



## NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda--**REVISED**

**December 18, 2024**

**In Person:** Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, 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	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of November 20, 2024 Meeting Minutes	Nicole Hahn	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	-	1:10
5	APCD Updates	Brendan Cicione, APCD	-	1:15

### Metropolitan Planning Organization Agenda

#### Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2025 TAC Chair and Vice Chair Election	Becky Karasko	-	1:20
7	Off-Cycle December 2024 TIP Amendment	Jonathan Stockburger	7	1:25
8	FY2024 TIP Delay Review	Jonathan Stockburger	11	1:30

#### Presentations

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	North Front Range Water Quality Planning Association (NFRWQPA) Introduction and Discussion	Mark Thomas, North Front Range Water Quality Planning Association (NFRWQPA)	20	1:35
10	Indirect Sources Presentation	Tom Moore	Handout	1:55



**Discussion Items**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
11	2021-2025 NFRMPO Targets for Safety Performance Measures	Mykayla Marek	25	2:15
12	NFRMPO 10-Year Priority List	Becky Karasko & Project Sponsors	Handout	2:30
13	2024 MMOF Call for Projects	Mark Northrop	Handout	2:45

**Outside Partner Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
14	NoCo Bike & Ped Collaborative	Written Report	Handout	-
15	Regional Transit Agencies	Verbal Report	-	-
16	Mobility Updates	Aaron Hull	-	3:00

**Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
17	December Planning Council Meeting Summary Draft	Written Report	34	-
18	Mobility Committee Updates	Written Report	36	-
19	CDOT Inactives Report	Written Report	40	-
20	NFRMPO Air Quality Updates	Written Report	Handout	-
21	Roundtable	All	-	3:05

**Meeting Wrap Up:**

- Final Public Comment – 2 min each
- Next Month’s Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: January 15, 2025

**Proposed Change #1 - US 34 and US 287 Intersection Safety Improvement Project**  
**Move to Tier 1**



Facility	Project Limits	Improvement Type	Community	Funding needed	Project Sponsor Comments
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.

Currently a Tier 2 Project on the NFRMPO 10 Year Priority Plan

**Overview**

Improve the safety, operation, and mobility of the intersection of US 34 and US 287. Core elements of the conceptual designs and infrastructure improvements have included:

- US 34 Eastbound and Westbound dual left turns and increased queuing capacity
- US 34 Eastbound dedicated right turn and queuing
- US 34 Westbound right turn increased queuing capacity
- Pedestrian refuges at all right turn bays and center medians
- Evaluating transit opportunities with City owned Parcel (current location of Good Times Burger)
- Establish compatibility and possible trail along BNSF Railroad Corridor

**Safety**

At US 34 and Cleveland, the crash pattern is higher than expected. At US 34 and Lincoln, the expected crashes and injuries are more than expected. This intersection ranks #11 on CDOT Region 4 Intersection Priority. There is no on-street bike path facility, and the sidewalk path is only 5-6 feet in width. There are no pedestrian island/median refuges located at any of the existing crossings.

## Mobility

The US 34 and US 287 intersection provides critical connectivity for several major regional destinations. This project will reduce congestion at the intersection and provide an improved level of service to meet the demands expected in the next 10 to 15 years. The project will also evaluate opportunities to improve transit operations with a transfer station adjacent to the intersection, designated bus lane movements, and the possibility of future rapid transit compatibility. With the likelihood of the NFRPR coming, it will also be valuable to improve active modes transportation through this downtown connector.

## Economic Vitality

By improving mobility, this will possibly spur development with businesses adjacent to the intersection that maybe have stalled development activity in recent years. We will also highlight the Loveland wayfinding / destinations and provide better access to our historic downtown. Since this is the crossroads of 2 regional routes, improving delays at this intersection will improve freight delivery times to Northern Colorado.

## Asset Management

Due to the complexity of this traffic management system, several utility systems at the intersection are being operated well beyond the typical life span. The city has been coordinating with multiple utility partners to optimize construction impacts. Additionally, the retaining walls along the frontage of Eisenhower at the west limits of the project will need to be replaced and updated to current standards because of project widening. These assets are currently in fair condition.

## Strategic Nature

US 34 and US 287 are both defined as regionally significant corridors. US 34 is one of the highest priority corridors in Northern Colorado. These infrastructure improvements are going to support ideas from the 1997 Loveland East-West Mobility Study, will implement designs proposed from the 2019 US 34 PEL, and will address the growing priority within the 2022 CDOT Bicycle and Pedestrian Plan, the 2023 US 287 Speed Study, and the 2022 CDOT Intersection Prioritization.

## Regional Priority

Loveland is centrally located in NFRMPO's jurisdiction, and this intersection is the crossroads of two regionally significant corridors. With growing emphasis from CDOT partners, Loveland would like to propose escalating the regional priority towards US 34 and US 287 Improvements.

## Funding Update

Based on current concepts, the latest engineering estimate has assessed design costs at \$1 million and construction estimated at \$12.8 million for the roadway improvements. In early 2024, the City of Loveland was awarded \$3.168 million from an FHWA Surface Transportation Block Grant. In 2025, the project team will continue the grant application effort and seek additional funding sources to aid the City in its \$10.6 million project funding deficit. Without additional support, it is very likely that we would take a phased approach with this project and accomplish sections of the project across multiple years.

Proposed Change #2 – Move Rocky Mountain Ave to Boyd Lake Ave / Denver Ave to Boise Ave to Active Modes List

<b>Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue</b>	<b>Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks</b>
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The lane widening from 4 lanes to 6 lanes has been completed from Denver to Boise. Rocky Mountain to Boyd is either already 6 lanes or the City of Loveland has secured funding to construct 6 lanes from Boyd Lake to Fall River Westbound and Fall River to Rocky Mountain Eastbound. The only remaining work to be funded is the detached sidewalk gaps along these sections. Since this is the only remaining work, City of Loveland proposes moving this item to Active modes and removing the widening from 4 lanes to 6 lanes from the scope. The updated cost estimate is 3-4 million in order to complete the remaining sidewalk gaps.

Proposed Change #3 – Add US 287 Bridge over the Big Thompson River to the Tier 2 project list

See Attached Project Flyer





# BIG THOMPSON

## Highway 287 Flood Mitigation Project

### OVERVIEW

The Big Thompson River has a long history of damaging floods. The largest floods on record have been the most recent ones. The flood in August 1951 had an estimated discharge of 22,000 cubic feet per second (cfs), destroyed 1 mile of U.S. Highway 34 on the west side of Loveland, four people died, and many were left homeless. The 1976 flood, the worst natural disaster in Colorado history, had an estimated discharge of 31,200 cfs at the canyon mouth and took 139 lives. Most recently, the September 2013 flood, resulted in massive damage in the entire Big Thompson watershed, including the loss of two lives. U.S. Highway 287 was closed for over two weeks because the river was overtopping it south of the HWY 287 bridge and because the bridge had to be evaluated for structural damage.

One of the primary goals of floodplain management is to reduce flood risk over time through sufficient floodplain regulations, smart land use planning, designing resilient infrastructure, and mitigating high risk problems that were often created many decades before floodplain regulations.

The area centered by the Highway 287 bridge is one such high risk area. This particular Big Thompson River bridge is so significantly undersized that even a 10-year flood event (10% annual chance, 4,703 cfs) causes the highway to be overtopped and flooding to adjacent businesses. Flood events create an enormously wide floodplain from the undersized bridge, channel encroachment, and lack of a natural floodplain. Hundreds of structures are at extreme risk. The purpose of this project is to address these deficiencies while providing a restored beautiful river corridor.



### LOCATION



The Highway 287 Flood Mitigation project is located on Hwy 287 just north of Hwy. 402 within Loveland, CO.

