director Mallette's goals set by the Planning Council related to developing and expanding transportation demand management (TDM) in the region: developing a regional TDM program and creating a Transportation Management Organization (TMO). To achieve these goals, NFRMPO staff recommended drafting a TDM Action Plan and convening a TDM Work Group.

Throughout 2022, the TDM Work Group guided NFRMPO staff's development of the TDM Action Plan. The TDM Action Plan lays out a vision for TDM in the region:

People in Northern Colorado will have the resources, support, and mobility options to make informed choices about how they travel around the region

To implement this vision, there are five goals with associated recommendations and strategies:

- 1) Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties
- 2) Create and enhance **regional TDM programming** to optimize people throughput
- 3) Improve **data** collection to support new and expanded investments and programming
- 4) **Invest** in infrastructure and resources to provide additional options and help people make informed transportation choices
- 5) **Communicate** the purpose, benefits, and successes of providing mobility options

Bolded words are key themes that arose in discussions with the TDM Work Group.

Some recommendations from the TDM Action Plan are already underway:

- NoCo Bike & Ped is discussing a regional Safe Routes to School program
- The US34 Coalition is discussing incorporating a TMO for the corridor
- Determining next steps for the LinkNoCo project to increase transit in the region



The TDM Action Plan was released for public comment between September 28, 2022 and October 28, 2022. Seven comments were submitted, resulting in the following updates to the final TDM Action Plan:

- Reordered goals to prioritize programming and partnerships
- Inclusion of VMT and Bustang ridership tables in the Existing Conditions section
- Additional detail and clarification within recommended strategies, including ensuring outreach to different populations.

The final version can be downloaded at <https://nfrmpo.org/wp-content/uploads/2022-tdm-action-plan.pdf>.

Action

Staff requests TAC members recommend Planning Council adopt the TDM Action Plan at their December 1, 2022 meeting.



1

What is a TMO?

TDM/TMO

- Organization responsible for the implementation of transportation demand management (TDM) programs and services in a community
- Multiple organizations and individuals banding together to address and accomplish more than any one government agency, employer, developer or resident could alone
- Adaptable, flexible, and community-specific

2

2

TMO vs. MPO vs. Transit Agency

TDM/TMO

TMO	MPO	Transit Agency
<ul style="list-style-type: none"> Independent agency/program 	<ul style="list-style-type: none"> Federally mandated 	<ul style="list-style-type: none"> Implementer of TDM strategies
<ul style="list-style-type: none"> Implementer of TDM strategies 	<ul style="list-style-type: none"> Long-range planning, funding 	<ul style="list-style-type: none"> Transit operator
<ul style="list-style-type: none"> Focus on marketing, outreach, communication 	<ul style="list-style-type: none"> Can educate, not advocate 	<ul style="list-style-type: none"> Micromobility and microtransit operations
<ul style="list-style-type: none"> Able to advocate 		

3

3

US34 Coalition

TDM/TMO

- Dedicated to improve safety, access, economic development opportunities, long-range planning, and other efforts along the US34 corridor
- Nine members:

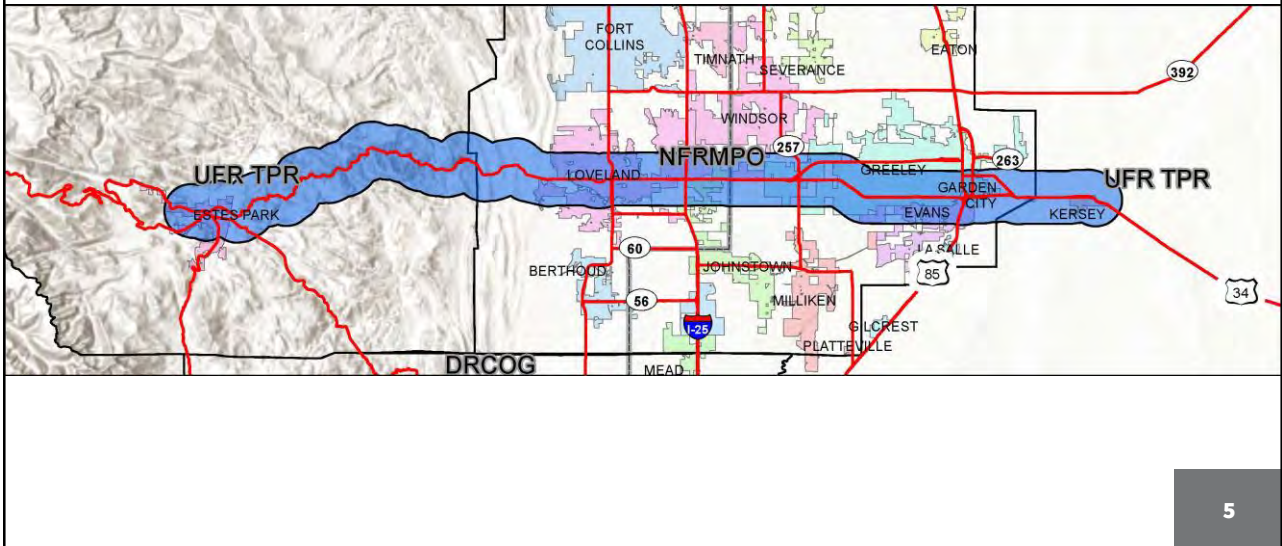
CDOT*	NFRMPO*	Evans
Greeley	Loveland	Larimer County
Johnstown	Kersey	Windsor
Weld County	* Non-voting members	

