




1

MMOF Discussion #3



- MMOF Program Goals
- Funding Estimates (FY2024-2028)
- Minimum Funding Requests
- CDOT Application Review Process
- Planning Council Discussion
- Proposed Schedule (Project Description, CDOT Review Period, and GHG Review)
- Maximum Funding Requests (Funding Goals Per Category)
- CDOT Guidance Handbook
- Application, Submission, and Reporting Requirements
- Potential Project Ideas
- Next Steps

2

2

MMOF Goals



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

**Goal added by NFRMPO in the 2019 MMOV Call for Projects.*

3

3

Funding Estimates – FY2024-2028



Fiscal Year	Initial Funding Estimate	Amount Awarded	Amount Available
2024	\$490,061	\$106,273	\$383,788
2025	\$1,285,759	\$1,000,000	\$285,759
2026	\$1,321,473	\$170,000	\$1,151,473
2027	\$1,388,297	\$130,000	\$1,258,297
2028	\$1,461,971	N/A	\$1,461,971
Total	\$5,947,561	\$1,300,000	\$4,541,288

4

4

Minimum Funding Requests



- **Infrastructure Projects**
 - \$300,000 minimum project size
 - Smaller infrastructure projects may be allowed in special situations, but in no case less than \$150,000 project size.
- **Transit Projects (non-infrastructure), Planning Projects, and Studies**
 - \$25,000 minimum project size

5

5

CDOT Application Review Process




- CDOT Staff will review and provide feedback on applications.
 - Opportunity to have follow-up conversations with CDOT Staff, if needed.
- Applications will be reviewed by individual CDOT Staff based on project type.

6

6

Planning Council Discussion



- Project Types & Categories
- Available MMOF Funds


7

7

Proposed Schedule	Activity	Date
	TAC Discussion #1 on MMOF Availability	May 15
	TAC Discussion #2 on MMOF Availability	July 17
	Planning Council Discussion on MMOF Availability	August 1
	CDOT Webinar Training for Applicants	July-August
	TAC Discussion #3 on MMOF Call Process	August 21
	Planning Council Discussion on MMOF Call Process	September 5
	TAC Recommendation on MMOF Call Process	September 18
	Planning Council Action on MMOF Call Process	October 3
	Call for Projects Opens	October 4
	MMOF Applicant Workshop	October 7
	Project Descriptions Due	October 11
	Draft Project Applications due to NFRMPO - CDOT Review	October 25
	NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
	CDOT feedback on Draft Applications	~November 8
	Call for Projects Closes - Applications Due to NFRMPO (6 weeks open)	November 15
	Scoring Meeting	Week of December 9
	TAC Discussion of Recommended Projects – Staff Presentation	December 18
Council Discussion of Recommended Projects – Applicant Presentations	January 9	
TAC Recommendation on MMOF Awards	January 15	
Council Action on MMOF Awards	February 6	

8

Maximum Funding Requests



Option A

- \$2,000,000 per project
- \$2,000,000 per agency (across all project applications)

Option B


- Category A Projects** – 75% of available funding
- Category B Projects** – 25% of available funding

	Project Types		Total
	Category A	Category B	
	Quantifiable GHG Reducing Projects	Non-Quantifiable or Non-GHG Reducing Projects	
Funding Available	\$3,405,966	\$1,135,322	\$4,541,288
Maximum Award per Agency	\$1,702,983	\$567,661	\$2,270,644

9

9

CDOT Program Guidebook




- Released August 2024
- Includes:
 - Regional Allocations
 - Match Reduction or Exemption Process
 - Combining MMOF and Other Program Funds
 - Reporting Requirements
 - CDOT Contracting Requirements
 - Match rates by County/Municipality

CDOT Program Guidebook:
<https://www.codot.gov/programs/planning/grants/mmof-local-program-guidebook-aug2024.pdf>