### COST



The City has received a \$2.3 million FEMA funded grant for project design with remaining design costs funded by the City's Stormwater Utility. Total project cost, including design, permitting, and construction, is currently estimated at \$55 million. This estimate will be refined as design continues. Additional grant funding is necessary to fund this large of project. A funding plan is being developed to pursue multiple federal construction grants in order to make the project's construction financially feasible. Additional funding will come from the Stormwater Utility.

## PROJECT OBJECTIVES



VISION



FLOOD HAZARD REDUCTION AND MITIGATION



RESILIENCE - THE RIVER AND INFRASTRUCTURE



ECOLOGICAL RESTORATION



RECREATION AND PUBLIC-NATURE INTERACTION



CORRIDOR MANAGEMENT

**Resilience.** Greatly reduce flood hazard risk in this reach of the Big Thompson River by removing as many properties as feasible from the 100-year floodplain and floodway; protect existing critical infrastructure; protect existing businesses; prevent a critical transportation corridor from overtopping in up to and including a future one percent annual chance, 100-year flood (the current bridge has under 10-year capacity); improve the river corridor's resilience to future floods; connect the river channel to a natural floodplain; reduce risk to the Loveland Fire Rescue Authority's Fire Training Grounds, etc.

**Environmental.** Implement nature-based solutions to create a viable and sustainable natural river corridor that improves river health, improves and diversifies the riparian corridor, improves water quality, improves the fishery, provides floodplain connectivity, and quality of life.

**Economic.** Mitigates future flood impacts and recovery costs for the community, including both public and private infrastructure; creates an aesthetic gateway as the southern entrance into Loveland on a primary highway corridor; provides safer multi-modal transportation opportunities in and near the river corridor; benefits low and moderate income neighborhoods, and provides opportunities for redevelopment of properties that get removed from the floodplain

**Recreation.** The area already contains the Big Thompson River corridor trail, but the trail needs to be extended east to St. Louis Avenue as well as having neighborhood connections and connections to existing sidewalks. Also desired is to restore the natural areas, interface with existing public parks, public safety (primarily safety around water), and provide safe recreational opportunities for water play (i.e, tubing and fishing).

## PROJECT GOALS

- Replace the highway bridge and raise the profile of the highway as needed in order to prevent highway overtopping during a 100-year flood event;
- Reduce the number of structures/properties in the floodplain and floodway and reduce the flood risk to remaining structures;
- Improve and increase public safety;
- Reconnect the channel to active floodplain benches through river and floodplain restoration;
- Restore ecological functions of the river and riparian corridor up and downstream of the bridge.
- Improve opportunities for future property and business redevelopment;
- Create a natural open space corridor;
- Improve opportunities for public interaction with the river;
- Protect key functions of the existing parks;
- Create a signature southern entrance into Loveland from U.S. Highway 287 within the river corridor;
- With the flood mitigation driven highway improvements, also improve multi-modal and safer roadway functions;
- Mitigate and find affordable solutions to every business access point;
- Create more resilient infrastructure that can better withstand, recover, and adapt to future floods;



## NATURE BASED SOLUTIONS

The project will incorporate numerous nature-based solutions that meet the project goals while improving river health in a cost effective manner. The project reach received a river health assessment grade of D+ in 2021, which indicates it is in very poor condition. Decades of urbanization have removed most natural functions. Therefore, this project presents a great opportunity to implement nature-based solutions to restore and enhance the natural corridor, including considerations for water quality, wetlands, riparian vegetation, ecological health, river hydraulics, sediment transport and stream stability, and the fishery. Additional benefits will include a better public-nature interaction and opportunities for safer water recreation like slow water tubing.



# City of Loveland NFRMPO 10 Year List Proposed Edits

By: Justin Piles and Keith Wakefield

1

## Proposed Change #1 - US 34 and US 287 Intersection Safety Improvement Project Move to Tier 1

### What are the Problems?

**Safety**

Cleveland has more crashes than expected and Lincoln has more crashes and injuries than expected.

**Bicycle and Pedestrian Safety**

Significant number of crashes involve bike and pedestrians.

**Increasing Congestion**

From 2024 Traffic Study Counts, intersection moves 95,000 VPD with several movements operating at a Level of Service E (LOS). Overall Operation is LOS C and LOS D. Anticipated to see several and significant LOS failures by 2044.

**CDOT Region 4 Intersection Prioritization Study**

Ranked #11 Intersection Priority out of 3,500 Intersections

**CDOT Region 4 Bicycle and Pedestrian Safety Study**

Area of US 34 / US 287 rated high systemic score and Intersection was "Loveland Crash Hot Spots".

**Loveland Transportation Master Plan**

Pedestrian plan presents area as Tier 1 Intersection for improvements.



2





<https://www.letstalkloveland.org/us-34-and-us-287>

## Project Improvements

- ❑ Pedestrian refuges with right turn island and center medians
- ❑ US 34 Eastbound and Westbound dual left turns and increased queuing capacity
- ❑ US 34 Eastbound dedicated right turn and queuing capacity
- ❑ US 34 Westbound right turn bay increased queuing capacity
- ❑ Evaluating transit opportunities with City owned Parcel
- ❑ Establish compatibility and possible trail along BNSF Railroad Corridor

3

## Scope Updates

### ❑ SAFETY & MOBILITY

As CDOT and the City of Loveland continue the evaluation to optimize US 287 from 6 lanes to 4 lanes, we having a growing opportunity to utilize ROW to improve other modes of transportation.

### ❑ ASSET MANAGEMENT

Improvements and widening of Eisenhower, will require removal and replacement of aging retaining walls on the north and south frontage. Several aging utility assets will be replaced during construction.

### ❑ STRATEGIC NATURE

With growing traffic volumes, US 34 and US 287 Corridors grow in regional significance.

### ❑ REGIONAL PRIORITY

Loveland is centrally located in of the NFRMPO's boundary. This intersection is the crossroads of two regionally significant corridors. We also see this intersection growing on CDOT's inventory of improvements.

4

Funding Update	<b>Project Cost to Date</b>		
	\$0.2 MM Design (City)		
	<b>Additional Funding Secured/Allocated in 2025</b>		
	\$0.9 MM Design (City)	\$3.168 MM FHWA Grant (STBG)	
<b>Total Project Estimates</b>			
\$1.1 MM Design	\$12.8 MM Construction	TBD ROW Acquisitions	
<b>Remaining Budget to be Secured</b>			
	\$10.6 MM Construction	TBD ROW Acquisitions	

5

**Proposed Change #2 – Move Rocky Mountain Avenue to Boyd Lake Avenue & Denver Ave to Boise Avenue Segments to the Active Modes List**



- Aqua polygon and orange line are fully funded projects to be constructed in 2025-2026 to full fill current scope
- Pink lines are remaining active mode gaps along US 34 that are not currently funded
- Propose removing project from Tier 1 and placing on Active Modes List
- Needed funding for active mode gaps is approximately \$3-4 million

6

Proposed Change #3 – Add US 287 Bridge over the Big Thompson River to the Tier 2 List

Project Background & Purpose

- Big Thompson River has a long history of damaging floods
- 100-year+ flood events occurred in 1951, 1976, and 2013
- The project area contains the densest cluster of buildings, businesses, and infrastructure in the entire Big Thompson River Floodplain
- The 2013 flood caused \$9.9 million in damage to Loveland’s public infrastructure in this reach (~\$30M in 2024 dollars)



Water cascading over the railroad and Railroad Avenue and into Fairgrounds Park during 2013 flood. The railroad acts like a dam, ponding water upstream due to conveyance limitations and eventually overtopping and flooding property downstream.

