

MEETING MINUTES of the TECHNICAL ADVISORY COMMITTEE (TAC)

North Front Range Transportation and Air Quality Planning Council

Hybrid Meeting

October 15, 2025

1:00 p.m. – 2:17 p.m.

TAC Members Present

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Emma Belmont – FTA
Aaron Bustow – FHWA
Brendan Cicione – CDPHE-APCD
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Scott Pearson – Windsor
Josie Thomas – CDOT
Eric Tracy – Larimer County

NFRMPO Staff:

Aaron Hull
Becky Karasko
Mykayla Graalum
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Tawn Hillenbrand – Berthoud
Town of Garden City
Town of LaSalle
Wesley LaVanchy – Eaton
Shani Porter – Severance

In Attendance:

AnnaRose Cunningham – Loveland
Candice Folkers – COLT
Caleb Feaver- Fox Tuttle Transportation Group
Omar Herrera – Windsor
Renaee Jording – GET
Tamara Keefe – FHU
Joshua Ma – Transfort
Annareli Morales – Weld County
Desiree Moore – Drive Clean Colorado
Helen Migchelbrink – Toen of Mead
Eric Patton – Transfort
Drew Pearson – Wilson & Company
Erika Rasmussen – Town of Mead
Luke Seeber – Berthoud
Spencer York – CDOT

Call to Order

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

Public Comment

There was no public comment.

APPROVAL OF THE SEPTEMBER 17, 2025 TAC MINUTES

Hornkohl moved to approve the September 17, 2025 TAC Minutes. Leonhardt seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore stated APCD and RAQC will be briefing the AQCC on ozone season results. Moore noted rebuttal statements are due October 28th by 5:00 p.m. Moore stated 2025 has been the cleanest air quality year since 2019. Moore noted that RAQC will be presenting the Control Strategy Blueprint on November 7th. The AQCC hearing on the Control Strategy Blueprint is on Nov 20-21. Comments on the blueprint are due by October 24th. Moore noted that the RAQC has adjusted language to emphasize that these are proposed strategies and may not be implemented exactly as described.

Relford asked if RAQC is supporting AQCCs proposal for the SIP. Moore noted that RAQC coauthored the SIP chapters with AQCC. RAQC is supporting the regulations AQCC is moving forward, but AQCC has not partnered with RAQC on those regulations. Relford asked if the blueprint reflects the updated ozone emissions data. Moore confirmed RAQC will update the data with the new 2025 ozone season data.

APCD Updates

Cicione noted the AQCC set a hearing date for Regulation #7 to consider revisions addressing oil and gas operations impacted by EPA's Emission Guideline 40. AQCC set a hearing date for Regulation #28 to address technical corrections to the rule specifically related to agricultural buildings and utility subscription services. The October AQCC meeting will be a joint meeting with the Board of Health.

Metropolitan Planning Organization Agenda

Action Items

October 2025 TIP Amendment

Stockburger noted the October 2025 TIP Amendment included the addition of the Larimer County, *County Road 50E Corridor Planning & Design* with \$1,160,850 Federal BUILD funding and \$290,215 in local funding in FY2026. The Amendment includes the removal of the Fort Collins project *On-route BEB Chargers- STC* and the Greeley project *10th Street Transit Vision* as a result of the MMOF reconciliation efforts.

Hornkohl moved to recommend Planning Council approve the October 2025 TIP Amendment. Tracy seconded the motion, which was approved unanimously.

Presentation Items

NFRMPO 101

Karasko gave an overview of the NFRMPO's formation and roles and responsibilities as an MPO. Karasko noted that the NFRMPO is both a Transportation Management Area (TMA) and an MPO. The NFRMPO covers 635 square miles and has a population of around 535,000. The NFRMPO is funded by Local, State, and Federal funding sources. Karasko stated the MPO has five urbanized areas: Fort Collins, Greeley, Johnstown, Severance, and Eaton. Karasko noted that the four federally required core MPO products are the Long-Range Transportation Plan (LRTP), the TIP, the Public Involvement Plan (PIP), and the Unified Planning Work Program (UPWP). The NFRMPO is responsible for transportation planning, air

quality planning modeling and coordination, regional collaboration, mobility coordination, and VanGo™ Vanpooling and Ride Matching Services. Karasko outlined the UPWP and noted it is the NFRMPO staff workplan that is adopted biannually while the UPWP budget is adopted annually. Karasko discussed the 10 federally-required planning factors. NFRMPO plans include Freight Northern Colorado (FNC), Active Transportation Plan (ATP), Coordinated Plan, Title VI Plan, the PIP, TIP, UPWP, Congestion Management Process (CMP), and the RTP. Karasko gave an overview of the NFRMPO's Conformity and GHG Transportation Planning Standard requirements and outlined what constitutes an air quality significant project that would trigger conformity and the GHG Transportation Planning Standard.

Discussion Items

WCR38 Functional Classification Change Request

Karasko noted while the Town of Mead is a DRCOG community the project is within the NFRMPO boundary, the NFRMPO is the agency to approve the functional classification change request. Erika Rassmussen, Town of Mead, noted the request is to classify WCR 38 as a Rural Major Arterial from WCR 7 to WCR 9.5. CDOT's current classification is an Unclassified local roadway, and the corridor is classified as a collector in the NFRMPO's Regional Travel Demand Model (RTDM). Pearson noted the Town of Mead is working through the CDOT 1601 process for a new interchange at I-25 and WCR38, which would significantly increase traffic volumes along the corridor. The NFRMPO must approve of the WCR38 Functional Classification Change to complete the 1601 process. TAC expressed support for the classification change. Next steps include NFRMPO Planning Council approval at their December meeting. If it is approved, the NFRMPO will send a Letter of Approval to CDOT and FHWA.

TMO Call for Projects

Hull gave an overview of the changes made since the previous TAC discussion in July. One significant change includes changing the Call for Projects from a TDM-based call to a TMO-based call. The scoring committee will consist of Mobility staff and one member of the Transportation Planning Team. This call will include updated eligibility criteria for project types to allow for on-going TMO management and TMO setup. Hull outlined the six TMO Call for Project goals. These goals are reducing congestion and improving air quality, strengthening regional links, investing in financially and technically sustainable projects, advancing mobility access for all, encouraging innovation in TDM, and building community support. The updated funding total for this call is \$400,000 across FY2025-2027. A local match of 17.21% is required per project. Hull outlined the scoring criteria and noted letters of support are required for this call.

GHG Transportation Report

Marek noted the GHG Transportation Report is open for public comment until November 4, 2025. She stated the Colorado GHG Transportation Planning Standard was adopted by the Transportation Commission (TC) in 2021. Marek stated the NFRMPO is in compliance with the GHG Transportation Standard for the 2050 RTP Amendment. NFRMPO staff presented the GHG Transportation Report results to Planning Council at the October Planning Council meeting. Marek noted the reduction values for 2029 and 2030 were slightly different than what was presented to the Planning Council due to an error in employment data in the 2030 model run. The NFRMPO is still in compliance for both impacted years. The NFRMPO submitted the GHG Transportation Report to CDOT and APCD on October 6th. Marek stated the GHG Transportation Report will go to TAC for approval at the November 19th meeting as well as at the

November 19th and November 20th TC workshop and meeting. The GHG Transportation Report, Conformity Report, and 2050 RTP Amendment will be going to the Planning Council for adoption at the December 4th Planning Council meeting.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

None.

Mobility Updates

Trujillo-Martinez noted the mobility program is continuing outreach and engagement. RideNoCo has received 5,138 website visits and 285 calls in 2025 so far. RideNoCo attended the Northern Colorado Workforce Symposium. RideNoCo staff will be attending the Weld County Senior Symposium and Weld County Project Connect.

Reports

October Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

Quarter 3 2025 TIP Modifications

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Roundtable

Ma asked about the next steps about MMOF Reconciliation. Relford noted that change will be through the October TIP Amendment. Karasko noted Council Action was to approve of the MMOF Reconciliation plan. Once Council approves the TIP amendment, it will be sent to CDOT. Hahn asked when will agencies get IGAs for the affected MMOF projects. Thomas stated it should be able to begin once TC approves, but she will reach out and get more information.

Pinkham noted Weld County is moving forward with the Safety Action Plan.

Marek stated she will be bringing the safety performance measures to the November TAC meeting.

Rouser noted he will be pulling all of the known bike/ped projects from the 2050 RTP and the Regional Travel Demand Model to include in each communities' Active Transportation and Transit Inventory prior to sending out the request. MPO staff will also accept any submission format as long as it provides the necessary information.

Stockburger noted he has sent out the Freight Stakeholder survey and requested TAC to complete the survey and to inform him of any stakeholder who should take the survey. NFRMPO staff will also be posting the public survey.

Leonhardt thanked everyone who participated in the stakeholder meeting to rebrand GET.

Hahn noted the RFP is out for the Safety Action Plan and will close October 23rd.

Karasko stated NFRMPO staff have begun reaching out to local communities to schedule 2026 Planning Council meetings.

Relford noted Piper from CTIO will be presenting at the November Council meeting to discuss the beginning of tolling on I-25. The December meeting will have the state demographer to present on the region.

Hull requested TAC to provide any comments on the Coordinated Plan by October 20 something. Hull noted there is a Northern Colorado TDM Working Group and encouraged TAC members to attend if interested.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:17 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 19, 2025, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Joshua Ma, Transfort
Date: November 19, 2025
Re: Transfort Match Relief Request – MMOF

Objective

The City of Fort Collins - Transfort is requesting match relief on previously awarded and newly awarded MMOF funds for the Foothills Transit Station and Roundabout.

Summary

The purpose of this memo is to request match relief in the form of a reduced local match of 25% (instead of 50%) for the City's current Multimodal Transportation and Mitigation Options Fund (MMOF) grants. Citywide budget cuts, declining sales tax revenue, and rising operational costs have significantly constrained available local funding. An updated project cost estimate, expected by year-end, is anticipated to reflect higher total costs, and Fort Collins has not yet fully identified the local match under the previous estimate. Adjusting the match requirement to 25% will allow the City to keep this project moving forward while managing current financial pressures and maintaining capacity for other critical priorities.

Under the Local MMOF Program Guidelines, applicants such as Transfort may qualify to use the match rate of the county they serve and may request project-specific match reductions with support from the MPO/TPR and approval by the Transportation Commission. Because the entire transit station and the majority of the roundabout funded by this grant is located in Larimer County, which has an adopted match rate of 25%, we are requesting to use the county's match rate since over 90% of the project is located outside of City limits. This request is consistent with recent CDOT CTE decisions granting Fort Collins match relief under the same guidelines for the SB230 Formula Program and Capital Call (in progress). A favorable decision by the TAC on this request would also move the City closer to meeting its local match requirement for the federal RAISE grant, positioning the project to advance to construction more quickly.