10

10

Application Requirements




- MMOF Program
- Funding
- 2050 RTP
- 2021 ATP
- Other

11

11

Submission Requirements



- Completed Application
- Project Location Map
- Equity Analysis Worksheet
- Detailed Cost Estimate (per unit and by phase)
- Letter of Support (mayor or town administrator)
- Required Attachments
- Optional Attachment

12

12

Potential Project Ideas



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

13

13

Next Steps



- MMOF Guidebook
 - NFRMPO Staff send guidebook out for review--August 22nd
 - MMOF Application Workshop--October 7th (hybrid meeting)
- MMOF Call Process
 - September 5th - Planning Council Discussion
 - September 18th – TAC Recommendation
 - October 3rd – Planning Council Action

14

14

Questions?



Mark Northrop
Transportation Planner II
(970) 289-8279
mnorthrop@nfrmpo.org

General Inquiries
planning@nfrmpo.org

2025 Active Transportation Plan (ATP) Update

NFRMPO TAC

North Front Range Metropolitan Planning Organization

August 21, 2024

1

Timeline

North Front Range Metropolitan Planning Organization

Anticipated adoption: Early 2025


Phase	2023	2024				2025
	Q4	Q1	Q2	Q3	Q4	Q1
Goals and Problem Statement	Active	Active				
Existing Condition/Active Transportation Facilities Data Update		Active	Active	Active		
RATC Visioning			Active	Active	Active	
Closing the Feedback Loop/Adoption					Active	Active

2025 [Active Transportation Plan](#)

2

2

Outreach Strategy



Four Phases:


1. Goals and Problem Statement
 - Set specific active transportation related goals ✓
 - Identify the priorities of communities, elected officials, and stakeholders ✓
 - Explain the purpose of the 2025 ATP and the planning process ✓
2. Existing Condition/ Active Transportation Facilities Update
 - Identify the infrastructural problems related to Active Transportation in the Region ✓
 - Update the NFRMPO's Active Transportation facilities data
3. Regional Active Transportation Corridor (RATC) Visioning
 - Discuss and identify potential projects along or impacting RATCs
 - Create vision plans for RATC corridors based on potential projects and existing plans
4. Closing the Feedback Loop
 - Follow up with participants with the Draft 2025 ATP
 - Evaluate the final plans to expectations at beginning

[2025 Active Transportation Plan](#)