7

Objective: Resilience



Remove as many Properties as Possible from the 100-Year Floodplain and Floodway



Protect Existing Critical Infrastructure



Protect Existing Businesses



Prevent Overtopping of Critical Transportation Corridor



Improve the River Corridor’s Resilience to Future Floods



Greatly Reduce Flood Hazard Risk in this Reach of the Big Thompson River

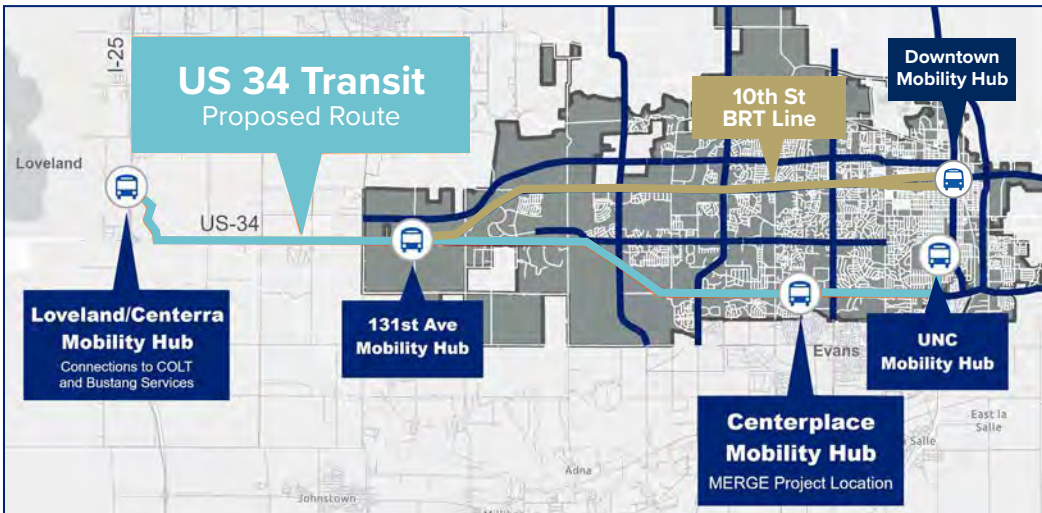
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## TRANSPORTATION AND MOBILITY ENHANCEMENTS

The City of Greeley has and continues to experience dramatic growth in a highly dynamic North Front Range region. In order to build a sustainable and equitable future for our growing population, we are implementing interregional and innovative mobility solutions to safely and efficiently allow movement in our community.



### WHY IS THIS IMPORTANT?

- Eliminate barriers to improve equity and quality of life for our community
- Dramatically improve mobility accessibility and availability
- Reduce carbon footprint
- Create economic development opportunities
- Greater interregional connectivity

### CDOT POLICY DIRECTIVE 1601

Policy Directive 1601 establishes fair and consistent procedures regarding the review and evaluation of requests for new interchanges and major improvements to existing interchanges on the state highway system. CDOT Policy Directive 1601 requires a system level study to analyze the network, traffic operations, multimodal improvements, environmental impacts, and overall community impacts of the proposed interchange improvements.

The combination of these two projects would provide a more cost effective and timely solution to improving transit along US 34 and improve the mobility of WCR 17 and 131st Avenue.

### WCR 17 & US 34 INTERCHANGE

#### Key Features:

- Anticipated community developments (resorts, sports complexes, etc.) and growth of residential housing will significantly increase traffic in the next decade.
- Enhancements required to accommodate growth and ensure a safe, efficient interchange.

### WHY IS A MOBILITY HUB NEEDED AT THE 131ST AVENUE BRIDGE?

#### Key Features:

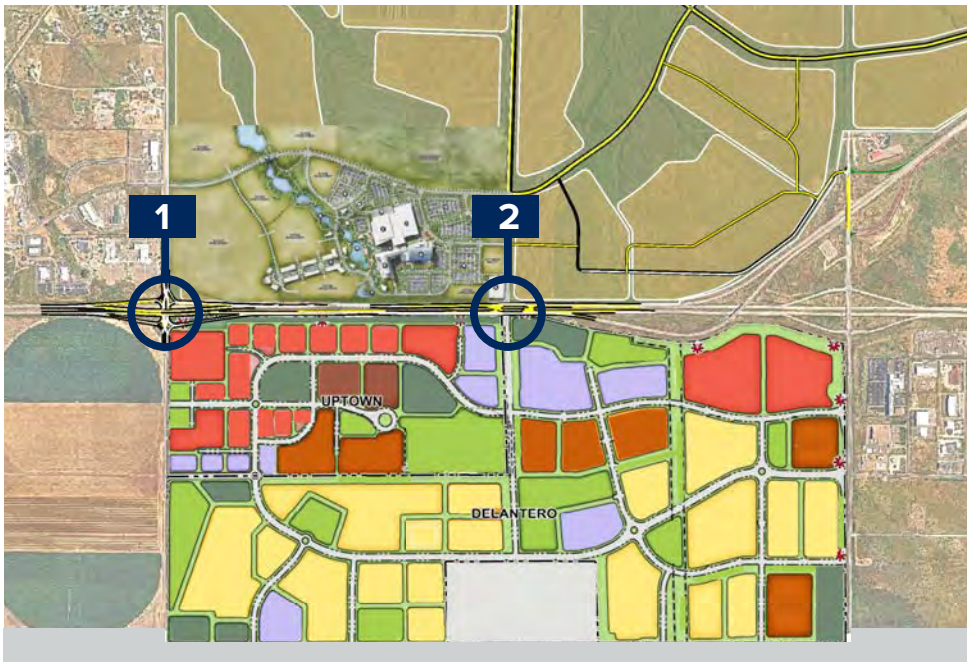
- Dedicated paths for each mode of transportation: transit vehicles, eVehicles (eBikes, eScooters, golf carts), bicycles, and pedestrians.
- Reduces volume at both adjacent interchanges, as needed for the 1601 approval for the WCR17 Interchange.
- Integration of Bus Rapid Transit (BRT)

## 1 INTERCHANGE AT WCR 17 & US 34

**Purpose:** New interchange upgrades to improve safety and reduce delays.

**Impacts:**

- Addresses traffic impacts
- Will need agreement/consensus from surrounding communities for funding and interchange design
- Will need a 1601 approval from CDOT (12-18 months minimum)
- 12,500 trips added to the area with new developments on the north and south of US34.



### THE FUTURE OF WEST GREELEY

Multiple developments on the north and south sides of US 34 will be coming online in the next few years. All developments are projected to generate over 50,000 vehicular trips. The 131st bridge will alleviate over 25% of the trips that would use the WCR 17 and CO 257 interchanges. The trip reduction at the interchange will be an advantage to acquiring the 1601 approval from CDOT on the WCR17 proposed interchange.

## 2 131ST MULTIMODAL IMPROVEMENTS

**Purpose:** Address immediate transportation needs by creating a versatile hub for multiple modes of transport, and reducing vehicular travel along US34.