Analysis

- **Advantages:** Approving the match relief request will allow this project to move forward under current financial pressures.
- **Disadvantages:** None noted.

Recommendation

Transfort requests TAC members review the match relief request and be prepared to discuss it at the November TAC meeting.

Attachments

- CDOT MMOF Local Program Guidebook
- Foothills Transit Station Boundary Map



COLORADO

Department of Transportation

Division of Transportation Development
2829 W. Howard Place, 4th Floor
Denver, CO 80204

Multimodal Transportation and Mitigation Options Fund (MMOF)

Local MMOF Program Guidelines

Update July 2024

Introduction

The Multimodal Transportation & Mitigation Options Fund (MMOF) was created within the State Treasury under Colorado Senate Bill 2018-001 and expanded under Colorado Senate Bill 2021-260. Per statute, funds within the MMOF are split, with fifteen percent (15%) allocated to and controlled by CDOT for statewide and regional multimodal investments and eighty-five percent (85%) is allocated for local, competitively selected multimodal investments. This local funding portion is referred to as the **Local MMOF Program** and is the subject of this summary guidance document.

Throughout the document is general information about the Local MMOF Program as well as guidance for applicants seeking funding for eligible projects and resources for the agencies that award the Local MMOF funding to projects.

General Inquiries

Questions about the MMOF program or project eligibility beyond what is provided in this guide may be directed to the appropriate CDOT point-of-contact listed in the [CDOT Program Support](#) section below or to the MMOF Program Manager at mmof@state.co.us.



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Figure 1: Map – Transportation Planning Regions

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Table 1: Local MMOF Projected Allocations - Transportation Planning Regions

Table 2a: Match Rate Requirements – Counties

Table 2b: Match Rate Requirements – Municipalities



Program Overview

Program Goals

The MMOF program invests in projects that promote a “complete and integrated multimodal system” that:

- Benefits seniors by making aging in place more feasible,
- Benefits residents of rural and [Disproportionately Impacted \(DI\) 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, or
- Reduces emissions of air pollutants and Greenhouse Gases (GHG) that contribute to adverse environmental effects, including but not limited to Climate Change and adverse Human Health Effects.

Project Eligibility

Projects are eligible for MMOF funding only if they satisfy at least one of the MMOF program goals above and at least one of the following multimodal project definitions. Multimodal MMOF projects must provide benefits to or integration of transportation modes other than for traditional roadway vehicle use alone.

‘Multimodal Projects’ includes any portion or phase of the following on and off-highway transportation projects, as defined in statute:

- Capital and/or Operating costs for Fixed-route and On-demand transit services,
- Transportation Demand Management (TDM) programs,
- Multimodal Mobility projects enabled by new technology,
- Multimodal Transportation planning & studies,
- Bicycle or pedestrian infrastructure projects,
- Transportation Modeling Tools, and
- Greenhouse Gas (GHG) mitigation projects that decrease Vehicle Miles Traveled (VMT) or increase Multimodal travel.

Funding Types

The MMOF program is currently funded entirely with state funds, other than the one-time Federal COVID Recovery funds committed to the program in FY2022. Future program funding is sourced from the State’s Retail Delivery Fee revenues and General Fund transfers committed through Colorado Senate Bill 2021-260.



Regional Funding Allocations

Per Colorado Revised Statutes 43-4-1103, which governs the MMOF program, a formula adopted by the Colorado Transportation Commission (TC) distributes Local MMOF Program funds to Colorado's fifteen (15) Transportation Planning Regions (TPR). Funding is awarded to eligible projects through competitive selections led by the Regional Planning Commission (RPC) in each of those TPRs.

The Colorado Transportation Commission (TC) determines a formula distributing the MMOF funding to TPRs. This formula is developed in consultation with relevant stakeholders and uses a combination of eleven criteria representing various populations, transit ridership, and other factors pertinent to the MMOF program. The newly updated formula was adopted by the TC in May 2024.

- The formula first allocates 81% of Local MMOF Program funds to the five (5) urban TPRs, and 19% to the ten (10) rural TPRs.
- Two separate sub-allocation formulas, one urban and one rural, then allocate those quantities to the respective TPRs using different weighted combinations of these eleven criteria.

[Table 1](#) contains the formula's percentage allocation to each TPR and projections of the annual funding anticipated, based on the May 2024 future revenue projections.

Project Requirements

Minimum Project Sizes

Minimum project sizes for the MMOF program are required to ensure efficient use of program funding. Projects funded with public program funds must satisfy additional requirements and follow specific processes. Agencies sponsoring these projects must also adhere to certain requirements. These requirements can cause increased costs and diminished benefits to grants for smaller projects.

Project Minimums:

- Infrastructure Projects – minimum \$300,000 *total project cost*.
- All non-infrastructure (planning, purchases, operations, TDM, etc.) – minimum \$25,000 *grant amount*.

Bundling of similar projects is strongly encouraged, when possible, to meet project minimums and to maximize cost efficiencies. The TPR/MPOs that award Local MMOF funding may also choose, at their discretion, to *increase* these project minimums in their region.



Match Requirements

Sponsors of all Local MMOF funded projects must provide 50% match funding on a project-by-project basis. This means at least 50% of MMOF project funding must come from sources other than MMOF. As an example, a \$1,400,000 transit facility project may receive up to \$700,000 Local MMOF Funds while the remaining \$700,000 is funded through other sources. ***MMOF awards may be matched by any other federal, state, local or private source, including other competitively awarded FHWA, FTA or State grants.***

Match Reduction or Exemption

The Transportation Commission (TC) has adopted a Match Reduction Formula that automatically reduces or eliminates the MMOF program's 50% match requirements for qualifying county or municipal governments. That formula reduces the required Match Rate to 25% or to 0%, and is based on the following four criteria:

- Percent of population over age 65
- Percent of population in poverty
- Median household income
- Median home value

MMOF applicants that are neither a county nor a municipality (e.g., transit agencies, school districts, metro districts, etc.) must provide the match funding rate required of the county and/or municipal governments of the ***area the agency serves***. These applicants should provide a brief explanation in the application justifying the 25% or 0% match rates claimed. *Applicants that are uncertain of the applicable match rate for their project should reach out to their [MPO/TPR contact](#) or the appropriate [CDOT Program Support](#).*

[Tables 2a & 2b Match Requirements](#) below list the individual match rates required of County and Municipal governments under the Commission's formula adopted May 16, 2024. These rates apply to projects awarded funding on or after May 16, 2024. Projects awarded funding prior to that date remain obligated to the match rate specified at the time of award.

Applicants may also seek approval for match rate reductions (to 25% or 0%) on a per-project basis. Match reductions must be formally approved by the Transportation Commission (TC) and supported by the TPR/MPO. To request a match reduction, applicants must submit a written request to the TC that includes justification of the reduced match requirement, including evidence of the agency's economic hardship beyond those represented in the Match Reduction Formula criteria noted above. Match reduction requests should be submitted concurrently with an application and must be approved by the TC prior to initiating a Grant Agreement or IGA.



In-Kind Match

In-kind project match - means the value of non-monetary contributions provided without charge, that benefit the MMOF-funded project. In-kind contributions are provided only by a third party to the project and therefore do not include any materials or services provided directly by the Local Agency awardee (See Local Agency Delivery section below). Examples of in-kind contributions include services, materials or goods, or equipment donated by a third party.

In-kind contributions may be used to satisfy the match requirements for a MMOF project. However, an in-kind proposal must be submitted with draft and final MMOF applications and must be approved by CDOT prior to the award of MMOF funding. Proposals for use of in-kind match after the time of award of MMOF funding will not be eligible. For more information on the in-kind approval process, please inquire with [CDOT Program Support](#) and review CDOT's [Flowchart 1A: In-Kind Approval Process](#).

Project Delivery by Local Agency or Contractor

Publicly funded projects are most often delivered by contractors selected and hired through the grantee's competitive procurement process. However, a Local Agency grantee may be able to deliver all or a portion of a project through the labor and resources under its control, if it is in the public interest and it is cost-effective.

Local Agency grantees that are planning to deliver any portion of a MMOF project must coordinate approval and guidance directly with the CDOT Project Manager assigned to your project prior to conducting any work.

It is recommended applicants planning to directly deliver any portion of a MMOF project should inquire with CDOT for clarification prior to applying.

Combining MMOF and Other Program Funds (STBG, CRP, TAP, FTA, RMS, etc.)

Project applicants may seek to complete the funding for eligible multimodal projects by combining MMOF with funding from other federal, state, or local grant programs. MMOF *may* be an eligible source of funds to satisfy the match requirements of other grant programs, depending on the type of funding and conditions of those awards. Note, however, that some grant programs make awards under specific conditions that it is matched with "local" funds only.

Project sponsors may therefore consider applying for multiple programs to complete the funding needed on an eligible project. However, MPOs/TPRs making MMOF awards to projects that are contingent upon a successful award from another program may want to proactively identify alternative MMOF projects to award if the applicant's bid for matching competitive funds is unsuccessful and they are unable to deliver the project in a timely manner without it.



Funding Expirations

State funding in the MMOF program does not carry a specific expiration date. However, individual awards of MMOF funds may come with specific funding expirations based on the unique timelines expected of individual projects. It's important for awardees to understand these limitations and to work steadily to utilize these public funds as early and efficiently as possible.

Any funding expiration dates that are applicable to previous awards of MMOF funds will continue to apply even if additional awards of MMOF funding are made to existing projects. In some extenuating circumstances beyond the awardee's control, and where regulations allow, these funding expiration dates may be extended, but must be formally approved first by the TPR that awarded the project and also by the CDOT project manager.

Reporting Requirements

MMOF awardees are required to provide annual and/or periodic reports on the status of project progress upon request by your TPR/MPO or CDOT, and at the time of final project completion.

TPR/MPOs are also required annually to compile MMOF project status information to report to CDOT upon request, listing the sponsor/recipient, project names and descriptions, funding sources, current expenditures, and projected annual expenditures.

Project Application and Selection

Project applications and selections for Local MMOF Program awards are conducted separately by each TPR. Refer to [Figure 1 - Map of Transportation Planning Regions](#) to identify your region and contact your TPR/MPO for information on their respective project selections and to receive the appropriate Application Forms. [TPR/MPO contact information](#) may be found on CDOT's planning website.