3

3

2025 ATP Survey

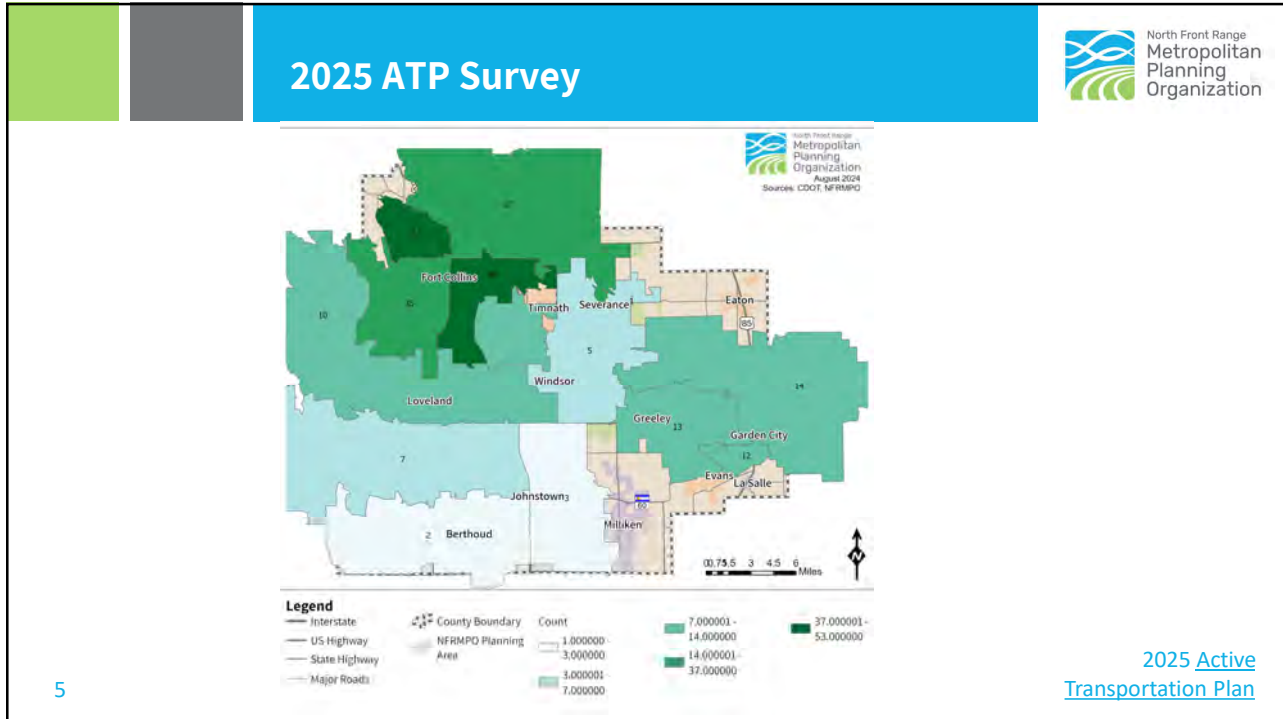


- 255 Responses
 - 2 in Spanish
- 19 zip codes
- Open until September 27th

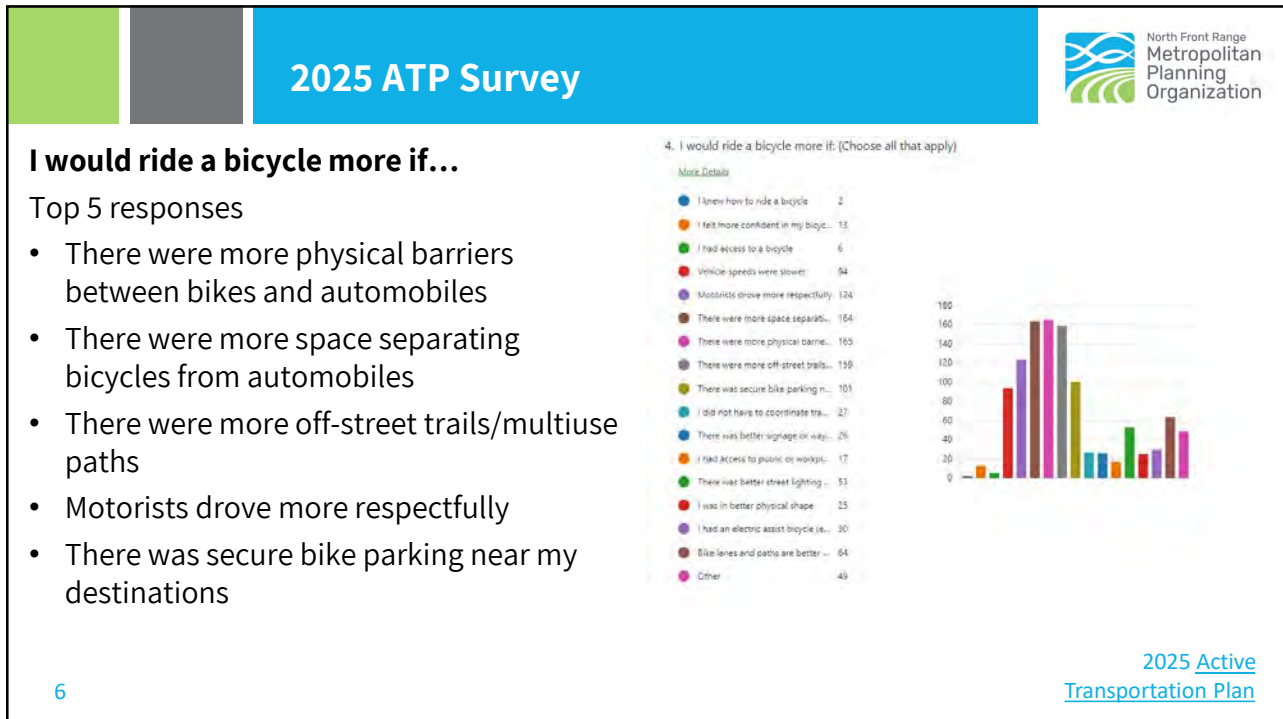
[2025 Active Transportation Plan](#)