4

4

US34 Coalition TMO

TDM/TMO



5

Structure

TDM/TMO

- Incubate at NFRMPO for two years, NFRMPO as fiscal agent (short-term)
- Parallel to RideNoCo program
- Report to US34 Coalition TMO Board
- Set up separate structure to be independent

6

6

Budget (first two years)			TDM/TMO
Existing	Source	Purpose	Funding
	MMOF	Hiring TMO staff person	\$75,000
	Local match (25%) – VanGo Exchange		\$37,500
	Local match (25%) – TBD		\$37,500
Proposed	Source	Purpose	Funding
	CDOT TMO Funds	Hiring TMO staff person, programming, local match for MMOF	\$100,000
	Local match		\$25,000

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Ongoing Funding			TDM/TMO
Organization	Amount	Organization	Amount
Local government	\$5,000 - \$20,000	Educational Institution	\$750 - \$2,500
Business	\$500 - \$10,000	Associate Member	\$100 - \$250


- Could be used as local match for CDOT TMO/TDM grant funds, CMAQ, MMOF, or other grant opportunities

8

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Next Steps

TDM/TMO

- Apply for CDOT TMO Seed Grant *(Due December 9, 2022)*
- Hire TMO staff and develop Work Plan
- Update or create bylaws for TMO
- Success 

9

9

Questions?

TDM/TMO**Alex Gordon, PTP**

Transportation Planner III

agordon@nfrmpo.org

(970) 289-8279

Suzette Mallette

Executive Director

smallette@nfrmpo.org

(970) 986-4197

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AGENDA ITEM SUMMARY (AIS)