Required CDOT Review of Applications and Scope Change Requests

To assist applicants and support the effective selection of projects, CDOT subject matter experts will review all draft MMOF applications, final MMOF applications, and all scope change requests submitted to TPR/MPOs.

CDOT experts will review applications and scope change requests for the following:

- Eligibility – the project meets at least one MMOF program goal and that it consists of an eligible project type.



- Budget – accurate cost estimates, implications and ascertain the status of proposed match funding sources and the implications of mixing MMOF with awards of other funding sources.
- Project Delivery - project ‘readiness’, adequate timelines required for pre-award or pre-construction activities, or other potential issues that cause delivery delays.
- Scope & Feasibility – feasibility of the proposed work, clarity and completeness of the project proposal, potential regulatory, technical, or logistical challenges.

The goals of the CDOT application reviews are to:

- Help applicants identify potential project delivery challenges, and to prepare well-defined and competitive project proposals.
- Reduce the number of withdrawn and/or delayed projects.
- Reduce the overall cost and burden for Local Agencies and for CDOT staff supporting the projects.
- Provide TPRs more complete project applications to enable the selection of the most viable & ready projects.

Applicants will be provided detailed written feedback from CDOT following submission of draft applications, providing them an opportunity to address comments, questions or concerns before submitting final proposals. Final applications will be reviewed again, and observations provided for TPR/MPOs to consider in their evaluation and selection process.

NOTE: CDOT’s application review will not evaluate the merits of proposed projects or any TPR/MPO-identified scoring criteria.

Direct CDOT consultations are no longer required prior to submitting applications. CDOT will instead advise all applicants through the application review process and may reach out to applicants directly with questions or if direct consultations are needed. Applicants may contact the appropriate [CDOT Program Support](#) with other questions if needed.

Submitting Applications

Draft and Final applications must be submitted to the MMOF Program Manager at mmof@state.co.us in addition to any application submission instructions provided by the TPR/MPO. Drafts must include all required attachments except for those related to formal resolutions of local financial support, Award Notifications, and letters of approval, which are due with final applications.



TPR Application Timelines

To facilitate CDOT's review of applications, the TPRs' application and selection timelines should include a three-week review period following Draft submissions, during which CDOT will review and provide applicants feedback to consider in their final application. The TPR should also include two weeks following the final application deadline for CDOT's subsequent review of final applications.

CDOT encourages TPRs to use the following minimum durations when setting a Call Schedule:

- Draft application window - 4 weeks
- CDOT review of draft applications - 3 weeks.
- Final application window - 2 weeks
- CDOT review of final applications - 2 weeks.
- MPO/TPR evaluation and selection - variable

TPR/MPOs are encouraged to consult with their [MMOF Point-of-Contact](#) for the applicable CDOT engineering region or regions prior to establishing their Call timeline to align the CDOT application review times with their staff capacity and schedules, when possible.

Competitive Project Selections

A Competitive Selection process is required for awards of MMOF funding. That process must include an application, an evaluation of proposed projects based on the TPRs' identified criteria and a selection based on those applications that rank highest.

TPRs should establish scoring criteria prior to opening a Call for MMOF project applications. The following criteria are common in multimodal grant programs and are provided as suggestions for TPRs to consider when creating an evaluation system for scoring Local MMOF applications. TPRs may choose criteria from this menu, modify the suggested criteria, and/or select additional criteria that are not listed, based on their region's priorities and preferences.

Menu of potential MMOF Scoring Criteria:

- Network/Modal Connectivity - Project seeks to contribute to a complete bicycle, pedestrian and/or transit network by closing gaps, extending routes or providing crucial intermodal connections.
- Safety - Project provides a shared use path, enhanced separation from motorized vehicles, or improves traveling safety for non-motorized users, including, but not limited to, countermeasures from [FHWA's Proven Safety Countermeasures initiative \(PSCi\)](#),.



- Greenhouse Gas (GHG) Mitigation - Project reduces GHG by reducing Vehicle Miles Traveled (VMT) or increasing multimodal travel.
- Equity - Project is located in or provides benefits to [Disproportionately Impacted \(DI\) Communities](#) or to traditionally underserved and disadvantaged community members.
- Quality of Life and Public Health - Project enhances access to medical facilities and necessary services or to recreation areas, increases active transportation or provides other quality-of-life benefits.
- Economic Impact - Project increases access to, from or within employment or economic centers, bolsters tourism or commerce, or decreases the burden on local resources.
- Cost-Benefit - Project provides substantial Local MMOF program benefits relative to the total cost of the project.
- Local/Community Support - Project is included in or supports the goals and strategies of local or regional plans. Project has broad support among affected local governments, partner agencies or vested public stakeholders, as demonstrated by letters of support and/or documented public feedback.
- Application quality - Application is completed fully; Questions are answered clearly and succinctly; The application provides the information necessary to effectively evaluate the scope, quality, and benefits of the project; Applicant addresses any feedback, questions or concerns raised during CDOT review.

Suggested steps for TPRs to determine a basic scoring method:

1. Select criteria from above or add others that represent the qualities by which the TPR wishes to evaluate and compare competing projects.
2. Assign point values to each of the criteria based on the Region's relative priorities, or simply assign the same value to each (for example, 10 points each). Modify the application scoring template according to these selected criteria and weights.
3. Share/distribute the resulting criteria descriptions with potential applicants along with the MMOF application materials.
4. Use the resulting template to evaluate, score and rank-order submitted applications.



Awarding Future Years of Funding

TPR/MPOs may award future years of projected MMOF funding as far out as the fourth year of the currently adopted Statewide Transportation Improvement Program (STIP). This means that as of July 1, 2024, which is the start of state fiscal year (FY) 2025, TPRs may award projects the projected MMOF funding up through FY2028.

TPR/MPOs may also propose 'advance-funding' MMOF projects, whereby future years' funds can be utilized and spent by projects in an earlier year. CDOT will generally consider all advance-funding proposals but will manage them on an ongoing and case-by-case basis, depending on the availability of funds in the program.

Preparing for Project Selection - Best Practices for TPR/MPOs

CDOT encourages TPRs to use the following best practices when conducting a Call and selection of projects:

- Consider whether it is in the TPR's best interest to hold a Call for new MMOF projects, a supplemental Call for existing MMOF projects, or for both. For example, a supplemental-only Call may be appropriate when funding levels are too low to fully fund a new project, or when current grantees are facing implementation challenges due to rising costs.
- Identify a scoring committee and establish a conflict-of-interest policy. For example, applicants could participate in the scoring committee while being recused from scoring their own project, or the committee could be composed only of representative of agencies not submitting current applications.
- Specify where applicants should submit applications. Ensure all draft and final applications are also sent to mmof@state.co.us.
- As part of the selection process, decide if projects that are not awarded funding will be "waitlisted" and therefore eligible for any funds returned to the TPR's pool or if they are "not approved".
- Whenever possible, avoid the delays and administrative burden faced when projects are partially funded by awarding the full amount of requested funds to the highest ranked projects rather than partially funding multiple projects.
- Applicants will be required to provide the annual amounts of MMOF spending needed and anticipated, based on their realistic project implementation timelines. TPR/MPOs should try to award funds from the years as close as possible to the years they are expected to be utilized by the proposed project.
- CDOT recommends TPR/MPOs award funds at least 18 months in advance of the fiscal year in which a project is expected to commence spending to allow awardees time for contracting and project preparations.



Award Notifications

Following a formal award decision or approval of a project scope change, TPR/MPOs must issue official award notifications to the awardee with a copy sent to the MMOF Program Manager at mmof@state.co.us.

The award notification should specify the following:

- Awarded agency name
- Name of the agency contact and/or project manager
- Project name
- Brief description of the scope of work awarded (and any scope specifically not eligible, if applicable)
- Type of funds (state) and amount of funds awarded in each fiscal year
- Total MMOF funding awarded
- Required Match Funding Rate and Amount, and any special match funding conditions or limitations (e.g., local match only, in-kind, etc.)
- Total Project Cost (MMOF + match + overmatch)
- Special conditions of the award (e.g., funding expiration dates, project initiation requirements, etc.)

Grant Requirements

Awards of state funds through MMOF come with specific project and funding requirements. Applicants should review the [MMOF State Funding Fact Sheet](#), and also refer to the other support documents provided on the [MMOF Program webpage](#) to understand these requirements prior to applying or implementing an awarded project.

Applicant/Grantee webinars and guidance documents are also available via the MMOF webpage.

CDOT Contracting Requirements

MMOF funding is administered, and projects are overseen by CDOT following project delivery processes like other federal and state pass-through programs. Spending authority is granted to recipients for a specific project through CDOT's standard award contracting mechanisms (Intergovernmental Agreements or Grant Contracts). Projects and project sponsors must adhere to applicable State regulations, Controller Policy, and Fiscal Rules, and may also be subject to federal regulations when MMOF is combined in the project with awards of federal funds.

Note that funds are disbursed to project sponsors only on a *reimbursement basis*. Awardees of MMOF funds should not commence any project work, nor commit any award funds to contractors or project purchases until the CDOT contract is executed and a Notice to Proceed has been provided.



CDOT Program Support

General program or project questions may be directed to the MMOF program inbox at mmof@state.co.us or to the following MMOF points-of-contact:

- CDOT Region 1 - Wendy Williams, wendy.williams@state.co.us
- CDOT Region 2 - Geoff Guthrie, geoffrey.guthrie@state.co.us
- CDOT Region 3 - Mark Rogers, mark.rogers@state.co.us
- CDOT Region 4 - Bryce Reeves, bryce.reeves@state.co.us
- CDOT Region 5 - Tim Funk, timothy.funk@state.co.us
- Office of Innovative Mobility (OIM) - John Marcantonio, john.marcantonio@state.co.us
- Division of Transit & Rail (DTR) - Kelly Smith, kelly.smith@state.co.us
- Division of Transportation Development (DTD) - Michael Snow, michael.snow@state.co.us

Refer to [Figure 2 - Map of CDOT Engineering Regions](#) to identify the applicable engineering region.

