



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

August 21, 2024

In Person: Timanth Town Hall, 4750 Signal Tree Drive, Timnath, CO

Virtual: Call-in Number: (646) 749-3122 **Access Code:** 228-611-453 **Weblink:** <http://bit.ly/2024NFRMPO>

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Mark Oberschmidt, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of July 17, 2024 Meeting Minutes	Mark Oberschmidt	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Updates	Tom Moore, RAQC	Handout	1:10

Metropolitan Planning Organization Agenda

Consent Agenda

No items this month.

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	FY2022 Program of Projects (POP) Update	Joshua Ma, Transfort	11	1:15

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	MMOF Call for Projects Discussion #3	Mark Northrop	14	1:25
7	NFRMPO 10-Year Priority List Update	Becky Karasko	16	1:55
8	2025 Active Transportation Plan (ATP) Update	Jerome Rouser	Handout	2:25



Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	NoCo Bike & Ped Collaborative	Jerome Rouser	-	2:45
10	Regional Transit Agencies	Written Report	-	-
11	Mobility Updates	Written Report	Handout	-

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	August Planning Council Meeting Summary Draft	Written Report	32	-
13	Community Advisory Committee (CAC) Summary	Written Report	Handout	-
14	Mobility Committee Updates	Written Report	33	-
15	Roundtable	All	-	2:50

Meeting Wrap Up:

- Final Public Comment – 2 min each
- Next Month’s Agenda Topic Suggestions
- Next NFRMPO Council Meeting: September 18, 2024

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
July 17, 2024
1:02 – 3:01 p.m.**

TAC MEMBERS PRESENT:

Mark Oberschmidt, Chair – Evans
Nicole Hahn, Vice Chair – Loveland
Aaron Bustow – FHWA
Jason Elkins – Johnstown
Omar Herrera - Windsor
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria McKennan –Greeley
Tom Moore – RAQC
Evan Pinkham – Weld County
Shani Porter – Severance
Josie Thomas – CDOT Region 4
Eric Tracy – Larimer County

NFRMPO STAFF:

AnnaRose Cunningham
Becky Karasko
Suzette Mallette
Mykayla Marek
Mark Northrop
Jerome Rouser
Cory Schmitt
Paul Sizemore
Jonathan Stockburger

TAC MEMBERS ABSENT:

Rick Coffin – CDPHE-APCD
Tawn Hillenbrand – Berthoud
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Julia Wcislo – FTA
Town of Garden City
Town of LaSalle

IN ATTENDANCE:

Alex Donaldson – Loveland
Phil von Hake – CDOT
Joshua Ma – Fort Collins
Deanna McIntosh – CDOT Region 4
Eric Patton – Fort Collins
Scott Pearson –Windsor

CALL TO ORDER

Chair Oberschmidt called the meeting to order at 1:02 p.m.

Mallette introduced Paul Sizemore, the new NFRMPO Executive Director.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 15, 2024 TAC MINUTES

Hornkohl moved to approve the May 15, 2024 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Moore mentioned at the last TAC meeting he thought verbal reports might not be very helpful and thought it would be a good idea to provide a brief written report about what air quality work is going on at the regional level. Moore did not have a written report to share for the July meeting but said he could provide an update at the next TAC meeting. He was interested in getting direction from MPO staff about what is involved in providing a report for future TAC meetings.

Mallette asked if the RAQC plans on making any comments on proposed changes to the Air Quality Control Commission's (AQCC) procedural rules, which describe how interested parties can engage in the AQCC's rulemaking hearings. Moore said RAQC will be involved in the rulemaking. Mallette asked, given RAQC being a part of the rulemaking, if there was anything from the RAQC's point of view Moore thinks is worth sharing. Moore said RAQC weighed in during public outreach meetings on issues they thought were related to SIP-related rulemakings and RAQC will participate in the rulemaking. Moore said RAQC thinks the proposed approach needs further discussion, but it is an excellent step forward to offer the ability to have an alternative rulemaking proposal.

METROPOLITAN PLANNING ORGANIZATION AGENDA

Consent Agenda

No items this month.

ACTION ITEM

July 2024 TIP Amendment – Cunningham discussed the July 2024 TIP Amendment, which includes three revisions, one by Colorado State University (CSU) and two by the City of Greeley. CSU is adding a new *Hydrogen Refueling Infrastructure* project at CSU with \$2,876,902 Federal Charging and Fueling Infrastructure (CFI) funds in FY25-FY27. The City of Greeley is revising two locally funded projects, the *US34 and 35th Ave Interchange* project and the *US34 and 47th Ave Interchange* project. The *US34 and 35th Ave Interchange* project is adding \$10.8M in Future Funding (FY28) and reducing the Local funding in FY27 by \$10.8M. The *US34 and 47th Ave Interchange* project is adding \$9.7M in Future Funding (FY28) and reducing the Local funding in FY27 by \$9.7M. The 30-day public comment period for the TIP amendment began on July 10 and concludes on August 8. An equity analysis was conducted by the projects sponsor for the CSU project.

Oberschmidt said he was excited for Greeley to have the money and it will be interesting to see the project move forward. He said Evans is happy to hopefully participate in some of what is going on given the connection to Greeley.

Hornkohl moved to recommend the Planning Council approve the July 2024 TIP Amendment. Hahn seconded the motion, which was approved unanimously.

PRESENTATION

CDOT MMOF Program Guidance – Medora Bornhoft, CDOT, presented on updates to the Multimodal Transportation and Mitigation Options Fund (MMOF) Program for 2023-2024. Key updates include changes to the match qualifications, updates to the distribution formula and regional funding allocation, and guidance in preparing for the next round of project selections. She detailed updates to the MMOF program adopted by the Transportation Commission (TC) in the spring of 2024. For match reduction, Bornhoft said the TC is using more recent data, but there are no changes to the formula and the change applies to new projects/awards, but not to previously awarded projects.