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



Meeting Date		Agenda Item		Submitted By																					
November 16, 2022		FY2023-2025 Additional Allocations		AnnaRose Cunningham																					
Objective/Request Action																									
To discuss options for allocation additional funds for Fiscal Years 2023-2025 for all NFRMPO funding Programs.				<div><input type="checkbox"/> Report</div> <div><input type="checkbox"/> Work Session</div> <div><input checked="" type="checkbox"/> Discussion</div> <div><input type="checkbox"/> Action</div>																					
Key Points																									
<p>The NFRMPO’s most recent Calls for Projects awarded CMAQ, STBG, and TA funds out to FY2025 and MMOF funds out to FY2023. The funding amounts awarded in the 2021 Call for Projects was based on available funding reflected in the quarterly reconciliation from CDOT Region 4, dated July 2021. Funding levels for the MMOF call were based on the currently available funding for FY2022-2023 provided by CDOT in April 2022.</p> <p>On November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into Law. IIJA increased funding apportionments to the NFRMPO’s three existing federal funding programs (CMAQ, STBG, and TA) as well as added new funding through the Carbon Reduction Program (CRP). Details about CRP may be found in Attachment 1: Carbon Reduction Program (CRP) – NFRMPO Information Sheet.</p> <p>Based on the October 2022 Reconciliation, the NFRMPO has the following funding amounts available for allocation for the years FY2023-2025:</p> <p>Funding Available – FY2023-2025:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$5,895,021</td><td>\$2,140,100</td><td>\$786,974</td><td>\$3,129,196</td><td>\$1,595,600</td></tr></table> <p>The 2021 Call for Projects and the 2022 MMOF Call for Projects awarded funds to eligible projects as well as created waitlists for each funding program.</p> <p>Waitlisted Funding – FY2023-2026:</p> <table><tr><th>CMAQ</th><th>STBG</th><th>TA</th><th>CRP</th><th>MMOF</th></tr><tr><td>\$1,838,579</td><td>\$1,258,985</td><td>\$987,888</td><td>N/A</td><td>\$3,118,790</td></tr></table> <p>The NFRMPO currently has a total of \$13,546,891 in federal funding available for allocation and \$7,204,242 waitlisted projects. With the funding available, the NFRMPO could fully fund all waitlisted projects. Any remaining additional funding will be awarded through the Call for Projects process.</p> <p>The waitlist process, as outlined in the relevant Call’s guidelines, specifies a project which has waitlisted funding is eligible for additional allocations if additional funding becomes available for the funding program and in the funding year coinciding with the Call the project was originally awarded in.</p> <p>Due to the influx of funding from IIJA, the NFRMPO has a significant amount of FY2023 funds available (federal fiscal year 2023 runs from July 1, 2022 to June 30, 2023). Additionally, the funds listed for FY2023 also include FY2022 funds which have been rolled into FY2023. To allow for the utilization of the federal funds in a timelier manner, the NFRMPO has outlined a proposal for awarding waitlisted projects current fiscal year funding regardless of the funding program originally awarded the project. The proposed allocaitons for each funding program are outlined in the tables in Attachments 2.</p>						CMAQ	STBG	TA	CRP	MMOF	\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600	CMAQ	STBG	TA	CRP	MMOF	\$1,838,579	\$1,258,985	\$987,888	N/A	\$3,118,790
CMAQ	STBG	TA	CRP	MMOF																					
\$5,895,021	\$2,140,100	\$786,974	\$3,129,196	\$1,595,600																					
CMAQ	STBG	TA	CRP	MMOF																					
\$1,838,579	\$1,258,985	\$987,888	N/A	\$3,118,790																					
Committee Discussion																									
<div><div></div><div>This is the first time TAC has discussed FY2023-2025 Additional Allocations.</div></div>																									

Supporting Information

- Prior to the 2021 Call for Projects, the NFRMPO Planning Council agreed to set-aside \$5M CMAQ FY2025 for the North I-25. Due to an immediate need by CDOT, the set-aside of CMAQ funds was swapped for FY2023 MMOF funds in May 2022, freeing up the \$5M CMAQ funds to be awarded through the Call process by the NFRMPO.
- The NFRMPO Planning Council approved a set-aside of \$100,000 Federal MMOF for NFRMPO Travel Demand Model Location Based Services data. In October 2022, the NFRMPO found the funding which was to be used for data procurement though CDOT was no longer needed. The funding has been added to the total MMOF funding available for allocation.
- Due to the availability of earlier fiscal year funding, NFRMPO staff worked with two project sponsors to advance funds originally awarded in FY2024 and FY2025 to FY2023. This frees up later fiscal year funding to be awarded to projects which have not begun the coordination process with CDOT.
 - *College & Trilby Intersection Improvements* - Advancing \$1,073,771 STBG from FY2024 to FY2023
 - *Willow Bend Trail* - Advancing \$258K/\$259K originally awarded in FY2024/FY2025 to FY2023/FY2024.
- Carbon Reduction Program (CRP) Guidance Highlights
 - Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP)
 - Projects awarded funding under the CRP must demonstrate a reduction of transportation emissions.
 - Projects listed under the proposal for allocation to the CRP program listed in **Attachment 2** demonstrated emissions reductions during the 2022 MMOF Call for Projects.
- Two projects (TA project *Great Western Trail* and MMOF project *US34 Regional Mobility Hub*) have waitlisted funding but do not have a specified funding program recommendation. NFRMPO staff is recommending these projects be funded either through CMAQ, STBG, or CRP and will work with project sponsors to determine the best fit for the project timeline as well as any emissions reduction calculations which will need to be prepared.
- Following discussions of the additional allocations, the NFRMPO will have additional funds to award to the remaining federal and state funds. Guidelines from the 2021 Call for Projects 2022 MMOF Call for Projects will need to be updated based on new guidance from IIJA for federal funding programs, including the addition of the CRP, as well as feedback solicited from TAC following the 2021 Call for Projects.