4

4




5



6

2025 ATP Survey



I would walk or roll more if..

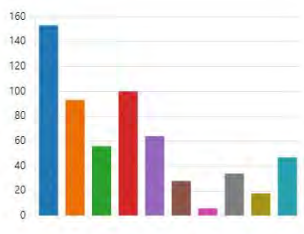
Top 5 responses

- It didn't take so long to walk/roll to my destinations
- There were safer crosswalks
- There were more off-street sidewalks or off-street walking paths
- The sidewalks and paths were in better condition
- There was more street lighting after dark

9. I would walk or roll more if: (Choose all that apply)

[More Details](#)


• It didn't take so long to walk/rol...	153
• There were more off-street side...	93
• There was more street lighting a...	56
• There were safer crosswalks	100
• The sidewalks and paths were in...	64
• I did not have to coordinate tra...	28
• There was better signage or way...	6
• I felt safer from crime while walk...	34
• Sidewalks/paths are more acces...	18
• Other	47



[2025 Active Transportation Plan](#)

7

2025 ATP Survey



I would take transit more if..

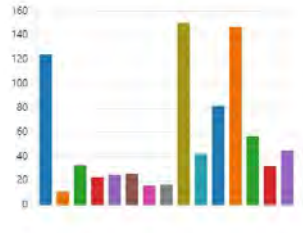
Top 5 responses

- There was more frequent service
- There were more routes to more destinations
- It did not take so long to get to my destination
- There was later evening service
- There were safe, reliable bike parking

15. I would take transit more if: (Choose all that apply)

[More Details](#)


• It did not take so long to get to ...	124
• There was more street lighting a...	11
• I felt safer on transit or at transi...	33
• Transit stops were in better con...	23
• Sidewalk or paths to stops over...	25
• There were better resources or ...	26
• The bus was cleaner	16
• If my employer or school paid al...	17
• There was more frequent service	150
• There was earlier morning service	42
• There was later evening service	62
• There were more routes to mar...	147
• There were safe, reliable bike pa...	57
• Transit was cheaper or free	32
• Other	45



[2025 Active Transportation Plan](#)

8

2025 ATP Survey



Do you have any additional comments pertaining to Active Transportation?


Overall themes:

- More traffic calming elements on bike routes
- More dedicated bike/ped infrastructure
- Include bike/ped elements in all future projects
- Reckless drivers
- Better bicycle facilities at transit stops and on buses

9
2025 [Active Transportation Plan](#)

9

Bicycle Level of Traffic Stress (LOTS)



- Output from the Regional Travel Demand Model (RTDM)
 - Considers:
 - Bicycle Facility Type
 - Number of lanes
 - Traffic speed
 - Traffic volumes

Table 2.13 Bicycle Facility Type Definitions

Bicycle Facility Type	Description
1	Bike trails / mixed use paths / Protected bike lanes
2	Bike lanes
3	Bike routes / Stranovos
4	No specific treatment, but bikes allowed
-1	Bikes prohibited