Bornhoft stated the TC is using more recent data as inputs for the distribution formula and slight changes were made to the urban distribution formula based on feedback from stakeholders and from the STAC. She said the MMOF formula was brought into alignment with other grant programs to allow MPO and TPRs to award future year funds. Bornhoft provided projected TRP allocations across the state through FY28, including the North Front Range receiving just under eight percent. She said there is an opportunity for better communication and coordination between project sponsors and CDOT upfront to talk about implications for projects receiving funding.

Bornhoft said CDOT is instituting a new and required review process for all MMOF applications. CDOT staff will review the budget, project delivery, and scope/feasibility of project. The review will not address project merits or any NFRMPO scoring criteria. She said application review goals include helping applicants identify potential project delivery challenges and prepare well-defined and competitive project proposals. In addition to the application review, Bornhoft stated CDOT is providing resources for applicants including a MMOF program guide, applicant webinars in July and August, and an application template. CDOT staff will be meeting with TPRs/MPOs throughout the summer to inform them about the process.

Bornhoft reminded TAC MMOF is a competitive process for project selection, evaluation factors need to be presented upfront, and there needs to be a competitive call for projects. In terms of recommended practices for project selections, Bornhoft reminded TAC about establishing a call timeline in consultation with CDOT staff, determining evaluation criteria, clarifying proposed priority for partially funded or waitlisted projects from the previous round, and awarding the full amount of required funds to selected projects whenever possible. Bornhoft reviewed MMOF program goals and eligible project types and noted additional resources are available on the CDOT MMOF website.

Oberschmidt asked if CDOT has any examples of project delays or created a list of what went wrong which can be shared with applicants. Bornhoft said there often are a series of things, and the application review is intended to help identify the issues upfront and provide communication between the applicant and CDOT.

Oberschmidt asked if the breakdown between urban and rural of 81/19 could go to something like 70/30 or if it is fixed. Bornhoft said it is currently fixed based on TC approval. The TC approved it for funds moving forward until it is revisited. The 19 percent was set to provide more funds for rural areas. The program distribution formula is based on 11 factors. Many of those factors have a lower rural share than 19 percent. By fixing the rural share at 19 percent, it was directing more funds to rural TPRs.

Hahn asked how much funding the NFRMPO will be receiving. Bornhoft said the NFRMPO will have more information because some upcoming funds were awarded.

Donaldson asked if using MMOF funding as a state match to federal funding is an appropriate use of MMOF funds. Bornhoft said it is an eligible use of MMOF, but it does require some additional logistical steps.

Hahn asked if the allocation percentage is related to population and if not, how it is calculated. Cunningham said it is based on the formula approved by TC and it is more than just population. Bornhoft added there are 11 factors used in the allocation distribution including population. Other factors include older age individuals, young children, and disproportionately impacted communities. She said the other factors capture other elements critical to the program.

DISCUSSION ITEMS

2024 MMOF Discussion #2 – Cunningham presented anticipated funding amounts, the proposed schedule, and scoring criteria for the 2024 MMOF Call for Projects. The initial total funding estimate is approximately \$5.9M with approximately \$1.3M previously awarded there is approximately \$4.5M available in this call.

Cunningham provided two proposed timelines for the MMOF call. The second proposed timeline added a month to the initial timeline presented in May. This was done to account for no June TAC meeting and no initial discussion with the Planning Council in July.

Thomas asked what the expected turnaround time is from CDOT and asked if two weeks would be appropriate. Cunningham said it would be given the feedback being provided and the project application due date. Thomas said she wanted to make sure local agencies are comfortable having about a week to make any necessary adjustments. Cunningham pointed out the draft application due date is the latest date applications are due and draft applications can always be submitted earlier.

Cunningham asked if a week would be enough for project sponsors to adjust or if TAC needs to revisit the timing. Oberschmidt said it depends on the comments received, the size of the application, and the level of experience of the applicant. Hahn said comments sponsors receive from CDOT are very helpful, but Loveland got hurt on some of their scoring based on feedback they received in the past. She said any meetings and comments should be documented and available to the scoring team to explain why changes were made or why other things were included in the application.

Cunningham said the other thing to consider with the timeline is to have more time between the draft applications due date and final applications due date by moving the draft application due date a week or two after the call for projects opens. Thomas asked if it is possible to modify the timeline to make it clearer to CDOT when CDOT needs to return the applications for review. Cunningham agreed to modify the timeline to account for CDOT feedback. Hahn asked if CDOT would have open office hours for MMOF discussion, Thomas stated CDOT held office hours for TAP, a CDOT run program, but since MMOF is run by the MPO, there is not a plan to have open office hours. CDOT will provide feedback and have follow-up conversations if there are questions.

Thomas wanted TAC members to know the CDOT review means two different things. If it is a transit-related project, it goes to DTR. Cunningham asked Bornhoft who the appropriate project reviewers are at CDOT for planning projects. Bornhoft said the guidebook is currently being updated lays out who the appropriate contacts are by project type. Local agency construction projects, for example, will be reviewed by the region, transit projects by DTR, OIM will review electrification and TDM projects, and programmatic/planning projects will go through her team. Cunningham said contact information for MMOF projects will be made clear moving forward.

Cunningham then discussed the match rate and if applicants want to pursue project-specific match rate reductions, the process needs to be started sooner rather than later since it needs to be approved by the TC. Oberschmidt asked what the sale pitch for a project would be for match rate reduction. Cunningham said the sponsor needs to provide justification as to why they are requesting the reduced match rate.