**Impacts:**

- Signature bridge over US 34 creates connectivity across Greeley to the project.
- Center loading mobility hub and Bus Rapid Transit provides mobility along 10th Street from down to Cascadia.
- Will be needed to meet 1601 requirements for interchange
- Allows for intercity and regional bus service



### FOR MORE INFORMATION CONTACT

Paul Trombino III, Professional Engineer

Phone: 970-652-3809 | Email: paul.trombino@greeleygov.com

# WCR17 and US-34 Interchange 131<sup>st</sup> Ave and US-34 Multimodal Crossing & Mobility Hub

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City of Greeley Public Works  
Hanna Feldmann, Transportation Planner





# WCR17 and US-34

- **Interchange at US-34 and WCR17**
  - Address traffic impacts and failing intersection
  - Expecting 50K+ vehicular trips from new development
- **Need:**
  - Consensus from surrounding communities on funding and interchange design
  - **1601 approval from CDOT TC needed**
    - (12-18 month process)
    - TDM Strategies necessary



*Conceptual Rendering – WCR17 & US-34*



# CDOT 1601: Lessons Learned

- CDOT process required for interchange
- Expecting a Type 1 requirement to obtain approval from TC
- TDM strategies will be required
  - ~3% reduction on ramps
  - Examples from MERGE TDM Memo:
    - Pedestrian Underpass
    - Mobility Hub
    - Transit alignment
    - Transit-Oriented Development Overlay
    - Shared Micromobility

## From CDOT Policy Directive 1601:

**1. Approval of Interchanges and Interchange Modifications:** To balance the need for fair and consistent treatment of all proposals to add a new interchange or modify an existing interchange to the state highway system with the need for flexibility to ensure the level of analysis appropriate to the circumstances surrounding each proposal, the Commission has identified three (3) categories of proposals.

a) Type 1: Proposals for new interchanges on the state highway system with a functional classification of Interstate or Freeway will be submitted to the Commission for action. The Commission will also take action on other new interchanges or interchange modifications referred to it by the Chief Engineer.

## **4. Inclusion of Transportation Demand Management Strategies**

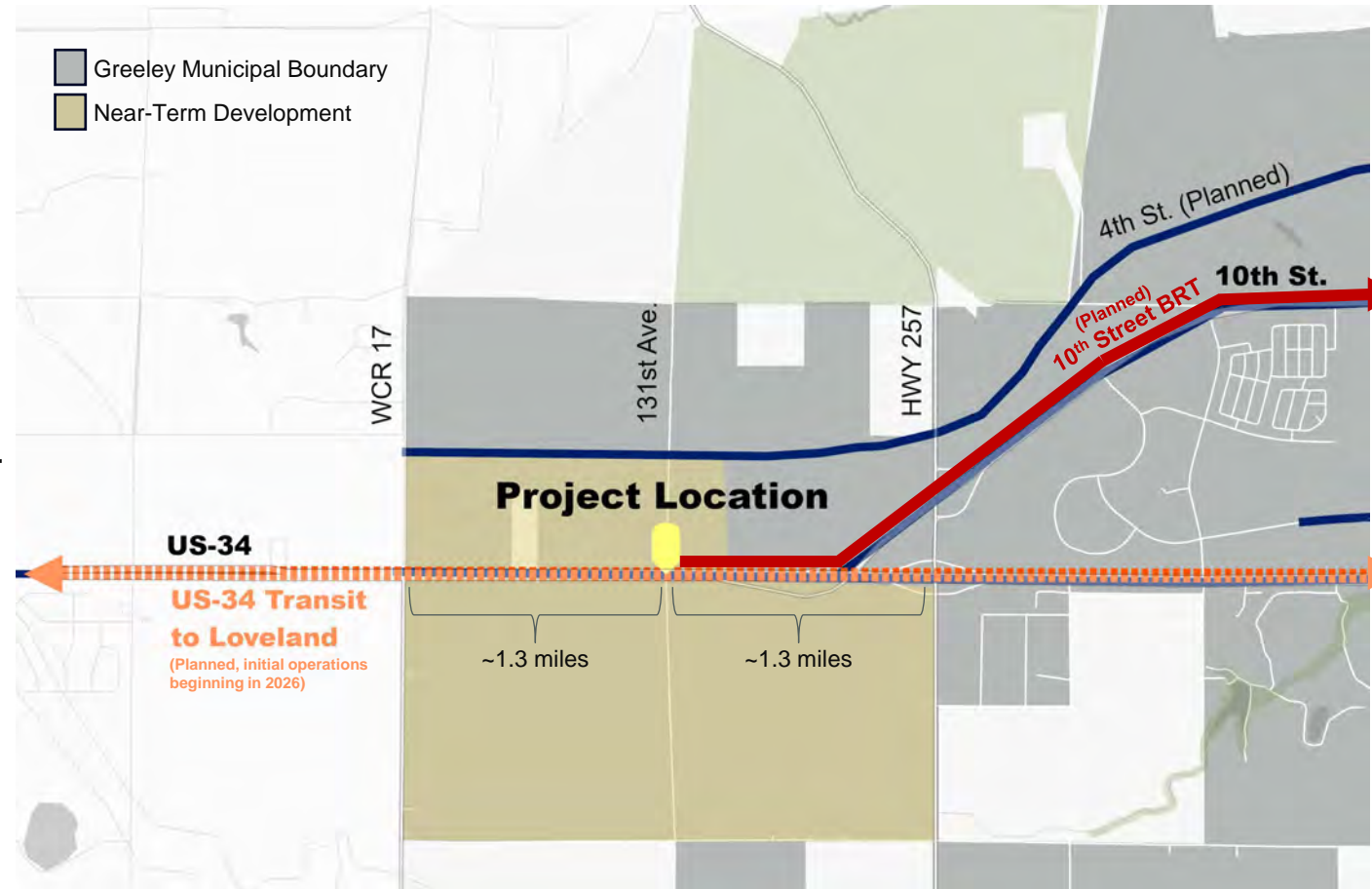
a) To preserve the overall functionality and operability of the state of Colorado's highway system, the applicant will implement traffic reduction or Transportation Demand Management ("TDM") strategies to preserve the long-term functionality of the constructed interchange improvement. The effectiveness of TDM strategies is highly dependent on the specific location, complementary strategies, the nature of the travel segment being targeted, and implementation and promotion. TDM requirements apply to new Type 1 and Type 2 interchange proposals. The TDM requirement does not apply to Type 2a proposals. The proposed TDM improvements will be included for analysis in the System Level Study.

b) As background, TDM helps the traveling public by offering access to multiple transportation modes through strategies like promoting increased transit, integrating with mobility hubs, ridesharing, walking, biking, and teleworking in order to reduce reliance on travel in a single-occupant vehicle. TDM helps the state by optimizing the use and available capacity of the existing transportation infrastructure. This TDM requirement intends to implement appropriate TDM strategies that preserve the functionality of interchanges on the

# 131<sup>st</sup> Ave Project Description

- **Multimodal Crossing and Mobility Hub at 131<sup>st</sup> Ave. and US-34**

- 131<sup>st</sup> Bridge would alleviate 25% of the 50K trips at WCR17/US34 and CO257
- Key multimodal connectivity for anticipated growth and development
- Local and Regional connection to US-34 Transit
- Mobility Hub will be anticipated western terminus for 10<sup>th</sup> Street BRT
- Anticipated development with regionally significant uses
- **A necessary component of the WCR17 project due to 1601**



Vicinity Map – 131<sup>st</sup> Multimodal Overpass and Mobility Hub

# 131<sup>st</sup> Ave Project Description

- **Multimodal Crossing and Mobility Hub at 131<sup>st</sup> Ave. and US-34**
  - 131<sup>st</sup> Bridge would alleviate 25% of the 50K trips at WCR17/US34 and CO257
  - Key multimodal connectivity for anticipated growth and development
  - Local and Regional connection to US-34 Transit
  - Mobility Hub will be anticipated western terminus for 10<sup>th</sup> Street BRT
  - Anticipated development with regionally significant uses
  - **A necessary component of the WCR17 project due to 1601**