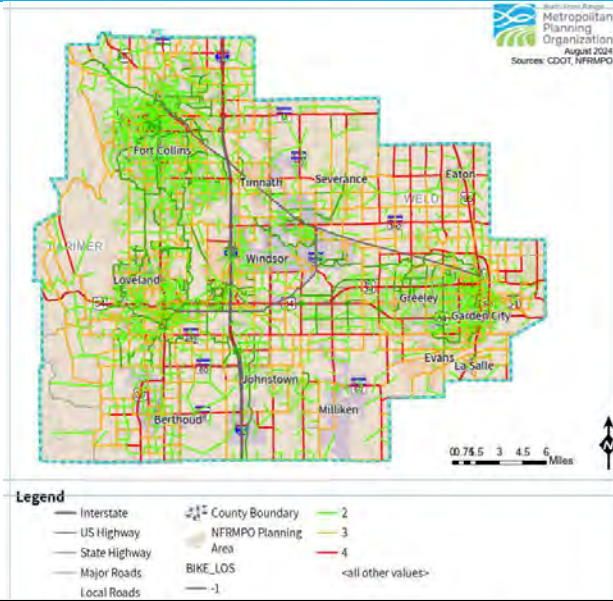
Table 10.6 Bicycle Level of Traffic Stress Definitions

Bicycle LOS	Description
-1	Bicycles not allowed
1	Comfortable for anyone
2	Comfortable for regular bike commuter
3	Comfortable for confident road cyclist
4	Not comfortable for anyone
5	Not suitable for cycling

10
2025 [Active Transportation Plan](#)