Thomas wanted TAC to know CDOT will be centralizing where draft applications go for MMOF, a unique email address.

Cunningham then discussed the scoring criteria approach. Staff is looking at blending two previous calls, using the categories for scoring carried over from the 2022 MMOF Call and calculations for sub criteria carried over from the 2023 Federal Call. She noted under community benefits quality of life and/or improving public health do not have specific scoring criteria associated with them.

Hahn asked about what to do about a project which is not an infrastructure/intersection project or something similar and what to do if it is a new trail project. She also asked what to do if there is no crash data at the specific location available and what to do if there is not an existing problem or condition. She said it could be a meaningful project. Cunningham said if there is no crash data available, then providing a narrative of quality of life and/or public health could supplement the safety data. Hahn said safety should be a priority for an existing safety problem, but the quality-of-life component is a good alternative.

Hahn expressed concern about emissions calculations not capturing the full benefits of a project, Cunningham said there is an opportunity to work through the process to calculate GHG reductions including discussing emissions reduction results with TAC. Cunningham reviewed the proposed tools and scoring criteria for GHG emissions reductions.

Donaldson asked if the GIS tools available in the last call will be available again in the 2024 call. Cunningham said she is hoping the same tools will be available again with more current data.

Hornkohl asked if partnerships were all or nothing when it comes to the MMOF scoring criteria. Cunningham said yes. Hahn asked if a partnership must include an agency or if another local group, such as a school district, can be part of a partnership. Cunningham said those in the partnership must be financial contributors. She said school districts that provide local match is ok. Hahn asked about including private partnerships. Cunningham said while a private partnership is an option, and can be discussed, it is going away from the idea of regional projects, partnerships, and enhancing communities.

Cunningham then discussed next steps for the MMOF Call including determining the timeline, of the MMOF guidebook, Planning Council discussion in August, and TAC Discussion or Action in August.

She noted eligible applicants will probably not change from the previous call, but there will need to be discussion at Planning Council. She also noted project maximums will need to be discussed. Project minimums will not change from the previous call. Bornhoft noted the total project minimum for construction projects is \$300K, according to program guidance. For other types of projects, it is \$25K. CDOT encourages higher minimum requests

TAC discussed the best approach for setting maximum awards determining the maximum should be \$2M per agency across all projects, with no one project receiving more than \$2M.

TAC discussed the two timeline options, expressing support for whichever option is best for NFRMPO Staff. Cunningham noted Mark Northrop will be taking over the MMOF Call for Projects when she leaves the NFRMPO on August 2.

TIP Policies - Cunningham presented the Transportation Improvement Program (TIP) Policies. She reviewed what projects are required to be in the TIP, the table format, qualifications and timelines for amendments and modifications, and scope changes. Cunningham defined the federal obligations and reviewed the delay review process and TAC's option for swapping funding years. Cunningham said minor and major scope changes, and how they are defined, can be discussed next year with the adoption of the new TIP.

Hahn asked if TAC members learn about the delay status before Council. Cunningham said yes NFRMPO staff requests all the information from local staff and brings it to TAC for discussion before taking it to Council.

Oberschmidt mentioned a project on 37th Street is scheduled for construction next year, it is taking longer than anticipated and needs to be pushed to 2026. He asked if a funding year swap could be done. Cunningham said yes and Oberschmidt will need to look to somebody who was awarded the first year of funding in a later year, 2026, and see if they can start sooner than expected.

Cunningham concluded her presentation with TIP contact information and noted Jonathan Stockburger will be taking over TIP duties when Cunningham leaves the NFRMPO on August 2.

OUTSIDE PARTNER REPORTS

NoCo Bike and Ped Collaborative – Written report provided.

Regional Transit Agencies – Written report provided.

Mobility Updates – Written report provided.

REPORTS

June Planning Council Meeting Summary Draft – Written report provided.

July Planning Council Meeting Summary Draft - Written report provided.

Community Advisory Committee Meeting Summary – Cunningham hoped to have the Story Map created, but it is still in progress. She said at the last CAC, members conducted a mobility audit in Loveland went very well. It will be developed into a Story Map and posted on the NFRMPO website.

Mobility Committee Updates – Written report provided.

Q2 2024 TIP Modifications – Written report provided.

CDOT Inactives Report - Written report provided.

ROUNDTABLE

Pinkham mentioned completion of the bridge trust replacement on WCR-54. Weld County staff had an annual CIP meeting with commissions. Commissioners were pushing up some of the improvements on CR-224 which were planned further out in future years. He said the roundabout at WCR-13 and WCR-54 is going to be under construction in 2026. Pinkham also said the Safe Streets and Roads for All (SS4A) Plan is close to being under contract. He said there will hopefully be an update at the next TAC.

Hornkohl provided an update on the construction of the intersection at College Avenue and Trilby. He said construction is being divided into three packages because of challenges with acquisition. Package one is underway, package two is related to relocation will be executed soon, and package three will occur later in the fall. He said the SS4A IGA for 2023 award is close to being executed. Fort Collins is working through the categorical exclusion for administrative work.

Koivuniemi mentioned pushing out the traffic on-call and selection for consultants. She said Timnath is working on traffic calming and pedestrian crossing guidance. Timnath hopes to finalize the contract for the bridge project in the next couple of weeks. She also said Timnath has general engineering on call.

Cunningham thanked everyone for a great five years. She has accepted a position with the USDOT Volpe Center and her last day will be August 2nd.

Stockburger introduced himself as the new Transportation Planner I with the NFRMPO. He will be working on the TIP and the freight plan.

Hahn said construction has started at Taft and US34. The project is moving quickly; however, there are full closures in the area with waterline work going on.