Advantages

- The attached proposal allocates funding to be utilized in a timely manner.

Disadvantages

- The proposed allocations fall outside the normal process for awarding waitlisted funding through NFRMPO Calls for Projects and the FY2023-2026 Transportation Improvement Program (TIP).

Analysis/Recommendation

- Staff requests TAC review the proposed additional allocations for FY2023-2025 and be prepared to discuss the two options:
 - **Option 1:** Fully fund all waitlisted projects by leveraging all funding programs.
 - **Option 2:** Only fund waitlisted projects under the funding program and relevant call for projects in which the project was originally awarded.

Attachments

- **Attachment 1:** Carbon Reduction Program – NFRMPO Information Sheet
- **Attachments 2:** Additional Allocation Tables

Carbon Reduction Program (CRP) – NFRMPO Information Sheet

Available Funding

Program	FY2023	FY2024	FY2025	Federal Funding Subtotal
CRP	\$1,533,619	\$789,890	\$805,687	\$3,129,196

Eligible Applications

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.¹

Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, transportation emissions means ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Projects must not require the issuance of a vehicle Buy America waiver for implementation.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies

¹ “Public-Private Partnerships”, **FHWA-HEP-18-017**,
https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to everything (C-V2X) technology;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
 - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

4 Project Requirements

All CRP projects must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or must directly impact a Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)*

- Roadway projects must be on a federal-aid eligible roadway. Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.²
- Local match of 17.21 percent
- Address at least one federally required Performance Measure
- Consistent with the *2045 RTP* Corridor Visions
- Project is within the NFRMPO Boundary
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- **Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Statewide ITS Architecture³ and Region 4 ITS Plan⁴ as required by 23 CFR 940⁵ and the CDOT Region 4 Smart Mobility Regional Plan⁶.

For additional information on the CMAQ program, view the Bipartisan Infrastructure Law (BIL) CRP Fact sheet at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm.

² 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

³ CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

⁴ CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

⁵ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

⁶ CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY20202-2025 Congestion Mitigation and Air Quality Improvements (CMAQ)**

Projects approved by Planning Council on March 3, 2022

Additional FY23-25 funding total:	\$5,895,021
FY23 Funds:	\$403,816
FY24 Funds:	\$178,029
FY25 Funds:	\$5,313,176

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Greeley	35th Avenue Adaptive Signal Control Technology	\$604,662	\$604,662	\$0	1	-	\$604,662	-	-	\$0
Fort Collins	Mulberry Street Traffic Signal Synchronization	\$440,000	\$440,000	\$0	2	-	\$440,000	-	-	\$0
Loveland	US287 Signal Coordination Improvements	\$620,925	\$620,925	\$0	3	-	\$620,925	-	-	\$0
Fort Collins	On Route Battery Electric Bus Chargers	\$1,598,675	\$1,598,675	\$0	4	-	\$1,598,675	-	-	\$0
Loveland	COLT Bus Replacement/Expansion	\$1,843,825	\$1,774,681	\$69,144	5	-	\$1,774,681	-	\$69,144	\$0
Fort Collins	Power Trail Harmony Grade Separated Crossing	\$500,000	\$0	\$500,000	6	-	-	-	\$500,000	\$0
Weld	WCR 74 and WCR 31 Roundabout	\$1,269,435	\$0	\$1,269,435	7	-	-	-	\$1,269,435	\$0
Total		\$6,877,522	\$5,038,943	\$1,838,579	-	\$0	\$5,038,943	\$0	\$1,838,579	\$0

Note: Projects in gray are ineligible for additional funding.

Remaining CMAQ Funds	\$4,056,442
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Proposed Additional Allocations based on CDOT's September 7, 2022 Reconciliation

FY2023-2025 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 3, 2022

Additional STBG funding total:	\$2,140,100
FY2023:	\$1,073,771
FY2024:	\$423,666
FY2025:	\$642,663