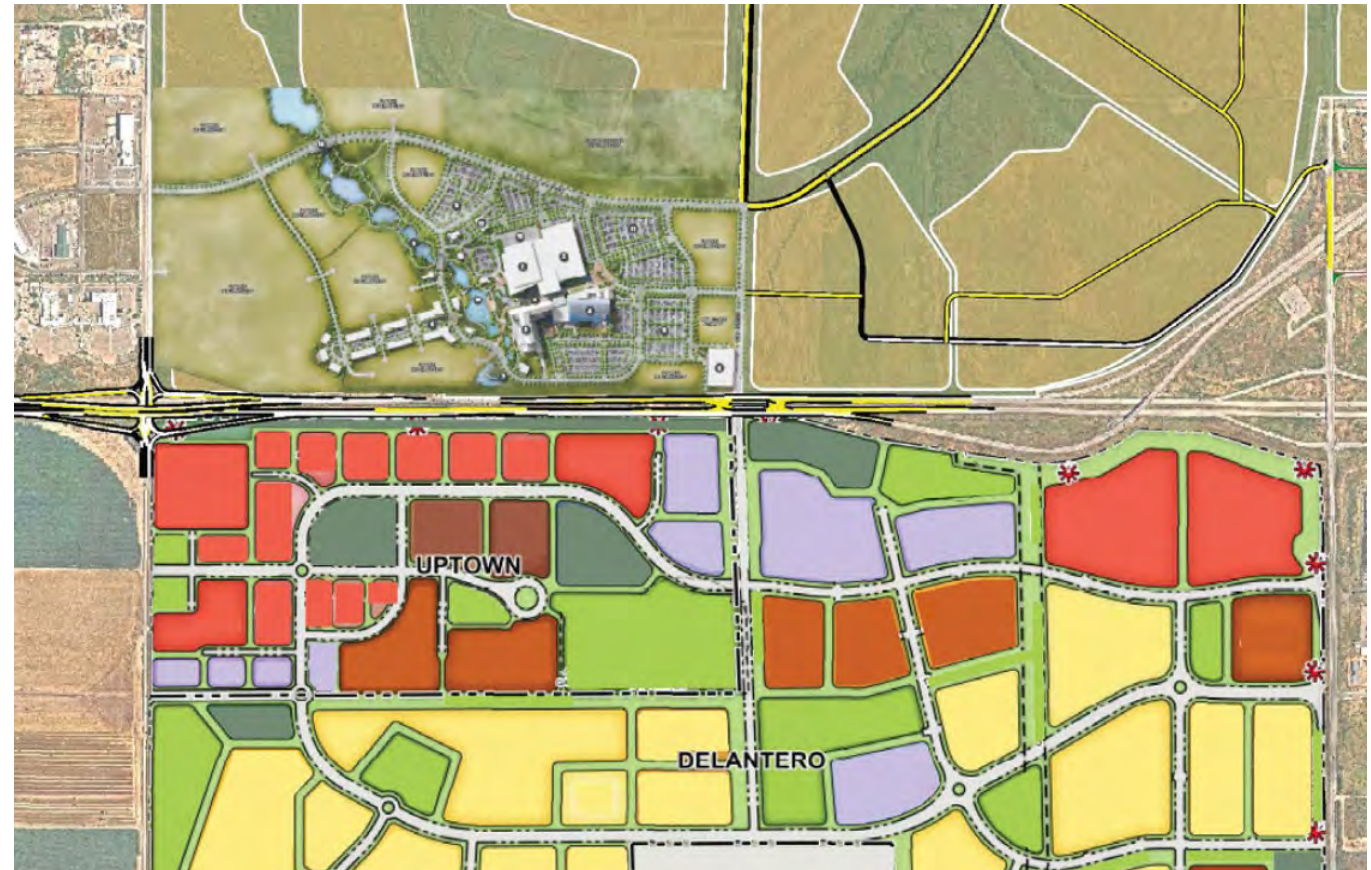


*Initial Conceptual Design: 131<sup>st</sup> Multimodal Crossing and Mobility Hub*



# One Project: WCR17, 131<sup>st</sup> Ave, & Mobility Hub

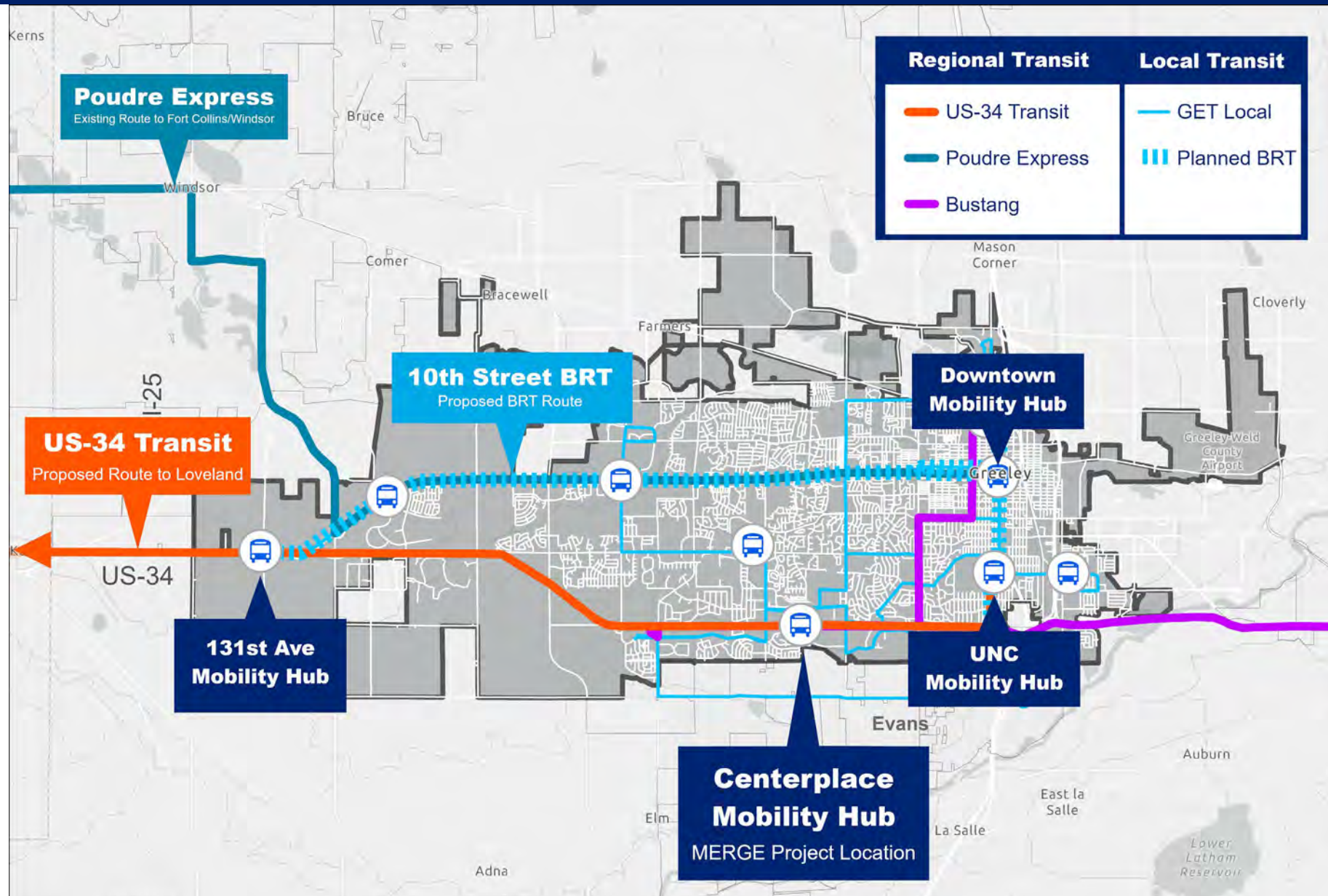
- Facilitates multimodal improvements
- Kick-starts TDM strategies for WCR17 1601 process
- Mobility Hub strategically placed between WCR17 and US257
- Connects US-34 Transit to rapidly-growing area, leveraging TDM benefits



*Conceptual network with development overlay (currently under review)*



# Greeley Mobility Vision and Strategy





## MEMORANDUM

**To: NFRMPO Technical Advisory Committee**

**From: Mark Northrop**

**Date: December 18, 2024**

**Re: Discussion – MMOF Call for Projects**

### Objective

To discuss the project recommendations from the December MMOF Scoring Committee.