Northrop reiterated he will be working on the MMOF call after Cunningham leaves. He also mentioned any model-related requests can be sent to him.

Tracy said Larimer County is starting its Transportation Master Plan update in parallel with the SS4A Safety Action Plan. Larimer has had a few meetings so far. Larimer is hosting a stakeholder meeting on July 18th. He said Larimer has invited representatives from different organizations to attend. Larimer will be conducting public outreach events. He said outreach has already occurred at Red Feather and

Larimer will be conducting one in LaPorte. Larimer County planning staff will be at the Larimer County Fair and will be at Berthoud Farmers Market in a couple of weeks as well. He said to let him know if there is interest in being a part of the stakeholder committee.

Donaldson provided some grant updates. At the end of May, Loveland and Fort Collins submitted a joint Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to the Federal Railroad Administration (FRA) to do some station area planning for proposed Front Range Passenger rail alignment. Loveland also prepared a local grant with the Department of Local Affairs (DOLA). He said they are hoping to leverage the local grant with the CRISI grant. He said Loveland applied for Revitalizing Main Street funding through CDOT for crosswalk improvements on 3rd Street. He also mentioned COLT applied to the Buses and Bus Facilities infrastructure grant through the FTA for a transit center at 37th Street. They were successful and received almost \$4M in funding.

Malette noted it was her last TAC meeting and hopes to see TAC members at her retirement reception on August 1.

Rouser said he will be reaching out to TAC members to schedule the RATC visioning exercise. He said he will be meeting with member communities to discuss local RATCs, strategic local connections, and begin the visioning process.

Oberschmidt said the 37th Street project will be moving forward and should be wrapping up construction by the time school starts on August 12th. He said it should be wrapped up by early September. He also recognized the traffic signal assistance provided by CDOT on Highway 85.

Hahn asked if anyone is familiar with the survey CDOT currently has online for the active modes plan. Karasko said CDOT is also updating their active transportation plan. It is a separate survey from the one the NFRMPO is conducting. Hahn asked if they are involving local agencies in the process or if it is just internal to CDOT. Cunningham said it is being run out of CDOT headquarters by Annelies van Vonno.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions: There were no agenda topic discussions.

Meeting adjourned at 3:01 p.m.

Meeting minutes submitted by: Mark Northrop, NFRMPO Staff

The next meeting will be held at 1:00 p. m. on Wednesday, August 21, 2024, as a hybrid meeting.

MEMORANDUM

To: NFRMPO TAC

From: Joshua Ma, Transfort

Date: August 21, 2024

Re: Action - FY2022 Program of Projects (POP) Update

Objective

TAC Recommendation of Planning Council approval of the Transfort updated FY2022 Program of Projects (POP).

Summary

The City of Fort Collins / Transfort is updating their Program of Projects (POP) for FFY 2022 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 formula grants for the Fort Collins Transportation Management Area (TMA). Updates include changes to funding amounts and format to maintain compliance with FTA; however, the identified projects remain fundamentally unchanged. Originally, program funding amounts were estimated in December 2021 based on FY21 apportionments, with FY22 apportionments released in March 2022.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was enacted in 2022 and represents the largest federal investment in public transportation in U.S. history. For the Fort Collins TMA, this legislation resulted in a 28% increase in 5307 program funds, and a 44% increase in 5310 program funds. FTA requires a revision to the POP if changes in cumulative project funds exceed 20 percent.

The FTA Section 5310 program has specific requirements for the POP, different from those for Sections 5307 and 5339. These include specifying the counties served, distinguishing between capital and operating expenses, and clearly identifying which projects meet the 55 percent minimum for traditional 5310 projects.

Transfort initially consolidated the POP under Section 5307 guidance, which did not fully address the specific requirements for 5310. The current revision updates funding amounts and aligns the format with the more stringent Section 5310 guidelines. This adjustment ensures that Transfort not only meets federal compliance standards but also improves the effectiveness and transparency of their POP.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



Recommendation

Transfort requests TAC recommend Planning Council approval of the updated FY2022 POP.

Attachments

- Transfort FY22 Program of Projects-Revised

2022 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY22 Apportionment - City of Fort Collins		\$4,773,386			Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$1,224,434	\$979,546	\$244,888	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$83,331	\$66,664	\$16,667	20%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$841,055	\$336,422	\$504,633	60%
Fixed Route Operating Expenses	Fort Collins	Larimer Boulder	Operating	\$5,901,048	\$2,950,524	\$2,950,524	50%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$527,530	\$440,230	\$87,300	20%
	Total Project			\$8,577,398			
	Total Federal			\$4,773,386			

5310 - FY22 Apportionment - City of Fort Collins		\$343,067			Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
<i>Traditional 5310 Projects</i>							
Dial-a-Taxi	Fort Collins	Larimer	Capital	\$121,267	\$97,013	\$24,254	20%
Paratransit Cutaway Vehicles Purchase	Fort Collins	Larimer	Capital	\$267,890	\$227,706	\$40,184	15%
<i>Other 5310 Projects</i>							
Bus Stop Electrical and Metering	Fort Collins	Larimer	Capital	\$22,935	\$18,348	\$4,587	20%
	Total Project			\$412,092			
	Total Federal			\$343,067			
	Total Traditional 55%			94.65%			

5339 - FY22 Apportionment - City of Fort Collins		\$339,020			Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Replace In-Ground Lift	Fort Collins	Larimer	Capital	\$423,775	\$339,020	\$84,755	20%
	Total Project			\$441,553			
	Total Federal			\$339,020			



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Mark Northrop
Date: August 21, 2024
Re: Discussion – MMOF Call for Projects Discussion #3

Objective

To discuss the proposed schedule, maximum funding requests, project submission requirements, and reporting requirements for the 2024 MMOF Call for Projects.