CDOT Project Management & Oversight

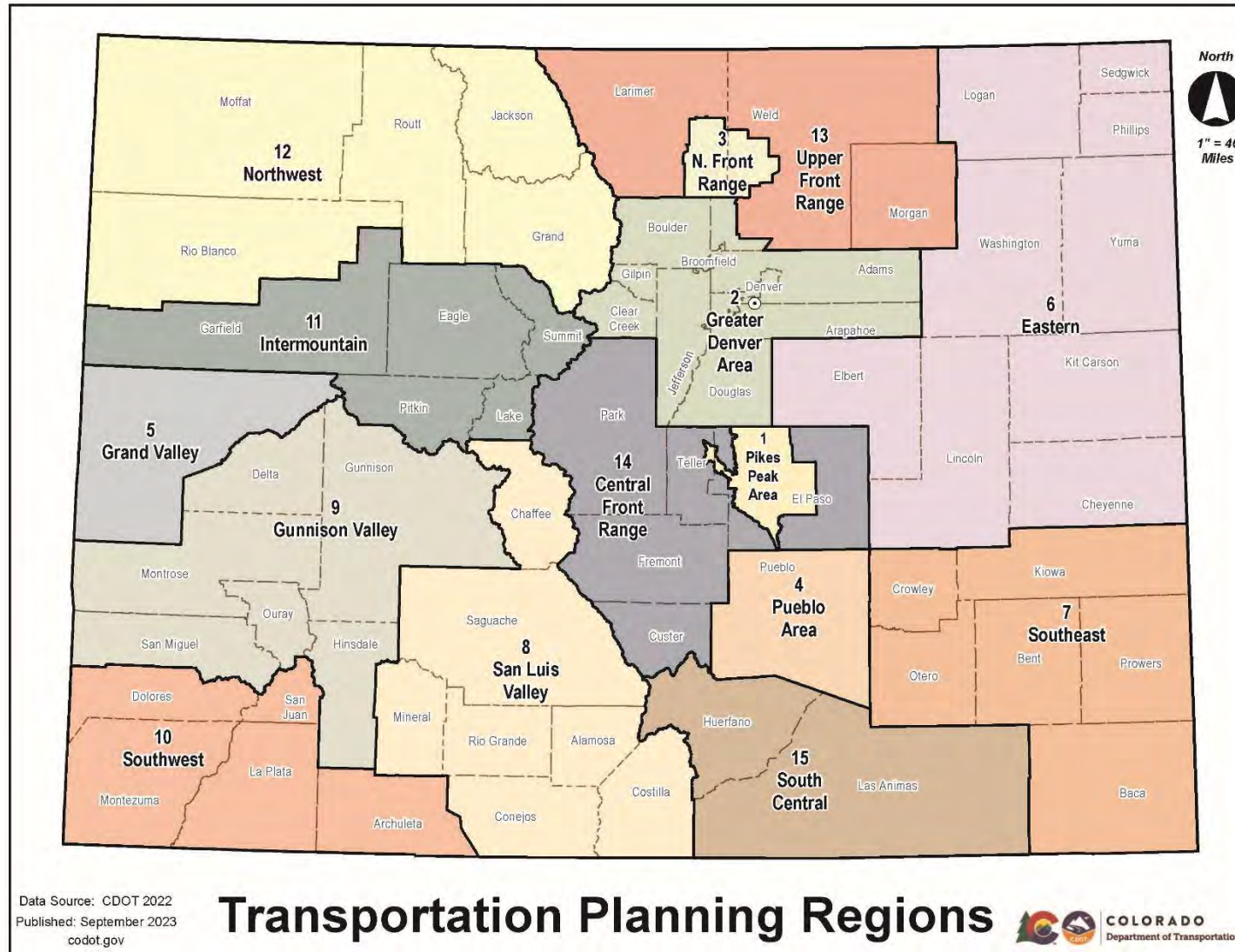
CDOT Project Management responsibilities for MMOF projects are assigned to different organizations at CDOT, based on the types of the projects:

- Transit projects will be overseen by CDOT's [Division of Transit & Rail](#) (DTR).
- Non-transit infrastructure projects (design and/or construction) will be overseen by the Local Agency Coordinator teams in one of CDOT's five [Engineering Regions](#).
- Travel Demand Management (TDM), transportation electrification and multimodal technology projects are overseen by CDOT's [Office of Innovative Mobility](#) (OIM).
- All other projects, including general multimodal planning (other than professional design), will be overseen by Multimodal Planning's [Active Transportation Section](#) in the Division of Transportation Development (DTD).



Supporting Tables and Figures

Figure 1: Map - Transportation Planning Regions





COLORADO

Department of Transportation

Figure 2: Map - CDOT Engineering Regions

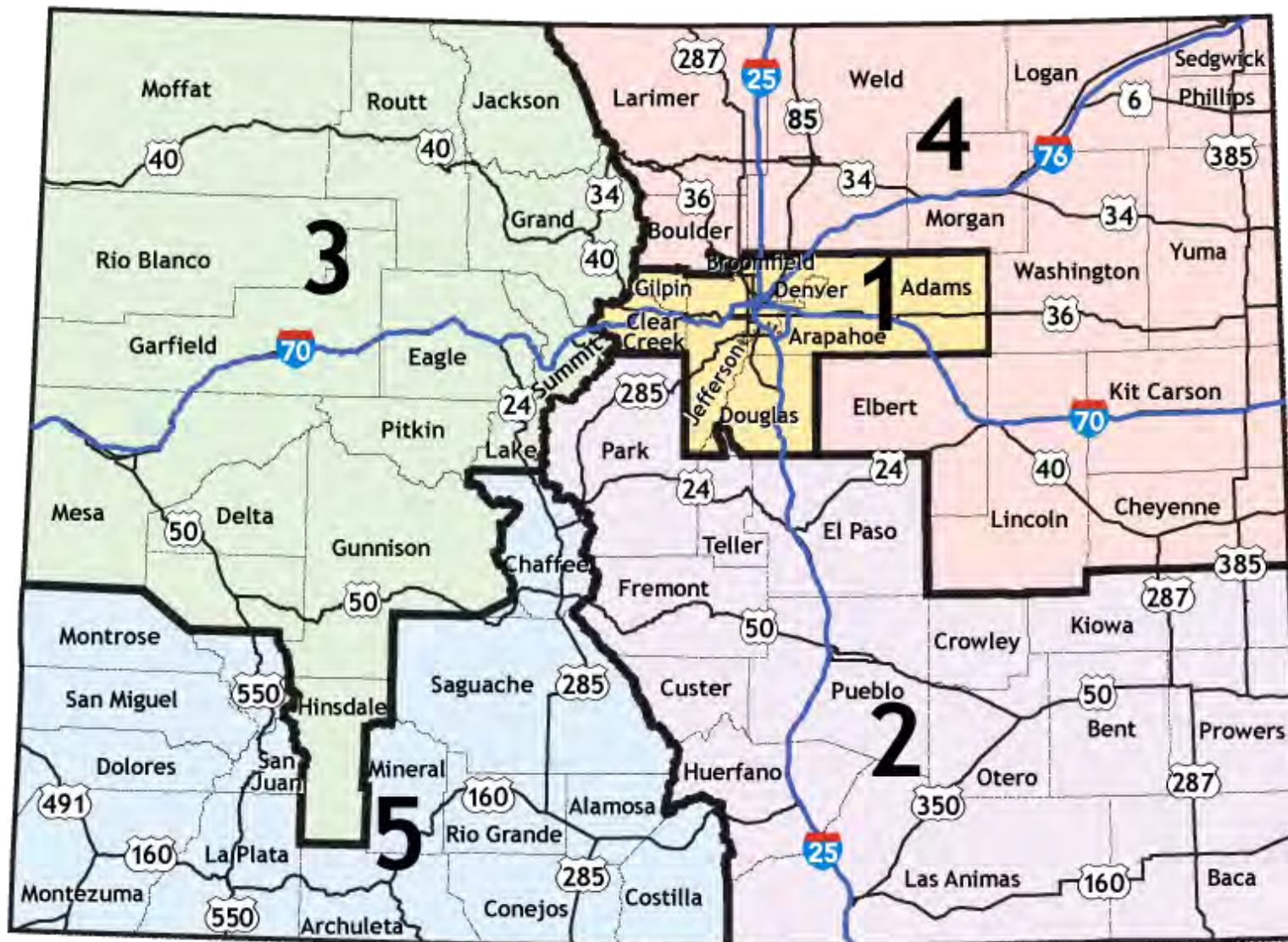




Table 1: Local MMOF Projected Allocations - Transportation Planning Regions

Based on May 2024 formulas & revenue projections

TPR Name	Allocation	FY2024	FY2025	FY2026	FY2027	FY2028
Pikes Peak Area	9.66%	\$ 615,212	\$ 1,614,114	\$ 1,658,949	\$ 1,742,838	\$ 1,835,327
Denver Area	58.14%	\$ 3,701,792	\$ 9,712,287	\$ 9,982,066	\$ 10,486,835	\$ 11,043,347
North Front Range	7.70%	\$ 490,061	\$ 1,285,759	\$ 1,321,473	\$ 1,388,297	\$ 1,461,971
Pueblo Area	2.96%	\$ 188,177	\$ 493,715	\$ 507,429	\$ 533,089	\$ 561,378
Grand Valley	2.55%	\$ 162,442	\$ 426,194	\$ 438,032	\$ 460,182	\$ 484,603
Eastern	1.56%	\$ 99,435	\$ 260,886	\$ 268,132	\$ 281,691	\$ 296,640
Southeast	1.23%	\$ 78,411	\$ 205,726	\$ 211,440	\$ 222,132	\$ 233,920
San Luis Valley	1.58%	\$ 100,531	\$ 263,761	\$ 271,088	\$ 284,796	\$ 299,909
Gunnison Valley	2.98%	\$ 189,620	\$ 497,502	\$ 511,321	\$ 537,177	\$ 565,684
Southwest	1.79%	\$ 113,922	\$ 298,893	\$ 307,196	\$ 322,730	\$ 339,857
Intermountain	4.24%	\$ 269,709	\$ 707,629	\$ 727,285	\$ 764,062	\$ 804,609
Northwest	1.14%	\$ 72,468	\$ 190,132	\$ 195,413	\$ 205,294	\$ 216,189
Upper Front Range	1.91%	\$ 121,461	\$ 318,673	\$ 327,525	\$ 344,087	\$ 362,347
Central Front Range	1.95%	\$ 123,939	\$ 325,174	\$ 334,207	\$ 351,107	\$ 369,739
South Central	0.63%	\$ 40,330	\$ 105,813	\$ 108,752	\$ 114,252	\$ 120,315
TOTAL	100.00%	\$6,367,510	\$16,706,257	\$17,170,310	\$18,038,570	\$18,995,835