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Fort Collins	College & Trilby Intersection Improvements*	\$3,616,462	\$3,616,462	\$0	1	\$1,644,828	\$1,971,634	\$0	\$0	\$0
Windsor	Eastman Park Ultimate Intersection & RR Crossing	\$1,705,000	\$1,705,000	\$0	2	\$1,705,000	\$0	\$0	\$0	\$0
Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	\$1,419,409	\$1,419,409	\$0	2	\$0	\$841,520	\$577,889	-	\$0
Loveland	US 34 EB Widening Construction	\$1,646,728	\$1,646,728	\$0	5	\$0	\$0	\$1,646,728	-	\$0
Evans	37th Street Widening Phase 3	\$1,543,462	\$1,543,462	\$0	6		\$0	\$1,543,462	-	\$0
Severance	E Harmony Road/ WCR19 Intersection Improvements**	\$1,258,985	\$0	\$1,258,985	7	\$0	\$0	\$0	\$1,258,985	\$0
Total		\$11,190,046	\$9,931,061	\$1,258,985	-	\$3,349,828	\$2,813,154	\$3,768,079	\$1,258,985	\$0

Remaining STBG Funds

\$881,115

Note: Projects in gray are ineligible for additional funding.

*College & Trilby Intersection Improvements - Advancing \$1,073,771 from FY24 to FY23

**E Harmony Road/ WCR19 Intersection Improvements - Project may be awarded FY24 funds, or work with another project sponsor to swap funding years

Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation

FY2023-2025 Transportation Alternatives (TA)

Projects approved by Planning Council on March 3, 2022

Additional TA funding total:	\$786,974
FY2023:	\$380,185
FY2024:	\$202,885
FY2025:	\$203,904

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	\$85,264	\$85,264	\$0	1	\$85,264	\$0	\$0	\$0	\$0
Loveland	Willow Bend*	\$603,624	\$518,360	\$85,264	2	\$0	\$258,536	\$259,824	\$85,264	\$0
CSU	Phemister Trail & Bridge	\$603,624	\$0	Withdrawn	3	-	-	-	-	-
Fort Collins	William Neil / Ziegler Intersection	\$602,624	\$0	\$602,624	4	\$0	\$0	\$0	\$602,624	\$0
Severance	Great Western Trail**	\$300,000	\$0	\$300,000	5	\$0	\$0	\$0	\$99,086	\$200,914
Total		\$2,195,136	\$603,624	\$987,888	-	\$85,264	\$258,536	\$259,824	\$786,974	\$200,914
Note: Projects in gray are ineligible for additional funding.		Remaining TA Funds								\$0

*Willow Bend - Advancing \$258K/\$259K originally awarded in FY24/FY25 to FY23/FY24. Awarding \$85K waitlisted funding.

**Great Western Trail - Project type eligible to receive STBG or CRP in order to fully fund project.

Proposed Additional Allocations based on CDOT's Program Distribution May 17, 2022
FY2023-2025 Multimodal Transportation and Mitigation Options Fund (MMOF)

Projects approved by Planning Council on August 4, 2022

Additional MMOF funding total:	\$1,595,600
FY2023*	\$104,569
FY2024	\$406,273
FY2025	\$1,084,758

Project Sponsor	Project Name	Funding Request	MMOF Award	Unfunded Requests	Rank *	Funding by Fiscal Year			Proposed Additional Allocation	Proposed Remaining Unfunded
						2023	2024	2025		
Johnstown	SH60 & Carlson Blvd Intersection	\$250,000	\$250,000	\$0	2	\$250,000	\$0	\$0	\$0	\$0
FortCollins	West Elizabeth Corridor Design	\$1,232,248	\$1,232,248	\$0	3	\$1,232,248	\$0	\$0	\$0	\$0
Weld	Weld County On Demand Transit	\$342,900	\$342,900	\$0	1	\$342,900	\$0	\$0	-	\$0
Loveland	COLT Route Expansion	\$461,592	\$461,592		4	\$461,592	\$0	\$0	\$0	\$0
Larimer County	Phemister Bridge and Trail	\$466,677	\$466,677	\$0	3	\$466,677	\$0	\$0	-	\$0
Loveland	Willow Bend	\$1,728,396	\$1,200,000	\$528,396	2	\$1,200,000	\$0	\$0	\$0	\$0
Greeley/CDOT	US34 Regional Mobility Hub	\$7,000,000	\$5,000,000	\$2,000,000	1	\$5,000,000	\$0	\$0	\$0	\$2,000,000***
Windsor	11th St Multimodal Improvements	\$740,394	\$450,000	\$290,394	6	\$450,000	\$0	\$0	\$0	\$0
Fort Collins	Siphon Overpass**	\$750,000	\$450,000	\$300,000	5	\$450,000	\$0	\$0	\$104,569	\$0
Total		\$12,972,207	\$9,853,417	\$3,118,790	-	\$9,853,417	\$0	\$0	\$104,569	\$0

Note: Projects in gray are ineligible for additional funding.