Summary

The NFRMPO has approximately \$4.5M in State MMOF funds to award for Fiscal Years (FY) 2024 through 2028. Available funding estimates per year are provided in **Attachment 1**.

At the July 2024 meeting, Staff presented the second discussion for the 2024 MMOF Call for projects including a review of the MMOF program goals, the anticipated funding amounts for FY24 to FY28, two proposed timelines for the MMOF call, MMOF project type and categories, and each of the scoring criteria and point distribution. Staff also discussed next steps including the development of the MMOF guidebook. Staff will revisit the MMOF program goals, anticipated funding amounts, minimum funding requests, and the CDOT application review process. Staff will then present the TAC with the proposed schedule and maximum funding requests, and review project submission and reporting requirements and provide TAC members the opportunity to discuss potential project ideas.

The proposed schedule for the Call is included in **Attachment 2**.

Recommendation

Staff requests TAC discuss the proposed schedule, maximum funding requests, and potential project ideas for the 2024 MMOF Call for Projects.

Attachments

Attachment 1: FY2024-2028 MMOF Funding estimates

Attachment 2: 2024 MMOF Call for Projects Schedule

Attachment 3: Presentation (Handouts)



Attachment 1: FY2024-2028 MMOF Funding estimates

Fiscal Year	Initial Funding Estimate	Amount Previously Awarded	Total Funding 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

Attachment 2: 2024 MMOF Call for Projects Schedule

Activity	Date
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

MEMORANDUM

To: NFRMPO TAC

From: Becky Karasko

Date: August 21, 2024

Re: Discussion – NFRMPO 10-Year Priority List Update

Objective

TAC review and feedback on the updated NFRMPO 10-Year Priority List of projects.

Summary

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the *2045 Statewide Plan*.

In response to this, the NFRMPO created its own 10 Year list of projects, renamed the NFRMPO 10-Yar Priority List in 2023 to reflect the purpose of the list and to avoid confusion with CDOT's 10-Year Plan. The NFRMPO's 10-Year List has been updated three times since 2020, once each in 2021, 2022, and 2023. To ensure the NFRMPO's 10-Year Priority List continues to reflect the region's priorities and remains a living document and a part of CDOT's update to the Statewide Transportation Plan, NFRMPO Staff has begun the process of reviewing the Tier 1 list to ensure any changes to the projects' status are accurately reflected and that the projects on the list are still the region's top priorities.

In 2023, Planning Council reaffirmed the six priority corridors and the corridor-based projects the list has reflected since its creation in 2019. The priority corridors include:

- I-25
- US34
- US85
- US287
- SH392
- SH14

Staff reviewed the lists of projects from the 2023 update and is requesting TAC members review the attached list of projects to ensure they are accurately reflected. Staff is also requesting TAC feedback on the update process for the list as well as the potential for another Prioritization Workshop similar to the one held in January 2020.

Recommendation

NFRMPO Staff requests TAC members review the project lists and provide feedback at the August TAC meeting.

Attachments

- 2023 NFRMPO 10-Year Priority List

NFRMPO Priorities List

2024 Tier 1: Roadway

NFRMPO Priority Corridor Candidate Projects			Transportation Commission Criteria					
Corridor	Candidate Project	Project Description	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	X	X	X			X
	Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	X	X	X	X		X
	US34 and WCR17	Interim operational safety improvements	X	X	X			X
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	X	X	X		X	X
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	X	X				X
I-25	Interchange at I-25/US34 and US34/Centerra	Interchanges	X	X	X		X	X

*US35/US85 Interchange Project of \$6M on NFRMPO previous list is funded in current CDOT 10-Year Plan in FY2023-2026. Additional \$19M in UFR TPR 10-Year Plan funds is included for this project in FY2027-2030 of CDOT's 10-Year Plan.

 Yellow highlighted cells indicate those projects that have received funding since July 2023 and may need to be removed from the list.

NFRMPO Priorities List

2024 Tier 2: Roadway

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	50.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	This can be a place holder, however will be doing a reevaluation of the proposed solution as the project described here in not supported by some of the Stakeholders.
TIER 2 (NOT PRIORITIZED)	US34	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	This is the ultimate solution identified in the PEL. I think at grade improvements may occur prior to the Interchange, Greeley is leading that evaluation. This is an appropriate place holder but it is out a number of years, therefore will need to grow with Inflation.
	US34	US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	Recommend changing title to intersection, mobility and operational improvements. Would put a place holder of \$15M. Greeley is not supportive of an interchange here and this impacts a number of disproportionately impacted housing units, therefore there will be a new design charet to evaluate US85/US34 and adjacent intersections, including 8th and 11th.
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	CDOT is in support of this project, however currently led by Loveland and no progress has been made by CDOT
	US85	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	Recommend removing from list. These improvements are complete and/or underway. The only thing not complete is the signal because it did not meet warrants. That may be a future project but signals typically don't hit this list
	US85	WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/Greeley/Evans/LaSalle	\$26.5	Not a 10-year plan project. Improvements will be built as development occurs. Suggest removing from this list.
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$23.0	This is a Ft Collins led effort.
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	Ft Collins submitted a RAISE Grant plus for Midtown in Motion 100% design.
	SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	Severance sponsored improvement.
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$7.0	Developer driven; Severance south.
	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	Updated costs to reflect 2023 estimates. Per James Usher: Given the safety issues on 392 and development, I wouldn't feel comfortable dropping this to tier 3 unless Weld/Severance/Windsor have higher priorities.
	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	Can the priority be revisited? Per James Usher: I would agree that this should be moved to tier 3.
SH392	Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$25.0	CDOT recommends this be moved to Tier 1 or 2 list. Project Limits were adjusted. SH392 widening improvements between Highland Meadows Pkwy and Westgate Dr. have been completed. The project limits between 17th St and Colorado Blvd. have been completed. The updated cost includes the following: new bridge improvements over the Cache La Poudre River, 10' wide multi-use trail, street and trail lighting, wildlife corridor improvements, and intersection improvements at Highland Meadows Pkwy and I CR 3	