Multimodal Transportation and Mitigation Options Fund

Table 2a: Match Rate Requirements - Counties

TPR	County	Population (2021 ACS 5-yr)	Percentile Rank	Match Rate Required
Central Front Range	Custer County	4,720	50.7%	0%
Central Front Range	El Paso County	722,736	93.6%	50%
Central Front Range	Fremont County	49,007	25.3%	0%
Central Front Range	Park County	17,384	68.2%	25%
Central Front Range	Teller County	24,607	60.3%	25%
Denver Area	Adams County	514,969	84.1%	50%
Denver Area	Arapahoe County	651,621	90.4%	50%
Denver Area	Boulder County	328,713	85.7%	50%
Denver Area	Broomfield County	72,697	98.4%	50%
Denver Area	Clear Creek County	9,427	69.8%	25%
Denver Area	Denver County	706,799	79.3%	50%
Denver Area	Douglas County	351,929	100.0%	50%
Denver Area	Gilpin County	5,812	80.9%	50%
Denver Area	Jefferson County	580,130	92.0%	50%
Denver Area	Weld County	322,424	77.7%	50%
Eastern	Cheyenne County	1,691	42.8%	0%
Eastern	Elbert County	25,897	73.0%	50%
Eastern	Kit Carson County	7,071	47.6%	0%
Eastern	Lincoln County	5,630	28.5%	0%
Eastern	Logan County	21,765	49.2%	0%
Eastern	Phillips County	4,497	39.6%	0%
Eastern	Sedgwick County	2,459	3.1%	0%
Eastern	Washington County	4,834	33.3%	0%
Eastern	Yuma County	9,944	31.7%	0%
Grand Valley	Mesa County	154,685	52.3%	25%
Gunnison Valley	Delta County	31,133	20.6%	0%
Gunnison Valley	Gunnison County	16,851	65.0%	25%
Gunnison Valley	Hinsdale County	858	34.9%	0%
Gunnison Valley	Montrose County	42,328	41.2%	0%
Gunnison Valley	Ouray County	4,850	63.4%	25%
Gunnison Valley	San Miguel County	8,084	74.6%	50%
Intermountain	Eagle County	55,693	95.2%	50%
Intermountain	Garfield County	61,221	82.5%	50%
Intermountain	Lake County	7,417	66.6%	25%
Intermountain	Pitkin County	17,471	88.8%	50%
Intermountain	Summit County	31,042	96.8%	50%
North Front Range	Larimer County	354,670	71.4%	25%
North Front Range	Weld County	322,424	77.7%	50%
Northwest	Grand County	15,629	61.9%	25%



Multimodal Transportation and Mitigation Options Fund

TPR	County	Population (2021 ACS 5-yr)	Percentile Rank	Match Rate Required
Northwest	Jackson County	1,375	11.1%	0%
Northwest	Moffat County	13,240	46.0%	0%
Northwest	Rio Blanco County	6,495	57.1%	25%
Northwest	Routt County	24,899	87.3%	50%
Pikes Peak Area	El Paso County	722,736	93.6%	50%
Pikes Peak Area	Teller County	24,607	60.3%	25%
Pueblo Area	Pueblo County	167,453	26.9%	0%
San Luis Valley	Alamosa County	16,377	30.1%	0%
San Luis Valley	Chaffee County	19,436	53.9%	25%
San Luis Valley	Conejos County	7,579	14.2%	0%
San Luis Valley	Costilla County	3,517	0.0%	0%
San Luis Valley	Mineral County	794	44.4%	0%
San Luis Valley	Rio Grande County	11,476	23.8%	0%
San Luis Valley	Saguache County	6,369	12.6%	0%
South Central	Huerfano County	6,787	9.5%	0%
South Central	Las Animas County	14,531	6.3%	0%
Southeast	Baca County	3,519	1.5%	0%
Southeast	Bent County	5,861	4.7%	0%
Southeast	Crowley County	6,018	17.4%	0%
Southeast	Kiowa County	1,414	15.8%	0%
Southeast	Otero County	18,665	7.9%	0%
Southeast	Prowers County	11,966	19.0%	0%
Southwest	Archuleta County	13,267	55.5%	25%
Southwest	Dolores County	2,288	22.2%	0%
Southwest	La Plata County	55,673	76.1%	50%
Southwest	Montezuma County	25,916	36.5%	0%
Southwest	San Juan County	698	38.0%	0%
Upper Front Range	Larimer County	354,670	71.4%	25%
Upper Front Range	Morgan County	28,868	58.7%	25%
Upper Front Range	Weld County	322,424	77.7%	50%