10

2019 Bicycle LOTS Map

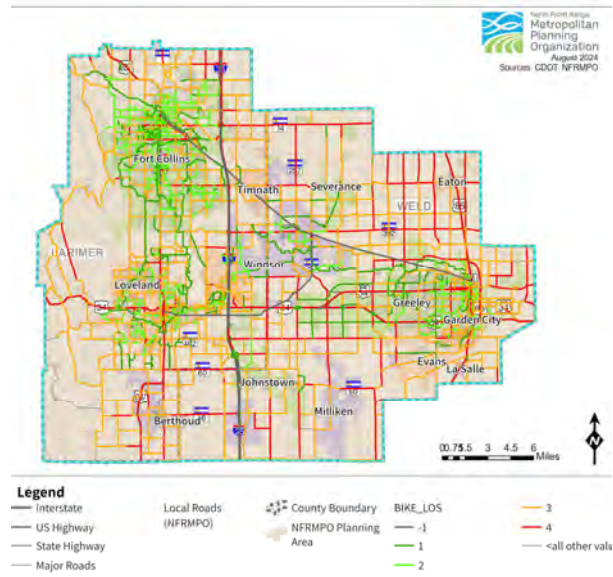


11

2025 Active Transportation Plan

11

2030 Bicycle LOTS Map

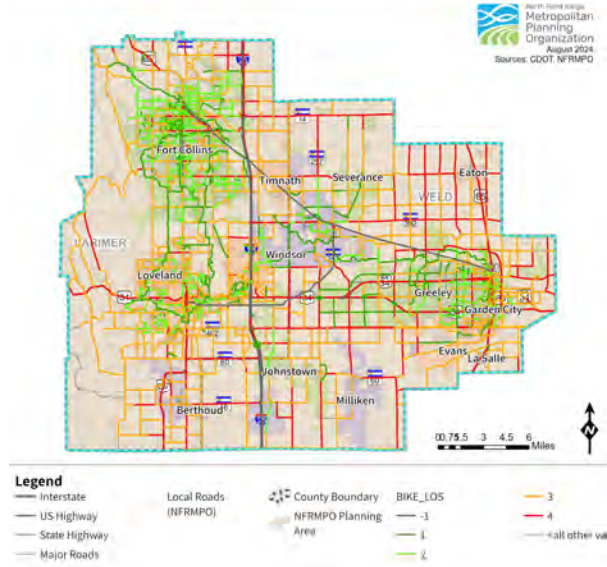


12

2025 Active Transportation Plan

12

2040 Bicycle LOTS Map

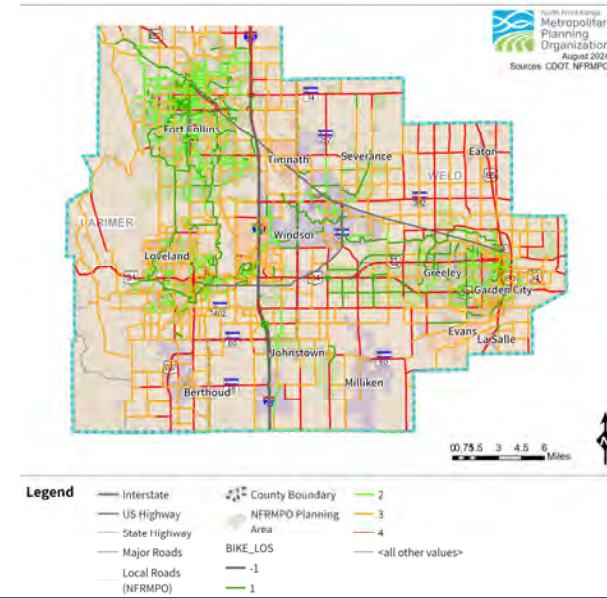


13

2025 Active Transportation Plan

13

2050 Bicycle LOTS Map




14

2025 Active Transportation Plan

14

RATC Visioning



- RATC Corridor Profiles and Visioning will include:
 - Trail crossing needs
 - Strategic local connections
 - Proposed alignments
 - Corridor narratives and conditions

RATC #6: Corridor-Level Information

Corridor Description
 The Powder River Trail Corridor is a nationally recognized bicycle and pedestrian corridor. Within the NFRMPO region, the vision for this corridor is a 32-mile continuous trail between Watson Lake State Wildlife Area (SWA) in Sedgwick and the confluence Powder River's confluence with the South Platte River east of Greeley. By 2023, 44 contiguous miles will exist between Greeley and Watson Lake SWA. The interagency collaboration required to complete this corridor has built the model for all other Northern Colorado corridors. Continued local investment has brought in millions of dollars in state and federal grants. Only three gaps remain between Fort Collins and Windsor. These remaining gaps will be completed partially using funding sources such as State Get Outdoors Colorado (SOCO) and Multistakeholder Options Funds (MFOF).
 The corridor traverses the Cache la Poudre National Heritage Area and is recognized as the backbone of the Colorado State Park's Front Range Trail through Northern Colorado. There is an extensive network of formal and informal soft surface trails serving various purposes along this corridor. There is opportunity to expand and improve this network and to prove the viability of various concepts along other RATCs; proposals have included amenities such as mountain bike skills parks, formalized racing courses, and more.

Planning References
 Larimer County - Localized County Open Lands Master Plan (2013)*
 Fort Collins - Localized County Open Lands Master Plan (2012)*
 Timnash - Timnash Comprehensive Plan (2005), Timnash Transportation Plan (2015)*
 Windsor - Windsor Trail System Master Plan (2022)*
 Weld County - 2015 Weld County Transportation Plan (2015)
 Greeley - Greeley Bicycle Master Plan (2016)*

* In this plan or related plan to be updated within five years

Total Length (Miles)		On-Street Miles		Off-Street Miles		Population within 1/2 Mile		Jobs within 1/2 Mile		Schools within 1/2 mile		Travel Stops within 1/2 Mile	
2020 (includes Interim)	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045	2020	2045
41.34	135.19	0.22	0	41.12	135.19	51,883	105,726	47,141	82,407	33	14	82	92


*Note: On-Street and Off-Street Miles may add up to more than Total Length. RATC has segments with "combined" on- and off-street facilities. 2020 schools and travel stops were used for 2045 calculations.