NFRMPO Priorities List

2024 Tier 3: Roadway

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 3 (NOT PRIORITIZED)	I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Weld County	\$29.9	Ultimate build of EIS.
	I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	Ultimate build of EIS.
	US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	Cost corrected to reflect current estimate. RTD Paddock recommends that this line item be deleted as the improvements are captured below.
	US34	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	Ok place holder, will not be built as a singular project but rather improved at each intersection as noted below
	US34	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current estimate.
	US34	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current estimate.
	US34	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$50.0	This is an adequate place holder, however by the time of construction it will be significantly more due to inflation
	US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	Cost corrected to reflect current estimate.
	US85	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current estimate.
	US85	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current estimate.
	US85	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current estimate.
	US85	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current estimate.
	US85	US85 and 5 th St	Texas turnaround	Greeley	\$17.7	Cost corrected to reflect current estimate.
	US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$18.10	Floodplain Analysis and improvements need to be completed first. CDOT partnering with City of Loveland to complete floodplain analysis. Likely to increase initial projected costs of \$18.1
	US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	This is a Ft. Collins led effort.
	US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	This is a Larimer County led effort.
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	This is a Loveland/Larimer County led effort	
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$75.0	This is a Ft. Collins led effort, however it is tied to annexation and recently fallen low on there priority list. To address all the access and multi-modal vision FC has for this project I think it would be closer to \$65-85M project.	

NFRMPO Priorities List

2024 Tiers 1-3: Transit

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	Funded
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	70.27	Bustang Outrider/ Funded?
TIER 2	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
	US287	US287/North College Ave	New BRT service (North College MAX Route)	Fort Collins	\$27		
TIER 3	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		Funded
	Various	North Front Range Regional Rail	New rail service	TBD	TBD		

NFRMPO Priorities List

2024 Tier 1-3: Non-Motorized

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score
TIER 1	US34	RATC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36
	US34	RATC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50
	I-25	RATC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73
TIER 2	US34	RATC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80	
TIER 3	<i>No Tier 3 Projects at this time.</i>					

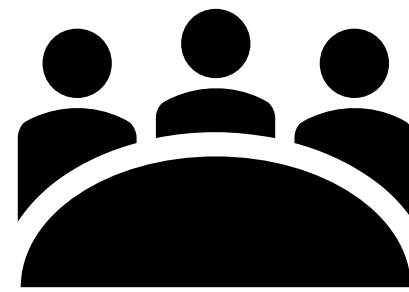
NFRMPO 10-Year Priority List of Projects

NFRMPO Technical Advisory Committee



North Front Range
Metropolitan
Planning
Organization

- **In late 2019, the Transportation Commission Developed Criteria for selecting 10-Year Plan Projects to go into the State's 10-Year Pipeline of Projects**
- **Planning Council approved six priority corridors in 2019:**
 - **I-25**
 - **US85**
 - **SH14**
 - **US34**
 - **US287**
 - **SH392**
- **A Workshop was held in January 2020 to select the projects for the Roadway, Non-Motorized, and Transit lists**
- **List was updated in 2021, 2022, and 2023**





TC Criteria

 **Safety**

 **Mobility**

Economic Vitality 

Asset Management 

 **Strategic Nature**

Regional Priority

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Potential Criteria

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

TC Guiding Principle

Safety






Mobility
 Programs and projects leveraging new technology development
 Integrated System Impacts and Benefits

Economic Impacts
 Statewide Equity

Asset Management / Preservation Benefits
 Impact of Asset Management decision on asset life and function

Financial Leverage, Financial innovation, and Partnerships
 Short term projects vs. Accommodating Long-Term Projects trends
 How does the system look in 30 years and how does this project fit in?

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?
 Regional flexibility / related smaller scale projects

 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
<p>Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues.</p>	<p>Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.</p>	<p>Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, which can include supporting freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.</p>	<p>Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures</p>	<p>Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.</p>	<p>Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans</p>
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
<p>Safety</p>	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p> <p>Reduction of Greenhouse Gas Emissions</p>	<p>Economic Impacts</p> <p>Statewide Equity</p> <p>Social Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by the extensive collaborative process that was done during the development of the 2045 Statewide Plan and what are the reasons for deviating from priorities identified through that process?</p> <p>Regional flexibility / related smaller scale projects</p>

Why Update Now?

- **To ensure the NFRMPO's 10-Year Priority list continues to reflect the region's priorities and remains a living document.**
- **To ensure the Tier 1 Projects are still the priorities of the region.**
- **To incorporate the most current list into CDOT's *2050 Statewide Transportation Plan*, currently under development.**

2050 RTP NFRMPO 10-Year Priorities List: Roadway

NFRMPO Priority Corridor Candidate Projects			Transportation Commission Criteria					
Corridor	Candidate Project	Project Description	Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	X	X	X			X
	Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	X	X	X	X		X
	US34 and WCR17	Interim operational safety improvements	X	X	X			X
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	X	X	X		X	X
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	X	X				X
I-25	Interchange at I-25/US34 and US34/Centerra	Interchanges	X	X	X		X	X

**US35/US85 Interchange Project of \$6M on NFRMPO previous list is funded in current CDOT 10-Year Plan in FY2023-2026. Additional \$19M in UFR TPR 10-Year Plan funds is included for this project in FY2027-2030 of CDOT's 10-Year Plan.*