Multimodal Transportation and Mitigation Options Fund

Table 2b: Match Rate Requirements - Municipalities

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Central Front Range	Alma town	323	58.6%	25%
Central Front Range	Brookside town	249	32.1%	0%
Central Front Range	Calhan town	394	21.0%	0%
Central Front Range	Canon City city	17,157	28.7%	0%
Central Front Range	Coal Creek town	461	7.3%	0%
Central Front Range	Colorado Springs city	475,282	63.0%	50%
Central Front Range	Cripple Creek city	992	9.2%	0%
Central Front Range	Fairplay town	718	67.1%	50%
Central Front Range	Florence city	3,857	34.3%	0%
Central Front Range	Fountain city	29,495	78.5%	50%
Central Front Range	Green Mountain Falls town	615	66.0%	50%
Central Front Range	Manitou Springs city	4,912	63.8%	50%
Central Front Range	Ramah town	114	43.1%	0%
Central Front Range	Rockvale town	632	42.0%	0%
Central Front Range	Silver Cliff town	683	19.5%	0%
Central Front Range	Victor city	315	41.6%	0%
Central Front Range	Westcliffe town	403	20.6%	0%
Central Front Range	Williamsburg town	709	22.1%	0%
Central Front Range	Woodland Park city	7,854	64.2%	50%
Denver Area	Arvada city	122,903	77.4%	50%
Denver Area	Aurora city	383,496	68.6%	50%
Denver Area	Bennett town	2,964	76.3%	50%
Denver Area	Black Hawk city	85	54.2%	25%
Denver Area	Boulder city	104,930	67.8%	50%
Denver Area	Bow Mar town	986	91.8%	50%
Denver Area	Brighton city	39,895	79.3%	50%
Denver Area	Broomfield city	72,697	90.7%	50%
Denver Area	Castle Pines city	11,296	95.2%	50%
Denver Area	Castle Rock town	71,037	97.4%	50%
Denver Area	Centennial city	107,972	89.2%	50%
Denver Area	Central City city	680	62.3%	25%
Denver Area	Cherry Hills Village city	6,426	88.5%	50%
Denver Area	Columbine Valley town	1,701	85.2%	50%
Denver Area	Commerce City city	61,516	84.1%	50%
Denver Area	Dacono city	6,084	89.6%	50%
Denver Area	Deer Trail town	599	56.4%	25%
Denver Area	Denver city	706,799	71.9%	50%
Denver Area	Edgewater city	5,047	83.3%	50%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Denver Area	Empire town	427	48.3%	25%
Denver Area	Englewood city	33,500	69.7%	50%
Denver Area	Erie town	29,367	99.2%	50%
Denver Area	Federal Heights city	14,111	28.4%	0%
Denver Area	Firestone town	15,949	93.3%	50%
Denver Area	Fort Lupton city	7,947	61.9%	25%
Denver Area	Foxfield town	648	81.5%	50%
Denver Area	Frederick town	14,127	96.6%	50%
Denver Area	Georgetown town	1,098	38.0%	0%
Denver Area	Glendale city	4,605	63.4%	50%
Denver Area	Golden city	20,041	81.1%	50%
Denver Area	Greenwood Village city	15,548	87.4%	50%
Denver Area	Hudson town	2,172	59.0%	25%
Denver Area	Idaho Springs city	2,044	60.5%	25%
Denver Area	Jamestown town	281	79.7%	50%
Denver Area	Lakeside town	8	42.4%	0%
Denver Area	Lakewood city	155,608	65.6%	50%
Denver Area	Larkspur town	260	23.6%	0%
Denver Area	Littleton city	45,465	70.4%	50%
Denver Area	Lochbuie town	7,730	83.0%	50%
Denver Area	Lone Tree city	13,701	90.4%	50%
Denver Area	Longmont city	98,789	70.8%	50%
Denver Area	Louisville city	21,091	92.9%	50%
Denver Area	Lyons town	2,261	95.9%	50%
Denver Area	Mead town	4,716	91.5%	50%
Denver Area	Morrison town	398	75.2%	50%
Denver Area	Mountain View town	648	94.4%	50%
Denver Area	Nederland town	1,392	95.5%	50%
Denver Area	Northglenn city	37,899	73.0%	50%
Denver Area	Palmer Lake town	2,652	72.3%	50%
Denver Area	Parker town	57,311	98.8%	50%
Denver Area	Platteville town	2,879	70.1%	50%
Denver Area	Sheridan city	6,090	42.8%	0%
Denver Area	Silver Plume town	183	60.8%	25%
Denver Area	Superior town	13,283	100.0%	50%
Denver Area	Thornton city	140,538	84.8%	50%
Denver Area	Ward town	70	9.9%	0%
Denver Area	Westminster city	115,535	76.0%	50%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Denver Area	Wheat Ridge city	32,340	57.1%	25%
Eastern	Akron town	1,793	18.0%	0%
Eastern	Arriba town	229	7.7%	0%
Eastern	Bethune town	188	17.7%	0%
Eastern	Burlington city	3,212	47.6%	25%
Eastern	Cheyenne Wells town	898	36.5%	0%
Eastern	Crook town	135	11.0%	0%
Eastern	Eckley town	327	12.9%	0%
Eastern	Elizabeth town	1,792	80.0%	50%
Eastern	Flagler town	504	16.6%	0%
Eastern	Fleming town	663	43.5%	0%
Eastern	Genoa town	131	3.6%	0%
Eastern	Haxtun town	949	19.9%	0%
Eastern	Holyoke city	2,416	40.9%	0%
Eastern	Hugo town	951	40.2%	0%
Eastern	Iliff town	338	23.9%	0%
Eastern	Julesburg town	1,226	8.4%	0%
Eastern	Kiowa town	648	45.7%	0%
Eastern	Kit Carson town	254	29.8%	0%
Eastern	Limon town	1,167	27.6%	0%
Eastern	Merino town	272	58.3%	25%
Eastern	Otis town	526	20.2%	0%
Eastern	Ovid town	308	5.1%	0%
Eastern	Paoli town	46	14.7%	0%
Eastern	Peetz town	246	54.9%	25%
Eastern	Sedgwick town	166	28.0%	0%
Eastern	Seibert town	133	1.8%	0%
Eastern	Simla town	534	31.3%	0%
Eastern	Sterling city	13,976	26.5%	0%
Eastern	Stratton town	685	35.0%	0%
Eastern	Vona town	122	25.8%	0%
Eastern	Wray city	2,338	39.8%	0%
Eastern	Yuma city	3,451	33.9%	0%
Grand Valley	Collbran town	579	29.1%	0%
Grand Valley	De Beque town	484	50.9%	25%
Grand Valley	Fruita city	13,296	52.7%	25%
Grand Valley	Grand Junction city	65,067	44.2%	0%
Grand Valley	Palisade town	2,575	33.5%	0%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Gunnison Valley	Cedaredge town	2,584	12.1%	0%
Gunnison Valley	Crawford town	373	24.7%	0%
Gunnison Valley	Crested Butte town	1,419	92.6%	50%
Gunnison Valley	Delta city	9,036	22.5%	0%
Gunnison Valley	Gunnison city	6,459	41.3%	0%
Gunnison Valley	Hotchkiss town	1,273	15.1%	0%
Gunnison Valley	Lafayette city	30,307	91.1%	50%
Gunnison Valley	Lake City town	485	50.1%	25%
Gunnison Valley	Marble town	180	84.5%	50%
Gunnison Valley	Montrose city	20,098	33.2%	0%
Gunnison Valley	Mount Crested Butte town	906	88.1%	50%
Gunnison Valley	Mountain Village town	1,577	61.6%	25%
Gunnison Valley	Naturita town	434	5.5%	0%
Gunnison Valley	Norwood town	551	52.0%	25%
Gunnison Valley	Nucla town	578	8.1%	0%
Gunnison Valley	Olathe town	1,874	40.5%	0%
Gunnison Valley	Ophir town	198	97.0%	50%
Gunnison Valley	Orchard City town	3,144	32.8%	0%
Gunnison Valley	Ouray city	1,009	66.7%	50%
Gunnison Valley	Paonia town	1,542	30.6%	0%
Gunnison Valley	Pitkin town	133	74.5%	50%
Gunnison Valley	Ridgway town	1,033	55.3%	25%
Gunnison Valley	Sawpit town	17	36.9%	0%
Gunnison Valley	Telluride town	2,593	87.0%	50%
Intermountain	Aspen city	7,019	93.7%	50%
Intermountain	Avon town	6,209	78.9%	50%
Intermountain	Basalt town	3,802	77.8%	50%
Intermountain	Blue River town	947	94.0%	50%
Intermountain	Breckenridge town	5,086	99.6%	50%
Intermountain	Carbonate town	-	96.3%	50%
Intermountain	Carbondale town	6,464	72.3%	50%
Intermountain	Dillon town	1,147	67.5%	50%
Intermountain	Eagle town	7,420	97.7%	50%
Intermountain	Frisco town	2,952	87.8%	50%
Intermountain	Glenwood Springs city	10,017	71.2%	50%
Intermountain	Gypsum town	8,047	82.6%	50%
Intermountain	Leadville city	2,623	75.6%	50%
Intermountain	Minturn town	1,084	94.8%	50%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Intermountain	Montezuma town	156	64.9%	50%
Intermountain	New Castle town	4,883	85.9%	50%
Intermountain	Parachute town	1,607	43.9%	0%
Intermountain	Red Cliff town	281	90.0%	50%
Intermountain	Rifle city	10,325	77.1%	50%
Intermountain	Silt town	3,485	80.8%	50%
Intermountain	Silverthorne town	4,520	81.9%	50%
Intermountain	Snowmass Village town	3,089	83.7%	50%
Intermountain	Vail town	4,900	78.2%	50%
North Front Range	Berthoud town	10,188	88.9%	50%
North Front Range	Eaton town	5,648	82.2%	50%
North Front Range	Evans city	21,727	59.4%	25%
North Front Range	Fort Collins city	166,788	66.4%	50%
North Front Range	Garden City town	165	24.3%	0%
North Front Range	Greeley city	107,014	55.7%	25%
North Front Range	Johnstown town	16,596	92.2%	50%
North Front Range	Kersey town	1,533	56.8%	25%
North Front Range	La Salle town	2,934	73.4%	50%
North Front Range	Loveland city	75,938	60.1%	25%
North Front Range	Mead town	4,716	91.5%	50%
North Front Range	Milliken town	8,122	74.9%	50%
North Front Range	Platteville town	2,879	70.1%	50%
North Front Range	Severance town	7,691	98.1%	50%
North Front Range	Timnath town	6,289	98.5%	50%
North Front Range	Windsor town	31,972	86.3%	50%
Northwest	Craig city	9,026	37.6%	0%
Northwest	Dinosaur town	129	57.9%	25%
Northwest	Fraser town	1,334	68.2%	50%
Northwest	Granby town	2,229	52.3%	25%
Northwest	Grand Lake town	305	47.2%	25%
Northwest	Hayden town	2,116	80.4%	50%
Northwest	Hot Sulphur Springs town	873	85.6%	50%
Northwest	Kremmling town	1,697	51.6%	25%
Northwest	Meeker town	2,482	46.4%	0%
Northwest	Oak Creek town	722	54.6%	25%
Northwest	Rangely town	2,381	53.8%	25%
Northwest	Steamboat Springs city	13,193	73.8%	50%
Northwest	Walden town	622	15.8%	0%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Northwest	Winter Park town	785	69.3%	50%
Northwest	Yampa town	447	46.1%	0%
Pikes Peak Area	Colorado Springs city	475,282	63.0%	50%
Pikes Peak Area	Fountain city	29,495	78.5%	50%
Pikes Peak Area	Green Mountain Falls town	615	66.0%	50%
Pikes Peak Area	Manitou Springs city	4,912	63.8%	50%
Pikes Peak Area	Monument town	10,026	86.7%	50%
Pikes Peak Area	Palmer Lake town	2,652	72.3%	50%
Pikes Peak Area	Woodland Park city	7,854	64.2%	50%
Pueblo Area	Boone town	263	8.8%	0%
Pueblo Area	Pueblo city	111,424	23.2%	0%
Pueblo Area	Rye town	189	13.6%	0%
San Luis Valley	Alamosa city	9,704	35.7%	0%
San Luis Valley	Antonito town	612	1.4%	0%
San Luis Valley	Blanca town	344	34.6%	0%
San Luis Valley	Bonanza town	12	56.0%	25%
San Luis Valley	Buena Vista town	2,859	50.5%	25%
San Luis Valley	Center town	2,377	25.0%	0%
San Luis Valley	City of Creede town	312	53.5%	25%
San Luis Valley	Crestone town	31	2.5%	0%
San Luis Valley	Del Norte town	1,667	16.9%	0%
San Luis Valley	Hooper town	162	45.3%	0%
San Luis Valley	La Jara town	772	11.4%	0%
San Luis Valley	Manassa town	981	22.8%	0%
San Luis Valley	Moffat town	83	11.8%	0%
San Luis Valley	Monte Vista city	4,228	21.4%	0%
San Luis Valley	Poncha Springs town	1,098	61.2%	25%
San Luis Valley	Romeo town	313	10.7%	0%
San Luis Valley	Saguache town	530	37.2%	0%
San Luis Valley	Salida city	5,671	45.0%	0%
San Luis Valley	San Luis town	624	2.2%	0%
San Luis Valley	Sanford town	1,359	49.8%	25%
San Luis Valley	South Fork town	387	39.1%	0%
South Central	Aguilar town	477	6.2%	0%
South Central	Branson town	57	0.0%	0%
South Central	Cokedale town	98	19.1%	0%
South Central	Kim town	53	14.0%	0%
South Central	La Veta town	809	36.1%	0%



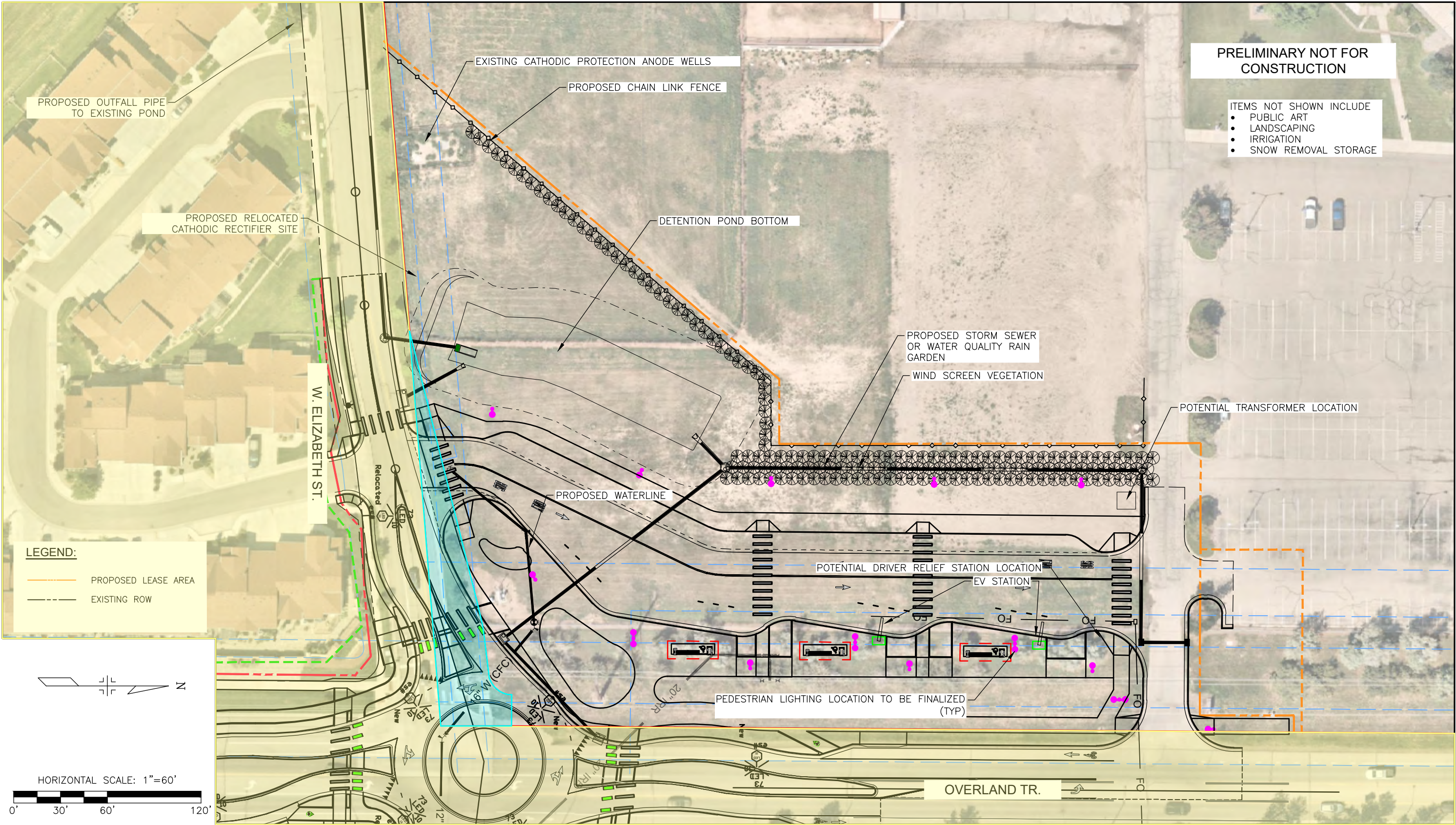
Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
South Central	Starkville town	83	10.3%	0%
South Central	Trinidad city	8,318	14.3%	0%
South Central	Walsenburg city	3,034	4.7%	0%
Southeast	Campo town	126	7.0%	0%
Southeast	Cheraw town	194	26.1%	0%
Southeast	Crowley town	306	26.9%	0%
Southeast	Eads town	733	25.4%	0%
Southeast	Fowler town	1,157	3.3%	0%
Southeast	Granada town	527	18.8%	0%
Southeast	Hartman town	72	30.2%	0%
Southeast	Haswell town	73	30.9%	0%
Southeast	Holly town	809	0.3%	0%
Southeast	La Junta city	7,282	12.5%	0%
Southeast	Lamar city	7,636	21.7%	0%
Southeast	Las Animas city	2,564	2.9%	0%
Southeast	Manzanola town	497	32.4%	0%
Southeast	Olney Springs town	604	27.3%	0%
Southeast	Ordway town	2,066	13.2%	0%
Southeast	Pritchett town	81	4.0%	0%
Southeast	Rocky Ford city	3,876	6.6%	0%
Southeast	Sheridan Lake town	56	31.7%	0%
Southeast	Springfield town	1,318	9.5%	0%
Southeast	Sugar City town	644	5.9%	0%
Southeast	Swink town	617	38.3%	0%
Southeast	Two Buttes town	32	1.1%	0%
Southeast	Vilas town	149	18.4%	0%
Southeast	Walsh town	551	0.7%	0%
Southeast	Wiley town	352	53.1%	25%
Southwest	Bayfield town	2,821	76.7%	50%
Southwest	Cortez city	8,742	29.5%	0%
Southwest	Dolores town	865	17.3%	0%
Southwest	Dove Creek town	705	35.4%	0%
Southwest	Durango city	18,953	69.0%	50%
Southwest	Ignacio town	1,319	51.2%	25%
Southwest	Mancos town	1,168	49.0%	25%
Southwest	Pagosa Springs town	1,548	16.2%	0%
Southwest	Rico town	335	49.4%	25%
Southwest	Silverton town	638	39.4%	0%