### Summary

The 2024 Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects closed on November 15, 2024. The NFRMPO received applications for 15 projects from 9 local agencies. A summary of the total state funding requested and state funding available (per most recent state funding estimates per program) is provided in **Table 1**.

The Scoring Committee for the MMOF program was held on December 13, 2024. The scoring committee recommended fully funding 4 requests and partially funding one request.

All recommendations from the scoring committee is presented in **Table 2**. Projects above the red line are being recommended for funding.

Project sponsors of projects selected for full or partial funding will be presenting projects to the Planning Council at the January 9, 2025 meeting.

### Recommendation

Staff requests TAC discuss the project recommendations from the December MMOF Scoring Committee.

### Attachments

**Attachment 1:** State Funding Availability and Requests

**Attachment 2:** Scoring Committee Recommendations

**Attachment 3:** Presentation (Handouts)



**Attachment 1:** State Funding Availability and Requests

Program	FY2024	FY2025	FY2026	FY2027	FY2028	Total	
MMOF	\$383,788	\$155,759	\$1,151,473	\$1,388,297	\$1,461,971	\$4,541,288	Total Available
	\$857,538	\$534,578	\$4,768,049	\$1,920,606	\$776,231	\$8,857,002	Total Requests
	-\$473,750	-\$378,819	-\$3,616,576	-\$532,309	\$685,740	-\$4,315,714	Difference

**Attachment 2:** Scoring Committee Recommendations

Multimodal Transportation and Mitigation Options Fund (MMOF): Category A				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	85.63	US 34 Transit Sidewalk Connectivity Project	\$1,388,297	\$1,388,297
2	82.94	Foothills Transit Station and Roundabout	\$539,547	\$317,669
3	82.75	Taft Hill Road Corridor Project	\$1,700,000	\$1,700,000
4	80.06	Connecting North College	\$313,437	
5	73.63	Battery Electric Bus Purchase	\$850,000	
6	67.00	Windsor Sidewalk Improvements at Railroad Crossings	\$815,580	
7	64.69	Great Western Trail Paving	\$658,000	
8	58.25	Roundabout WCR13 and Roosevelt Pkwy	\$116,819	
Multimodal Transportation and Mitigation Options Fund (MMOF): Category B				
Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
1	83.00	FRPR Fort Collins and Loveland Station	\$567,661	\$567,661
2	82.88	Weld County On-demand Transit Program	\$567,661	\$567,661
3	76.50	10th Street Transit Vision	\$450,000	
4	72.13	Greeley Active Modes Plan	\$150,000	
5	71.63	Highway 34 Bypass Trail West	\$465,000	
6	70.33	Collins St. (WCR74) Corridor Design	\$275,000	





# 2024 MMOF Call for Projects

Technical Advisory Committee (TAC)



North Front Range  
Metropolitan  
Planning  
Organization

December 18, 2024

# 2024 MMOF Call for Projects - Overview



- **2024 MMOF Call: Overview**
  - **MMOF Goals**
  - **Funding Goals Per Category**
  - **FY2024-2028 Funding Estimates**
  - **Schedule**
- **2024 MMOF Call: Project Recommendations**
  - **Category A Projects**
  - **Category B Project**
- **Next Steps**

# 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 adverse human health effects

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



# 2024 MMOF Call: Funding Goals Per Category



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

# 2024 MMOF Call: FY2024-2028 Funding Estimates



Fiscal Year	Category A (75%)	Category B (25%)	Total Available
2024	\$287,841	\$95,947	<b>\$383,788</b>
2025	\$116,819	\$38,940	<b>\$155,759</b>
2026	\$863,605	\$287,868	<b>\$1,151,473</b>
2027	\$1,041,223	\$347,074	<b>\$1,388,297</b>
2028	\$1,096,478	\$365,493	<b>\$1,461,971</b>
<b>Total</b>	<b>\$3,405,966</b>	<b>\$1,135,322</b>	<b>\$4,541,288</b>

# 2024 MMOF Call: Schedule

Activity	Date
Planning Council Action on MMOF Call Process	October 3, 2024
<b>Call for Projects Opens</b>	<b>October 4, 2024</b>
MMOF Applicant Workshop	October 7, 2024
<b>Project Descriptions Due to NFRMPO</b>	<b>October 11, 2024</b>
NFRMPO feedback on Project Descriptions	October 18, 2024
<b>Draft Project Applications due to NFRMPO - CDOT Review</b>	<b>October 25, 2024</b>
NFRMPO GHG Emissions Reduction Results Discussion	Week of November 4
CDOT feedback on Draft Applications	~November 8
<b>Call for Projects Closes - Applications Due to NFRMPO (6 weeks open)</b>	<b>November 15, 2024</b>
NFRMPO sends out scoring materials	November 18, 2024
Questions about applications to be sent to NFRMPO to be distributed to project sponsors	November 22, 2024
Scoring worksheets due to NFRMPO	Week of December 2
<b>Scoring Meeting</b>	<b>Week of December 9</b>
TAC Discussion of Recommended Projects – Staff Presentation	December 18, 2024
Council Discussion of Recommended Projects – Applicant Presentations	January 9, 2025
TAC Recommendation on MMOF Awards	January 15, 2025
Council Action on MMOF Awards	February 6, 2025





## 2024 MMOF: Project Recommendations



North Front Range  
Metropolitan  
Planning  
Organization

**2024 MMOF Call:  
Category A: Recommendations**

<b>Multimodal Transportation and Mitigation Options Fund (MMOF): Category A</b>				
<b>Rank</b>	<b>Score</b>	<b>Project Name</b>	<b>Funding Request</b>	<b>Scoring Committee Recommendation</b>
1	85.63	US 34 Transit Sidewalk Connectivity Project	\$1,388,297	\$1,388,297
2	82.94	Foothills Transit Station and Roundabout	\$539,547	\$317,669
3	82.75	Taft Hill Road Corridor Project	\$1,700,000	\$1,700,000
4	80.06	Connecting North College	\$313,437	
5	73.63	Battery Electric Bus Purchase	\$850,000	
6	67.00	Windsor Sidewalk Improvements at Railroad Crossings	\$815,580	
7	64.69	Great Western Trail Paving	\$658,000	
8	58.25	Roundabout WCR13 and Roosevelt Pkwy	\$116,819	