2050 RTP NFRMPO 10-Year Priorities List: Non-Motorized



	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	Funded
	US85	Eaton to Denver Region	New bus service (N I-25 FEIS)	Eaton / Weld County	\$3.2 (C) \$2.4 (O)	70.27	Bustang Outrider/ Funded?
TIER 2	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
	US287	US287/North College Ave	New BRT service (North College MAX Route)	Fort Collins	\$27		
TIER 3	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		Funded
	Various	North Front Range Regional Rail	New rail service	TBD	TBD		

2050 RTP NFRMPO 10-Year Priorities List: Non-Motorized



	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score
TIER 1	US34	RATC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36
	US34	RATC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50
	I-25	RATC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73
TIER 2	US34	RATC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80	
TIER 3	<i>No Tier 3 Projects at this time.</i>					

- **Is there a preference on funding a corridor or spreading the funding around to different projects on different corridors?**
- **Which projects can and should be removed from the list due to funding received/changes in priorities?**
- **Should the NFRMPO hold another Prioritization Workshop?**

Questions?



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EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
August 1, 2024

Move to Approve Agenda and Minutes

Olson **moved** to APPROVE THE JULY 11, 2024 MEETING MINUTES. The motion was **seconded** by Karspeck and **passed** unanimously.

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach talked about the recent air quality health alerts issued because of fires in Canada and other States and the impact on the 70 ppb Ozone standard. She also talked about the Intermountain West MPOs draft Letter to EPA.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair - Chair Mallo did not have anything to report.

Executive Director Report – Sizemore talked about CDOT’s update of the 10-year plan in coordination with a new statewide plan. He also talked about the vacancies at the NFRMPO. Cunningham talked about a CAC mobility audit conducted in June.

PRESENTATION:

FEMA BASE LEVEL ENGINEERING– Varrella talked about FEMA Base Level Engineering (BLE). He talked about floodplains in Lincoln County, the statewide plan for current and future BLEs, other BLE facts and opportunities, a BLE case study in Phillips, Colorado, the benefits and other considerations of BLEs, and what to do with a BLE.

CONSENT AGENDA: No items this month.

ACTION ITEM:

July 2024 TIP Amendment – Cunningham discussed the July 2024 TIP Amendment, which includes three revisions, one by Colorado State University (CSU) and two by the City of Greeley. The 30-day public comment period for the TIP amendment began on July 10 and concludes on August 8. She said an equity analysis was conducted by the projects sponsor for the CSU project.

Karspeck **moved** to accept the July 2024 TIP Amendment as presented. The motion was **seconded** by Heid and **passed** unanimously.

DISCUSSION ITEM:

VanGo Fare Increases for 2025 - Sizemore shared staff’s proposal for a VanGo fare increase of 5% in January of 2025. He said fares were last adjusted in 2019, when Council approved a 2% fare increase to account for rising operating costs due to inflation. He also said VanGo notified customers of the proposal and has invited them to submit comments and/or provide public comment at the Council meeting.

MMOF Discussion #2 – Cunningham talked about MMOF Goals, anticipated funding amounts for FY24 to FY28, the proposed timeline, the updated match rate, project types and the two project categories, scoring criteria, award minimums and maximums, and eligible applicants. She then discussed next steps including the MMOF Guidebook, TAC Discussion in August, and Planning Council discussion in September.

Larimer County Mobility Committee (LCMC)—MINUTES

July 23, 2024

1:30 p.m. – 3:00 p.m.

Call Meeting to Order, Welcome and Introductions

- Jenna Robinson, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Steve Conaway, RAFT
- Katlyn Kelly, Transfort
- Dana Klein, Town of Estes Park
- Bridie Smith, COLT
- Heather Sterling, Transfort
- Lisa Bitzer, Via Mobility Services
- Lorye McLeod, PAFC
- Jacque Penfold, Community Member
- Mitch Wagner, SEH
- Kate Poppenhagen, Ombudsman, Larmer County Office on Aging
- Brian Dubois, BATS
- Heidi Pruess, Larimer County Office of Sustainability and Climate

NFRMPO staff: Cory Schmitt, Brooke Bettolo, and Lisa Deaton

Review of Agenda

Public Comment (*2 minutes each*)

Approval of April Meeting Minutes:

Conaway motioned to approve the April minutes. Kaliczak seconded the motion, and it was approved unanimously.

Presentations

Rural Alternative for Transportation (RAFT) - Conaway

Conaway gave a brief history of the Rural Alternative for Transportation (RAFT). Ruth Fletcher-Carter started RAFT about 10 years ago to provide transportation for people who were no longer being served by the Berthoud Area Transportation Service (BATS) due to the reduction of the service area and the frequency of trips. Conaway joined RAFT at the end of 2022 as an assistant, before that he was a transportation operations manager for the Thompson School District and the Clark County School District in Las Vegas. He has seen at least a 150% increase in the number of trips and expanding services through a partnership with the Town of Berthoud. He discussed the many challenges and successes of growth including funding and the current state of Medicaid.