Multimodal Transportation and Mitigation Options Fund

TPR	Municipalities	Population	Percentile Rank	Match Rate Required
Upper Front Range	Ault town	1,785	57.5%	25%
Upper Front Range	Brush city	5,323	47.9%	25%
Upper Front Range	Dacono city	6,084	89.6%	50%
Upper Front Range	Estes Park town	5,942	46.8%	0%
Upper Front Range	Firestone town	15,949	93.3%	50%
Upper Front Range	Fort Lupton city	7,947	61.9%	25%
Upper Front Range	Fort Morgan city	11,483	44.6%	0%
Upper Front Range	Gilcrest town	1,171	59.7%	25%
Upper Front Range	Grover town	186	4.4%	0%
Upper Front Range	Hillrose town	240	38.7%	0%
Upper Front Range	Hudson town	2,172	59.0%	25%
Upper Front Range	Keenesburg town	1,546	65.3%	50%
Upper Front Range	Kersey town	1,533	56.8%	25%
Upper Front Range	Lochbuie town	7,730	83.0%	50%
Upper Front Range	Log Lane Village town	960	48.7%	25%
Upper Front Range	Milliken town	8,122	74.9%	50%
Upper Front Range	Nunn town	463	71.5%	50%
Upper Front Range	Pierce town	1,019	64.5%	50%
Upper Front Range	Platteville town	2,879	70.1%	50%
Upper Front Range	Raymer (New Raymer) town	95	15.4%	0%
Upper Front Range	Severance town	7,691	98.1%	50%
Upper Front Range	Wellington town	10,769	74.1%	50%
Upper Front Range	Wiggins town	1,137	62.7%	25%



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Mykayla Graalum

Date: November 19, 2025

Re: Discussion - 2022-2026 NFRMPO Targets for Safety Performance Measures

Objective

TAC review and feedback on the five federally required Safety Performance Measure Targets for 2022-2026.

Summary

Per federal requirements, the NFRMPO must set targets for the five Safety Performance Measures for the 2022-2026 period by February 27, 2026. CDOT set statewide Targets for 2022-2026 in August 2025.

To set Targets, the NFRMPO can either:

- A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or
- B. Set Targets specific to the NFRMPO region.

The NFRMPO has the option to use the same methodology CDOT used to set the 2022-2026 Safety Targets to present the status of safety in the NFRMPO and potentially set regional Targets for the 2022-2026 period rather than support the statewide Targets. Alternatively, the NFRMPO can develop its own methodology by setting targets based on a percent reduction in crash types per year. The state targets option and the regional targets options are presented in **Table 1**.

Analysis

- Targets for the Highway Safety Performance Measures are set based on a rolling 5-year average.
- CDOT analyzed 10 years of historic crash data and used an exponential smoothing (ETS) analysis to forecast fatalities and serious injuries for 2025 and 2026. The 5-year average was calculated using actual fatality and serious injury numbers for 2022-2024 and the forecasted numbers for 2025-2026.
- NFRMPO Staff duplicated CDOT methodology using crash data for the region and created a new proposed methodology of a 1% per year reduction based on 2024 regional crash data. A different percentage reduction could also be calculated and used if desired.
- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets.
- The NFRMPO and CDOT must set targets for the five Safety Performance Measures annually.



- The NFRMPO's targets for 2022-2026 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
- The CDOT targets for the National Performance Measures are not aspirational targets, such as those established in CDOT's 2020-2021 Strategic Transportation Safety Plan or outlined in the NFRMPO Towards Zero Deaths policy adopted by Planning Council in September 2020. While CDOT and the NFRMPO are still endeavoring to move toward zero deaths and injuries, the federally required targets are data driven in accordance with the FHWA requirements for target setting.
- The NFRMPO has set Safety Performance Measure Targets by supporting CDOT's targets from 2018-2023. All statewide targets are presented in **Table 2**. From 2024-2025, the NFRMPO set its own regional targets instead of supporting the statewide Targets. The 2024-2025 regional targets and the two proposed options for 2026 regional targets are presented in **Table 3**.

Considerations

- Setting regionally specific targets provides a more accurate reflection of safety in the North Front Range.
- Using regionally specific targets aimed at a percentage reduction aligns with the NFRMPO's Towards Zero Deaths adopted policy and safety goals adopted by NFRMPO communities throughout the region.
- The NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
- There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets.
- The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.
- The NFRMPO must adopt either to support all the statewide targets or adopt all the regionally specific targets using the same methodology.

Recommendation

NFRMPO Staff requests TAC members review the proposed Safety Performance Measure Targets options for 2022-2026.

Attachments

- Table 1: 2022-2026 Safety Performance Measure Targets Options
- Table 2: Historical CDOT Safety Performance Measure Targets
- Table 3: Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020-2024 Targets)
- Presentation



Table 1: 2022-2026 Safety Performance Measure Targets Options

Measure	Option 1: Support CDOT Statewide Targets	Option 2: Set Regional Targets Based on Forecast Equation	Option 3: Set Regional Targets Based on a 1% Reduction per Year*
Fatalities	734	45	47
Fatality Rate per 100M VMT	1.342	1.129	1.246
Serious Injuries	3,997	295	280
Serious Injury Rate per 100M VMT	7.276	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	784	50	51

*A percentage reduction other than 1% could also be calculated and considered based on TAC discussion and recommendation

Table 2: Historical CDOT Safety Performance Measure Targets

Measure	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026
Fatalities	610	644	618	603	597	668	716	740	734
Fatality Rate per 100M VMT	1.2	1.21	1.143	1.113	1.093	1.262	1.358	1.363	1.342
Serious Injuries	3,350	2,909	3,271	3,161	3,194	3,041	3,507	3,640	3,997
Serious Injury Rate per 100M VMT	6.79	5.575	6.075	5.828	5.846	5.794	6.528	6.701	7.276
Non-Motorized Fatalities and Serious Injuries	586	514	670	551	571	548	572	659	784



Table 3: Historical NFRMPO Safety Performance Measure Targets (Beginning with 2020-2024 Targets)

Measure	2020-2024	2021-2025	2022-2026 Regional Option Based on Forecast Equation	2022-2026 Regional Option Based on a 1% Reduction per Year*
Fatalities	39	36	45	47
Fatality Rate per 100M VMT	1.11	0.943	1.129	1.246
Serious Injuries	238	298	295	280
Serious Injury Rate per 100M VMT	6.73	7.671	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	36	41	50	51

*A percentage reduction other than 1% could also be calculated and considered based on TAC discussion and recommendation