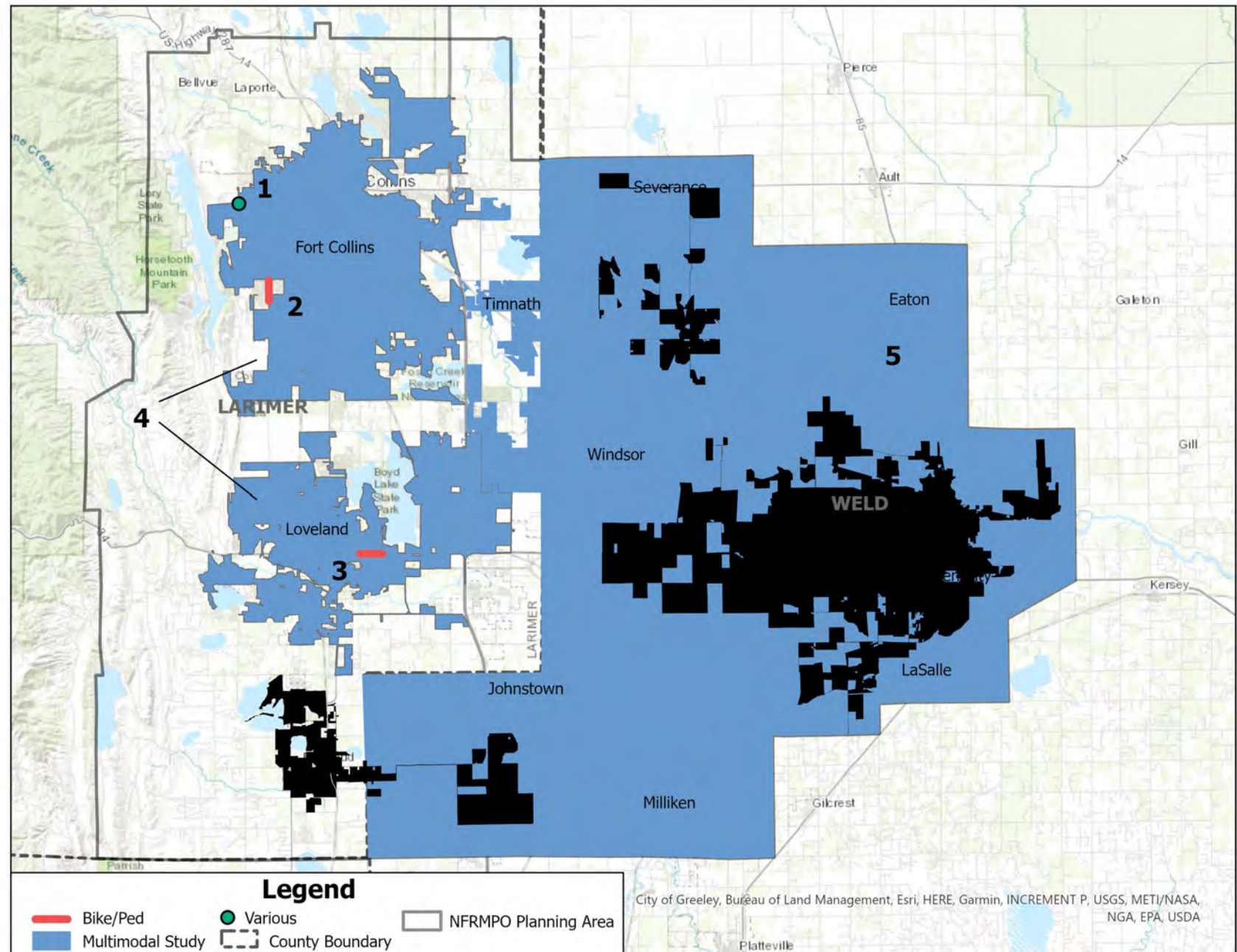
**2024 MMOF Call:  
Category B: Recommendations**

<b>Multimodal Transportation and Mitigation Options Fund (MMOF): Category B</b>				
<b>Rank</b>	<b>Score</b>	<b>Project Name</b>	<b>Funding Request</b>	<b>Scoring Committee Recommendation</b>
1	83.00	FRPR Fort Collins and Loveland Station	\$567,661	\$567,661
2	82.88	Weld County On-demand Transit Program	\$567,661	\$567,661
3	76.50	10th Street Transit Vision	\$450,000	
4	72.13	Greeley Active Modes Plan	\$150,000	
5	71.63	Highway 34 Bypass Trail West	\$465,000	
6	70.33	Collins St. (WCR74) Corridor Design	\$275,000	



# 2024 MMOF Call: Recommended Project Locations

- 1** Foothills Transit Station and Roundabout (Fort Collins)
- 2** Taft Hill Road Corridor Project (Larimer County)
- 3** US 34 Transit Sidewalk Connectivity Project (Loveland)
- 4** Front Range Passenger Rail Fort Collins and Loveland Station
- 5** Weld County On-demand Transit Program\*



\*Unincorporated portion of Weld County in the NFRMPO boundary, including the towns of Johnstown, Milliken, LaSalle, Timnath, Windsor, and Eaton.

# 2024 MMOF Call: Next Steps



- **Council Discussion (Applicant Presentations): January 9**
- **TAC Recommendation on MMOF Awards: January 15**
- **Council Action on MMOF Awards: February 6**

Questions?



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# Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, December 11, 2024

## Eco-Counter Discussion

Kara Martin, Eco Counter, gave an overview of Eco-Counter's products and purpose, including counter hardware, software, and technical assistance. Martin outlined Eco-Counter's new permanent and mobile bike and pedestrian counters. Martin noted the new counters can classify among three user types: pedestrians, bicycles, and e-scooters as well as track the users' speed. Martin gave examples of regional count programs across the United States and Canada. Martin gave an overview of Eco-Counter's data software and its capabilities. The group inquired about the new counters and discussed existing Eco-Counter in the region. The group is interested in continuing discussions on a regional count program.

## RATC Visioning Update

Rouser provided an update on RATC visioning process. Rouser noted the main updates to the RATCs include minor alignment changes and updated road crossing needs. Rouser stated there are communities who are looking to extend existing RATCs and there is a possibility of a new north/south corridor. Rouser stated he will be meeting with the City of Fort Collins, the Town of Wellington, and Larimer County to discuss the possibility of extending RATC 8 north of its current northern terminus to the MPO boundary. The City of Greeley staff met with the Town of Windsor staff and Weld County to discuss extending RATC 5 east of its eastern terminus in Windsor to continue into Greeley via the Greeley #2 canal. City of Greeley staff also noted they will be reaching out to the towns of Johnstown and Milliken to discuss a potential new corridor connecting the towns to West Greeley. Rouser noted he will keep the group updated on any major RATC changes if these proposed changes are agreed upon.

## 2024 Year End Review

The group discussed accomplishments in 2024. Accomplishments include the Safe Routes to School Subcommittee and the creation of the Regional Micromobility Subcommittee. The SRTS subcommittee has been working on advancing SRTS in the region. The subcommittee helped recruit attendees for the SRTS National Conference in Fort Collins. The group discussed goals for 2025. These goals include revamping the NFRMPO's Bicycle and Pedestrian Count Program, planning more in-person, off site meetings including walk/bike audits, advancing wayfinding in the region, and expanding NoCo Bike and Ped participation from smaller communities to ensure their points of view are included in the groups' efforts.

## Roundtable

Rouser stated there is a new funding opportunity for bike/ped projects through the Non-Attainment Area Pollution Mitigation Enterprise (NAAPME).

Moses noted Bike Fort Collins received a \$5,000 grant to expand SRTS programming to Timnath Elementary.

Wilkinson stated the City of Greeley Public Works is leading an effort to begin a SRTS program in Greeley. Sections of the Poudre Trail will be closed due to construction until March.





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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 11/25/24

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**Introduction:**

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their December 5, 2024 Meeting.

**Summary:**

In November, TRE tracking activities at the Regional Air Quality Council (RAQC), Air Quality Control Commission (AQCC), as well as federal activities.