Remaining MMOF Funds	\$1,491,031
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*FY2023 MMOF Funds made up of \$100,000 Federal and \$4,569 State

** Siphon Overpass was awarded both Federal and State MMOF funds during the 2022 Call.

***US34 Regional Mobility Hub is eligible to receive either CMAQ or CRP funds in order to fully fund project.

**Proposed Additional Allocations based on CDOT's October 5, 2022 Reconciliation
FY2023-2025 Carbon Reduction Program (CRP) Funding**

CRP funding total:	\$3,129,196
FY2023	\$1,533,619
FY2024	\$789,890
FY2025	\$805,687

Project Sponsor	Project Name	Request	Award	Unfunded Requests	CRP Funding by Fiscal Year			Proposed Allocation	Proposed Remaining Unfunded
					FY2023	FY2024	FY2025		
<i>Loveland</i>	<i>Willow Bend</i>	\$1,728,396	\$1,200,000	\$528,396				\$528,396	
<i>Windsor</i>	<i>11th St Multimodal Improvements</i>	\$740,394	\$450,000	\$290,394				\$290,394	
<i>Fort Collins</i>	<i>Siphon Overpass</i>	\$750,000	\$450,000	\$195,431				\$195,431	
Total		\$3,218,790	\$2,100,000	\$1,014,221	\$0		\$0	\$1,014,221	\$0
Remaining CRP Funds								\$2,114,975	

Note: Projects originally awarded MMOF funds during the 2022 MMOF Call for Projects

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: November 16, 2022

**Re: FY2022-2023 Unified Planning Work Program (UPWP) FY2023 Task
Amendment #1**

Background

Following the approval of the FY2022 Budget Amendment #1 at the November Planning Council Meeting, NFRMPO staff has updated the FY2023 Tasks to reflect the additional funding available, including:

- \$30,000 in additional funds to **Task 2.3: Transportation Model Management** to enhance the 2019 Base Year Regional Travel Demand Model currently under development;
- \$37,000 in additional funds to **Task 3.3: Air Quality, Conformity, and GHG Emissions Analysis** for Air Quality related work and modeling;
- \$10,000 in additional funds to **Task 5.3: Human Resources/IT** for new server purchase and installation; and
- \$90,000 in additional salary to be allocated across all relevant Tasks to reflect salary increases for all NFRMPO staff.

The FY2023 UPWP Budget Amendment #1 was approved by Planning Council at their November 3, 2022 meeting.

Action

NFRMPO staff requests TAC members review the FY2023 Task Amendment #1 and provide comments at the November 16, 2022 meeting.

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

Move to Approve Agenda and Minutes

Heid **moved** to *APPROVE THE NOVEMBER 3, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Canonico and **passed** unanimously.

Olson **moved** to *APPROVE THE OCTOBER 6, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Canonico and **passed** unanimously.

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates

Bornhoft noted the EPA's reclassification of the Denver Metro/North Front Range Ozone Nonattainment Area is taking effect on November 7th. The Air Quality Control Commission will be holding a rulemaking hearing on the State Implementation Plan (SIP) in December. NFRMPO staff is working with CDOT and CDPHE on an Intergovernmental Agreement on greenhouse gas modeling. James asked about the role of the IGA, and Bornhoft provided clarification. James requested that Council be given the opportunity to review the IGA as well.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair

James stated the officer elections will be held in December along with Director Mallette's evaluation.

Executive Director Report

Mallette noted there was a request from Commissioner Stephens to integrate the Colorado Transportation Investment Office (CTIO). Former Loveland Councilmember Cecil Gutierrez is the NFRMPO's representative on the CTIO Board. He will begin attending meetings in January to provide a report. CTIO minutes will be included in the Council packet.

CONSENT AGENDA: FY2022 TIP Delay Review

Rennemeyer **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Canonico and **passed** unanimously.

ACTION ITEMS:

Link NoCo Study Recommendations

Rennemeyer **moved** to approve the *NORTH FRONT RANGE LINK NOCO STUDY, RESOLUTION NO. 2022-31* as presented. The motion was **seconded** by Olson and **passed** unanimously.