Climate Smart Future Ready – Pruess

Pruess discussed the first subcommittee meeting and identified the priority tactics and action items that were selected by the group. Action items for the next subcommittee meeting are to ask the City of Fort Collins grants staff to explain their grant formula and distribution for projects, and request that a representative from Transfort attend the next meeting to discuss the FLEX to Boulder implementation and coordination between the municipalities. Kelly mentioned that she shared the Transit Master Plan at the previous subcommittee meeting, and it is the best resource for more information on the FLEX route. Kelly also said that she would ask if there is anyone at Transfort who can speak about the FLEX. If anyone would like the subcommittee meeting notes, they can send Pruess an email at pruesshb@co.larimer.co.us

RideNoCo Update - Schmitt

Schmitt gave an update on the RideNoCo Coordination Project (TDS) with SAINT, RAFT, and 60+ Ride. The third phase of the rollout is complete and, as of the beginning of July, the RideNoCo staff began taking initial intake on behalf of SAINT, RAFT, and 60+ Ride. Schmitt shared the data visualization and tracking features that are included with the new software and gave specific examples of the types of calls RideNoCo gets. He also pointed out that RideNoCo set records in the call center this year, receiving more calls in the first 6 months of 2024 than all of 2022, and that last month was the busiest month in program history with about 40 calls received. Schmitt pointed out that the data we are collecting allows us to get that information to elected officials, planning council, and municipalities to show where the gaps exist.

Joint November NCMC and Boulder County Mobility & Access Coalition Meeting - Schmitt

The joint meeting will take place at the Berthoud Town Hall on November 19th. Schmitt asked the group if there are any topics that the LCMC would like to discuss with Boulder County. Conaway suggested discussing how we can better communicate around shared needs and collaboration opportunities between Boulder County and the NFRMPO.

Shared Resources Drive - Bettolo

Bettolo gave an update on the shared resources drive and gave examples of types of documents that can be shared. She recommended reading the How to Use Shared Resource Library document. For members of the group that are interested in joining the shared drive, please reach out to Cory Schmitt cschmitt@nfrmpo.org.

Mobility Case Studies - Deaton

Deaton discussed a case study of a woman in Larimer County calling on behalf of her 42-year-old son who has autism and needs rides to his job at Poudre Valley Hospital on Sundays and Holidays, his shift begins at 7:00 am. Kelly suggested Dial-A-Taxi, but they do not start service on Sundays and Holidays until 8 am. Conaway asked if there is a ride share program for UCHHealth because there may be a chance that there are others in his neighborhood that work at Poudre Valley Hospital, and they could ride together. Kelly and Kaliczac determined that his neighborhood is not in the service area. Klein did an online search for



UCHealth and discovered an article for patients called Care Pool and questioned if employees could use it as well. Kaliczak said for the non-medical Medicaid trips, it would have to be documented that he is going to Poudre Valley Hospital for employment, not medical reasons, or his request may be denied. Conaway asked if this person has a case worker who may be able to facilitate finding transportation through organizations such as Foothills Gateway. It was also suggested that his work schedule could be adjusted for a later start time.

NEMT Updates - Conaway

Conaway discussed how the State of Colorado is making changes with the credentialing of transportation agencies and wants to create a single brokerage for Non-Emergent Medical Transportation (NEMT). He said that RAFT was considering using Medicaid as a funding source, but as a volunteer organization, it has become too complicated with their credentialing. For example, drivers will be required to have background checks, be fingerprinted, subject to annual drug testing, and volunteer vehicles will have to be inspected by a state agency. There are two tax initiatives that will be presented to the state, and if they pass it will cause a large deficit and closures of Medicaid facilities. Ann Rajewski from CASTA will be sharing more information at the August meeting.

Transportation Surveys - Schmitt

Schmitt discussed and shared the Larimer County Transportation Safety Survey <https://fhu.mysocialpinpoint.com/larimer-on-the-move> and the CDOT Active Transportation Plan https://cdotcx.qualtrics.com/jfe/form/SV_aVS4sCfhTaodwQS.

COLT Updates - Smith

Smith announced that COLT received funding for the new building at the station at 37th and Grant.

Transfort Updates - Kelly

Kelly stated that Transfort received \$2.4 million for ADA upgrades for the Downtown Transit Center and bus stops. With this funding, Transfort will be between 95-100% of ADA compliance.

Larimer County Ombudsman Updates - Poppenhagen

Poppenhagen shared that she presented at the United Nations Political Forum and discussed the need for accessible transportation to eliminate social isolation and loneliness. She was also able to talk about the connection and partnership with the mobility committees on this international call.

Poppenhagen brought up concerns about zTrip regarding a resident who was stranded last month after waiting for a zTrip ride and they are now afraid to use the service. This raised questions about confidentiality and how the Ombudsman cannot share identifying information about a resident without their consent. Kelly and Kaliczak asked more questions about the stranded passenger so that they could research the incident further. Kaliczak talked about issues with booking rides and how mistakes can



happen with the automated booking system, and she recommended that people call in to book rides to avoid confusion using the automated system. Poppenhagen talked about outreach for voting and trying to identify how to get folks to register to vote, get assistance at the polls, and transportation to get there.

LCMC Member Updates

Bitzer announced that Via received extra funds to add another bus to Weld County and they have the van and a driver ready to go. Schmitt added statistics of ridership in Weld County and how the addition of another van will make an impact even if it is temporary. Bitzer also announced a free concert series every Thursday night that Rock and Rails in Niwot hosts. They highlight a non-profit every Thursday night and collect tips for their organization. Via is a tip jar recipient at the event on 8/1/2024. 5-9 pm

Klein shared that the Red Route with the electric trolleys served 11,859 guests in June, a 13.7% increase over last year. On July 4th, they served 525 guests on the routes between the end of the fireworks show around 9:30 until midnight.

Final Public Comment: *(2 minutes each)*

None

Next Month's Agenda Topic Suggestions:

None

Motion to Adjourn the meeting:

Kaliczak motioned to adjourn the meeting. Klein seconded the motion.

Upcoming Meetings:

- Northern Colorado Mobility Committee: Tuesday, August 27, 2024
- LCMC Meeting: Tuesday, October 22, 2024
- Combined NCMC Boulder County Meeting: Tuesday, November 19, 2024