RATC #6: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdiction	Segment Description
6-A	North of the NFRMPO Region	Proposed	Separated	Larimer County, CO207	According to the 2013 Larimer County Open Lands Master Plan, this segment will leave the NFRMPO region north of Watson Lake SWA and head towards the intersection of US-34 and SH-14 (Ted's Place), near the mouth of the Powder River Canyon. Construction timing for this segment is dependent on the future of the Glade Reservoir MFOF project.
Key Local Connection Needs: None Identified - Outside NFRMPO Planning Area					
Crossing Needs: None Identified - Outside NFRMPO Planning Area					
6-B	NFRMPO Boundary to Red Canyon Road	Proposed and Interim	Separated	Larimer County, Colorado State Parks	A 1.5-mile trail gap in currently exists between the Watson Lake SWA entrance, the inverse trail segment east of Watson Lake. To accommodate regional trail usage, this 0.6-mile existing segment would need to be widened. From the northern end of Watson Lake, the trail will continue out of the NFRMPO region towards Ted's Place. Construction for this segment is dependent on the future of the Glade Reservoir project.
Key Local Connection Needs: None Identified					
Crossing Needs: None Identified					

2025 Active
Transportation Plan


Next Steps



- Further Analyze Bicycle LOTS Maps
 - Bicycle LOTS by Regionally Significant Corridors (RTCs)
- Begin community meetings
 - RATC Vision Planning
 - Discuss planned projects on RATCs
 - US-34 TAC Discussion
- Begin RATC Corridor Profiles
- Discuss ATP at outreach events
- Draft the Plan

2025 Active
Transportation Plan

Questions?



Jerome Rouser, AICP
Transportation Planner II
(970) 422-1096
jrouser@nfrmpo.org

17

[2025 Active Transportation Plan](#)

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

August 8, 2024

Attendees: Medora Bornhofs, Pauline Migliore, Gabi Gamily, Brad Ragazzo

Staff: Jerome Rouser

CDOT Active Transportation Plan

Medora Bornhofs, CDOT, discussed the Statewide Active Transportation Plan (ATP). Medora outlined the progress CDOT has done since the plan's adoption in 2012, including detailed bike/ped safety in CDOT regions 1 and 4. Medora gave an overview of the ATP planning process. The plan is anticipated to be adopted in April 2025. Medora noted there has been over 2000 Active Transportation Plan survey responses. The 2025 ATP will include an Active Transportation Prioritization Tool which is a map based tool that will help CDOT and other agencies identify which projects should include an active transportation element. This tool is developed using current use data, crash data, and other inputs. Brad asked about Vulnerable Road Users (VRU) and asked for an example of a VRU hotspot in the region. Medora noted there were 39 high priority locations identified, and none were in the North Front Range. Pauline asked about CDOT's data sources and how recent that data is. Medora noted CDOT will be relying on primarily on Census data.

CDOT Strategic Highway Safety Plan

Gabi Gamily, CDOT, noted 720 people died on Colorado roadways in 2023, and 4,153 people were involved in a crash resulting in serious injury. A Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads. This plan is a collaboration amongst five agencies: Colorado Department of Transportation (CDOT), Colorado Department of Public Health and Environment (CDPHE), Colorado State Patrol (CSP), Colorado Department of Education (CDOE), and the Colorado Department of Revenue CDOR. CDOT will be holding a Stakeholder Workshop in Greeley on Sept 11, and there will be a virtual workshop for CDOT Region 4 on October 1st. Gabi showcased the Online Stakeholder Engagement Tool.

Pauline asked if CDOR will be providing safety funding. Gabi noted CDOR will be assisting with implementation and not as a funding source. Pauline asked where the federal funding is coming from. Gabi noted the funding from Highway Safety Improvement Program (HSIP).

Mobility Audit Review

Jerome gave an overview of the June 13th Loveland Transit Center Mobility Audit. There were around eight participants and three routes. The key themes were sidewalk conditions, vehicle and pedestrian interactions, and street crossings. Attendees recommended the City of Loveland install high-visibility crosswalks and additional traffic calming measures and to ensure crosswalks and sidewalks are accessible.

The meeting was adjourned at 6:56 p.m.