Records Retention Policy

Heid **moved** to approve the *RECORDS RETENTION POLICY*. The motion was **seconded** by Mallo and **passed** unanimously.

NFRMPO FY2023 Budget Amendment #1

Canonico **moved** to approve the *NFRMPO FY2023 BUDGET AMENDMENT #1, RESOLUTION NO. 2022-32* as presented. The motion was **seconded** by Mallo and **passed** unanimously.

DISCUSSION ITEMS:

2022 Public Involvement Plan (PIP)

Cunningham outlined the components of the Public Involvement Plan (PIP). The PIP will cover all NFRMPO activities and has four guiding principles: Meet people where they are, provide options for involvement and be adaptable, be

a good community partner, and consistent evaluation throughout the lifespan of the plan. James asked how the public comment period went. Cunningham noted there have been a few comments from staff from local agencies.

NFRMPO Transportation Demand Management (TDM) Plan

Gordon provided an overview of Transportation Demand Management (TDM) and outlined the goals of the TDM Action Plan. Some of the recommendations are already underway, including beginning the process of creating a Transportation Management Organization (TMO) on US34, RideNoCo Trip Discovery Tool and the creation of the Safe Routes to School subcommittee under the Northern Colorado Bicycle and Pedestrian Collaborative. Council members ask clarifying questions about the potential TMO on US34 and what metrics will be used to evaluate the plan.

FAMLI Opt Out

Mallette noted Colorado voter approved a ballot measure in November 2020 that created a state run medical leave program that local governments can choose to opt out of if their benefits are comparable or better than the benefits outlined in the FAMLI program. Mallette stated the NFRMPO's benefits are better than the FAMLI benefits. Mallette requested the NFRMPO opt out of the program and noted staff could choose to opt in if they choose to do so.

Joint Regional Mobility Committee—MINUTES

October 25th, 2022

1:00 p.m. – 3:30 p.m

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Cory Schmitt, NFRMPO
- Hanna Johnson, NFRMPO
- Sheereen Ibtesam, NFRMPO
- Celeste Ewert, Envision
- Margie Martinez, Weld United Way
- Janet Bedingfield, 60+ Ride
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Ruth Fletcher-Carter, RAFT
- Steve Conaway, RAFT
- Garrett Mumma, CO Div. of Vocational Rehabilitation
- Olga Gonzalez, WCDPHE
- Ari Edgley, Foothills Gateway
- Angela Woodall, Foothills Gateway
- Robyn Upton, WAND
- Megan Kaliczak, zTrip
- Lorraine Snow, Arc of Larimer County
- Lisa Bitzer, Via Mobility Services
- Anna Russo, Transfort
- Angel Bond- Boulder County Mobility & Access For All Coalition

Virtual:

- Suzette Mallette, NFRMPO
- Leiton Powell, GET
- Connie Nelson-Cleverley, SAINT
- Chris Montoya, Adeo
- Kathy Sargent, Arc of Weld County

2. Group Introductions and Review of Agenda

Both virtual and in person attendees introduced themselves and their organizations.

Presentations

1) Welcome & Introductions- Schmitt had all the attendees introduce themselves and the organization they represent.

- a. Speed Networking/Resource Fair-** Johnson gave instructions to the attendees for the speed-networking fair. Participants were able to better understand one another's organization and why they participate in Mobility Committees.



2) RideNoCo, Mobility Programming & NFRMPO Updates- Schmitt presented RideNoCo updates with mobility programming and transit mobility NFRMPO has been working on.

Schmitt presented the RideNoCo Call Center and Website Data. There were total 104 calls for 2022 year compared to 95 the last year. Total website visits were almost 1600. Majority of the calls came from Weld County with 64 calls, Larimer was a little more than half of Weld County with 34 calls. Other calls came from Boulder County or Denver metro. Majority of the calls were people aged 60+ with 61% of the calls. 55 out of 104 calls were medical calls.

Mumma asked if there was enough staff to handle the volume of calls. Schmitt responded yes, with 3 staff total to handle the volume of calls, 15 a month. If it ever got to the point where staff could not do their regular duties if call volume is high, a new position dedicated to RideNoCo calls would be considered.

Teets suggested that RideNoCo present to city councils in Weld and Larimer County. Schmitt replied there would be dedicated staff in mobility team to do outreach and travel training.