**Air Quality Activities:**

AQCC Activities:

The AQCC's GHG Subcommittee revised their GHG Resolution 2024 update based on comments received.<sup>1</sup> Subsequently, the subcommittee presented a draft resolution to the full AQCC at their November meeting, which was ultimately adopted by the full AQCC. Importantly, the resolution directs the APCD to pay "particular attention to sectors that are not meeting their goals," (i.e. transportation) and/or propose additional measures or deeper/earlier reductions than required by statute.<sup>2</sup> The resolution also intends to pursue Clean Miles Policies relating to transportation and extend GHG reduction goals for existing large buildings.<sup>3</sup> Further, the resolution directs the APCD and other agencies to investigate "strategies to further reduction vehicle emissions including from indirect sources and land use planning, housing, and transit..."<sup>4</sup>

During the November AQCC meeting, the AQCC was briefed on updates to Colorado's 2023 GHG Inventory and projected future emissions. The 2005 base year, corresponding five-year intervals and future projections were updated to account for improvements in data sets, tools and methodologies in estimating emissions. As a result, transportation emissions differ from the previous analyses.<sup>5</sup> In 2020, the transportation subsector was the 4<sup>th</sup> highest GHG emitting segment of Colorado's economy, emitting 25.0 MMTCO<sub>2</sub>eq.<sup>6</sup> Given the multitude of GHG

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<sup>1</sup> Air Quality Control Commission's Draft V10 "Colorado Air Quality Control Commission 2024 Resolution to Ensure Greenhouse Gas Reduction Goals Are Met," under the "Discussion: GHG Resolution". Downloaded 11/19/24 here: [https://drive.google.com/drive/u/1/folders/12cN484MCSIX-bwtJvFC\\_6A8GwA6vxgRN](https://drive.google.com/drive/u/1/folders/12cN484MCSIX-bwtJvFC_6A8GwA6vxgRN)

<sup>2</sup> Ibid at p. 4.

<sup>3</sup> Ibid at pp. 3-4.

<sup>4</sup> Ibid at p. 5.

<sup>5</sup> Colorado Department of Public Health and Environment, Air Pollution Control Division's Updated Final Release "2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks with Historical Emissions from 2005 through 2020 and Projected Emissions from 2021 through 2050." November 2024. Figure 3.25, "Changes in Transportation Emissions from the 2021 to 2023 Inventory", p. 3-54. Downloaded 11/19/24 here: <https://drive.google.com/drive/u/1/folders/1qKX9o1iDHDQkaJSbQT8cuSaoWbP9Mxpr>

<sup>6</sup> Colorado's Greenhouse Gas Metrics Dashboard's "Greenhouse Gas Inventory Explorer" for the Energy Sector. Accessed 11/25/24, here:



emission reductions that have or will be implemented economy-wide by 2030, transportation is projected to emit 27.3 MMTCO<sub>2</sub>eq under the 'business as usual scenario' in 2030, second to Natural Gas and Oil Systems' 31.2 MMTCO<sub>2</sub>eq in 2030.<sup>7</sup> After accounting for all of the transportation related near-term actions, transportation's 2030 projected GHG emissions in 2030 decrease to 23.8 MMTCO<sub>2</sub>eq. However, transportation is projected to be the single largest emitting segment of Colorado's economy in 2030.<sup>8</sup> Commissioner Jones indicated that the Governor's Office is considering evaluating transportation's progress in reducing GHGs on an annual basis, during the meeting.

AQCC considered substantial revisions to their Procedural Rules, with the intent to increase public access and engagement, as well improving transparency and clarity in the rulemaking process. NFRMPO expressed concerns in previous rulemakings, regarding expanding rulemaking scopes, timelines and challenges for governmental agencies to engage, and addressing comments from entities that are not parties to the rulemakings. All of which were discussed during the rulemaking hearing on the Procedural Rules. Where the NFRMPO chooses to submit comments on future rulemakings, written comments are anticipated to be due 14 days prior to the hearing to be considered and included in the record. However, the AQCC did discuss a willingness to entertain comments up to and during the hearing itself.

The AQCC took initial preliminary action on the revisions, and is anticipated to finalize adoption at their December meeting. Adopted rules will change the rulemaking process and timelines, as well as promote opportunities for the public to engage and provide input. The AQCC will transition to implementing these new rules in 2025. Given the timing of developing the Ozone SIP revisions associated with the 2015 Ozone standard in early 2025, the RAQC advocated for some degree of flexibility in meeting some of the new requirements.

#### RAQC Activities

The RAQC Board held a retreat on 11/1/24, including discussions on stakeholder engagement, ozone SIP planning, and the RAQC staff's roles in advocacy on air quality policy, legislation, etc. Separately, the RAQC held a 11/20/24 Control Strategy Committee Meeting discussing oil and gas regulations adopted by the Energy and Carbon Management Commission and how they related to AQCC oil and gas regulations, potential next steps in adopting indirect source rules, landscaping emission reduction opportunities, and potential consumer products' reduction strategies. The RAQC continues to identify setting mobile source emission targets, indirect source rules, and zero-emission forklifts as longer-term emission strategies. More information will be presented on indirect source rules and data from the Phase 2 report at the RAQC's December 3, 2024 meeting.

#### Other Air Quality Initiatives:

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<https://cohealthviz.dphe.state.co.us/t/APCDPublic/views/GHGInventory/Snapshot?%3Aembed=y&%3AisGuestRedirectFromVizportal=y>

<sup>7</sup> Colorado Department of Public Health and Environment, Air Pollution Control Division's Updated Final Release "2023 Colorado Statewide Inventory of Greenhouse Gas Emissions and Sinks with Historical Emissions from 2005 through 2020 and Projected Emissions from 2021 through 2050." November 2024. Table 2.12, "Energy Sector Historical and Projected Emissions by Scenario and Subsector (MMT CO<sub>2</sub>eq)", p. 2-33.

<sup>8</sup> Ibid.



The Governor’s Office released the “Colorado Transportation Vision 2035” on November 19, 2024, identifying transportation related strategies to reduce pollution, advance affordability, and improve quality of life that interrelate to Colorado’s climate, affordability, safety and equity goals.<sup>9</sup> Mode shift, or changing traveler’s transportation choice is critical to reaching the 65% reduction of GHG emissions from transportation from 2005 levels by 2035. Again, transportation is projected to be largest GHG emitting segment of Colorado’s economy in 2030. This vision document identifies that an additional 1.2 MMT reductions – beyond transportation strategies already being planned and implemented - from non-auto modes of travel (transit, active transportation and walking), including a “near doubling of transit ridership over the next 10 years” are needed to meet Colorado’s overall goal of reducing GHG emissions by 65% from 2005 levels by 2035.<sup>10</sup> While existing revenue sources are listed, it clearly states that additional funding will be required.

The Air Quality Enterprise (AQE) met on November 5, discussing potential topics for the next round of air quality funding (a.k.a. Round 3). In particular, the AQE Administrator mentioned having solicited input from their fee payers on air quality topics on which to focus and reported not having received any feedback. The AQE meets again in January and intends to move forward with Round 3, in 2025. This meeting will provide an opportunity to weigh in on potential air quality projects in need of funding. At the same time, this might be a good opportunity to advocate for projects that align with the request of the Intermountain West MPO group outlined in the September 2024 joint letter to EPA.

**Upcoming Activities:**

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

Meetings TRE Plans to Attend (or screen)

- 12/3/24 RAQC ISR Control Strategy Subcommittee Meeting
- 12/5/24 NFRMPO Council Meeting
- 12/6/24 RAQC Board Meeting
- 12/13/24 EPA’s CASAC Mobile Sources Technical Review Subcommittee Meeting<sup>5</sup>
- 12/18-20/24 AQCC Meeting

Other Anticipated Air Quality Activities

- EPA’s guidance on Contingency Measures
- EPA’s Review of the Ozone Standard

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<sup>9</sup> Colorado Governor’s Office, “Colorado Transportation Vision 2035.” November 2024. Downloaded 11/19/24 at: <https://drive.google.com/file/d/1vRitrR04pT3jlf70KktbNKG6XZdXZptq/view>

<sup>10</sup> Ibid, at p. 20.