Schmitt presented a demo of the Trip Discovery tool to the attendees. The NFRMPO released a call for projects 10/26. The deadline for applications is 11/10/22. RideNoCo will utilize TDS compliant software by the end of 2023.

Johnson presented the 2022 Outreach Recap. There were 2x as many Rider Guides distributed in 2022 than 2021, which was total 3480. Also 19 total presentations, and 20 outreach events.

Johnson presented the RideNoCo Travel Training Program development as priority for Quarter 4 in 2022 with a roll out in early 2023. The vision is to inform Northern Colorado community of the existing transportation resources available, and empower participants to utilize the resources through information sharing, in addition to gathering feedback from participants on transportation gaps and needs within Northern Colorado. There would be two components to travel training: 1. Online module, 2. In-person training. Teets suggested the library for travel training. Johnson agreed.

Johnson presented DriveNoCo recruitment for new paid drivers and volunteer drivers. Kaliczak mentioned the problem of driver retention for ZTrip and finding people who have passion for driving and serving people getting them to their destinations and happy on the job. Blizter said you can teach skills to driver but cannot teach compassion. Kaliczak mentioned best drivers who were in very different fields previously such as nursing or who seemed overqualified for the job. If selling as a community asset for the people, will get a broad swath of people for driving job. Teets asked about driver qualifications. Kaliczak said insurance doesn't allow under 25 and max age is 72.

Johnson presented 2023 Joint Mobility meeting suggestions- Colorado Division of Vocational Rehabilitation and Via Mobility Services. Russo suggested possibly a ride on the Poudre Express as a regional connection transit ride. Attendees agreed that having quarterly joint meetings would be



better while not increasing the total number of meetings within a year. Johnson and Schmitt said they will edit the calendar based on these suggestions

Schmitt announced that Via Mobility Services returning to Weld County for a 2-year period in late 2022 and early 2023.

Schmitt presented Bustang running 8 daily weekday roundtrips from Fort Collins Downtown Transit Center to Denver Union Station with stops in Harmony Rd Park & Ride and Loveland US34 Park & Ride. A Sterling-Greely Denver Bustang Outrider route will launch 11/1. Weekend frequency of the North Line will increase in 2023.

Schmitt presented the CO-WY Transit Feasibility Study results; the top preferred alignment was from Cheyenne to Fort Collins and Loveland loop.

Schmitt mentioned 2050 RTP long range transportation plan will be ongoing in 2023, considering all transportation modes- walking, biking, transit roadways, freight etc. Considering air quality and greenhouse gas impacts of transportation and updating land use allocation model and travel demand model for scenarios. It is also fiscally constrained with consideration of which projects in pipeline have potential for funding.

3) Presentations:

a. Boulder County Coordinated Plan + 10 Year Anniversary Celebration

- i.** Bond presented Boulder County Mobility & Access For All Coordinated Plan and mentioned working with the NFRMPO Coordinated Plan. Overarching goals include accessibility, equity, reliability, efficiency, sustainability, and safety. They received feedback through a technical advisory committee, community partners, and focus groups. Bond mentioned they had a draft plan public comment period from February to March 2022, and their plan was adopted by Boulder County Commission on July 28.
- ii.** Bond mentioned seeking funding for transit plan and Vision Zero Safe Route to School initiative Action Plan, and volunteer driver program in the mountains- working with Via in the Nederland area. Lower density, volunteer driver program is more cost-effective.
- iii.** Bond mentioned using and purchasing Streetlight data for transportation master plan. This enabled Boulder County where people were traveling from Census Block to Census Block.

b. IntelliRide/Non-Emergency Medical Transportation

- i. This portion of the meeting was cancelled because presenters were unable to attend.**

**Upcoming Meetings:**

- a. LCMC – November 17th
- b. WCMC – December 13th
- c. 2023 Meeting Dates will be sent out for review by committee members by the end of November 2023.



2023 TAC Meeting Dates

Windsor Public Works Service Facility
922 N. 15th Street
3rd Wednesday of the month
1:00 p.m. – 3:00 p.m.

January 18, 2023

February 15, 2023

March 15, 2023

April 19, 2023

May 17, 2023

June 21, 2023

July 19, 2023

August 16, 2023

September 20, 2023

October 18, 2023

November 15, 2023

December 20, 2023