2022 – 2026 NFRMPO Targets for Safety Performance Measures

NFRMPO Technical Advisory Committee (TAC) Meeting
11/19/2025



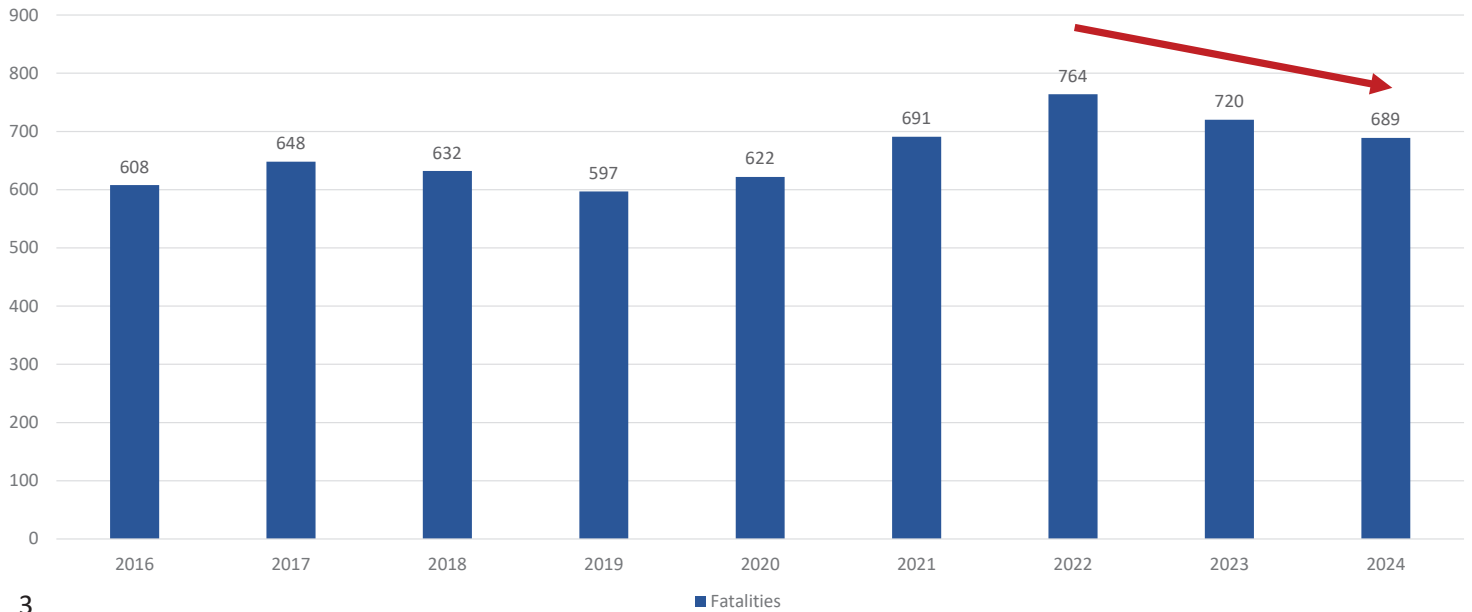
Statewide and Regional Crash Data Analysis



Colorado Fatalities



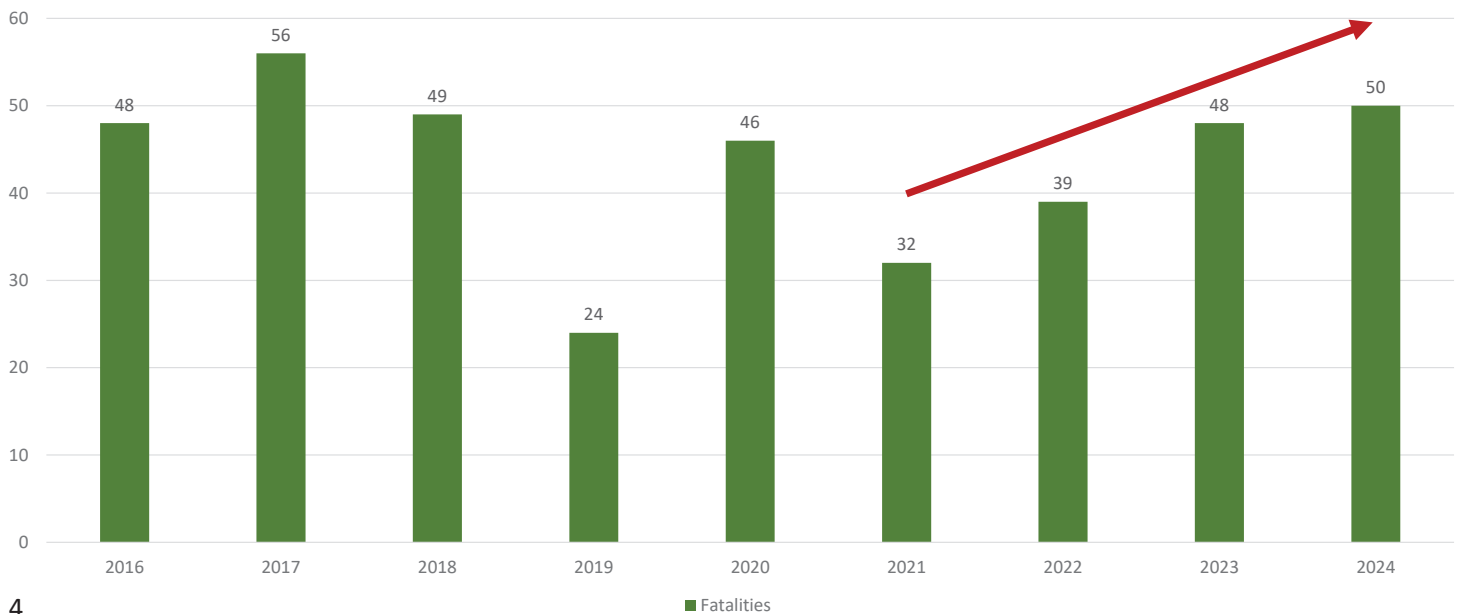
Colorado Fatalities



NFRMPO Fatalities



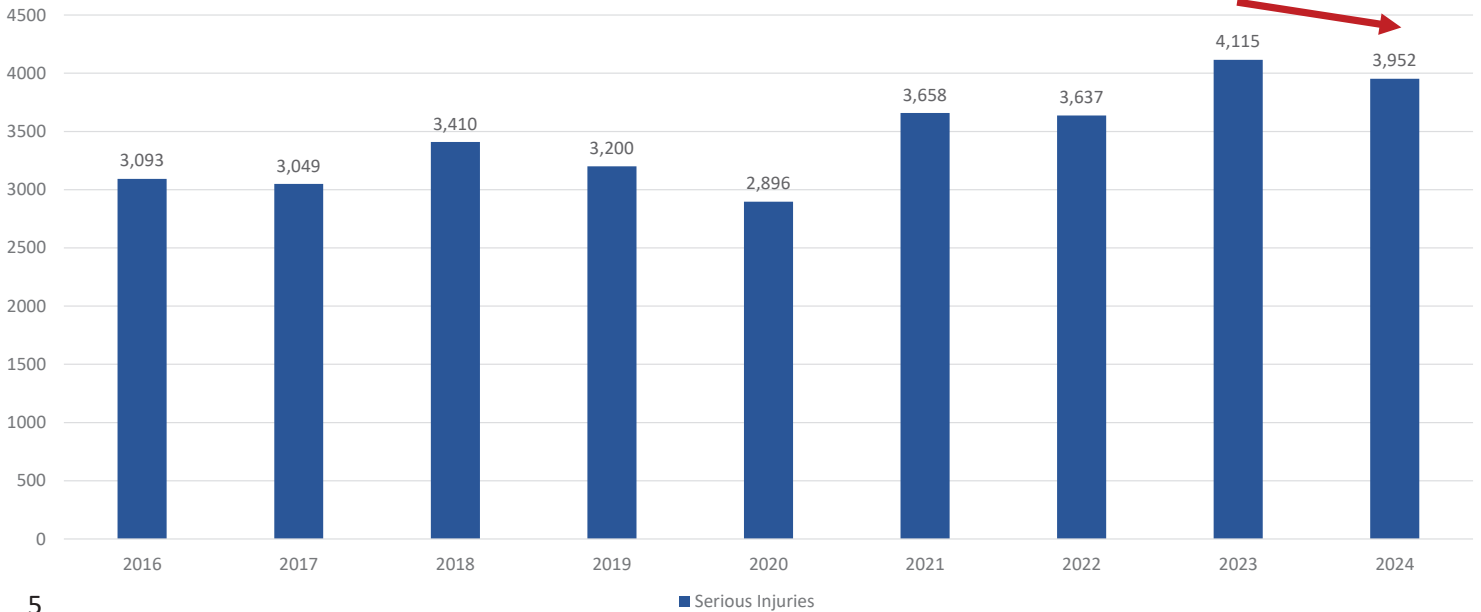
NFRMPO Fatalities



Colorado Serious Injuries



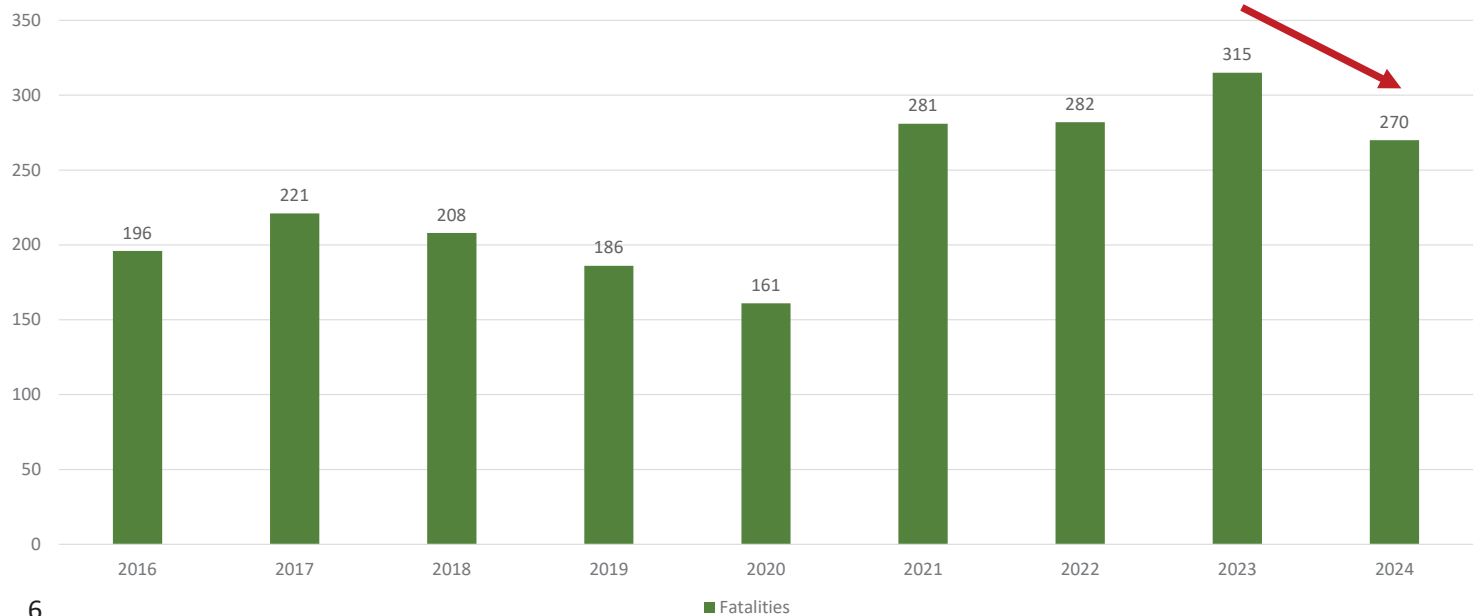
Colorado Serious Injuries



NFRMPO Serious Injuries



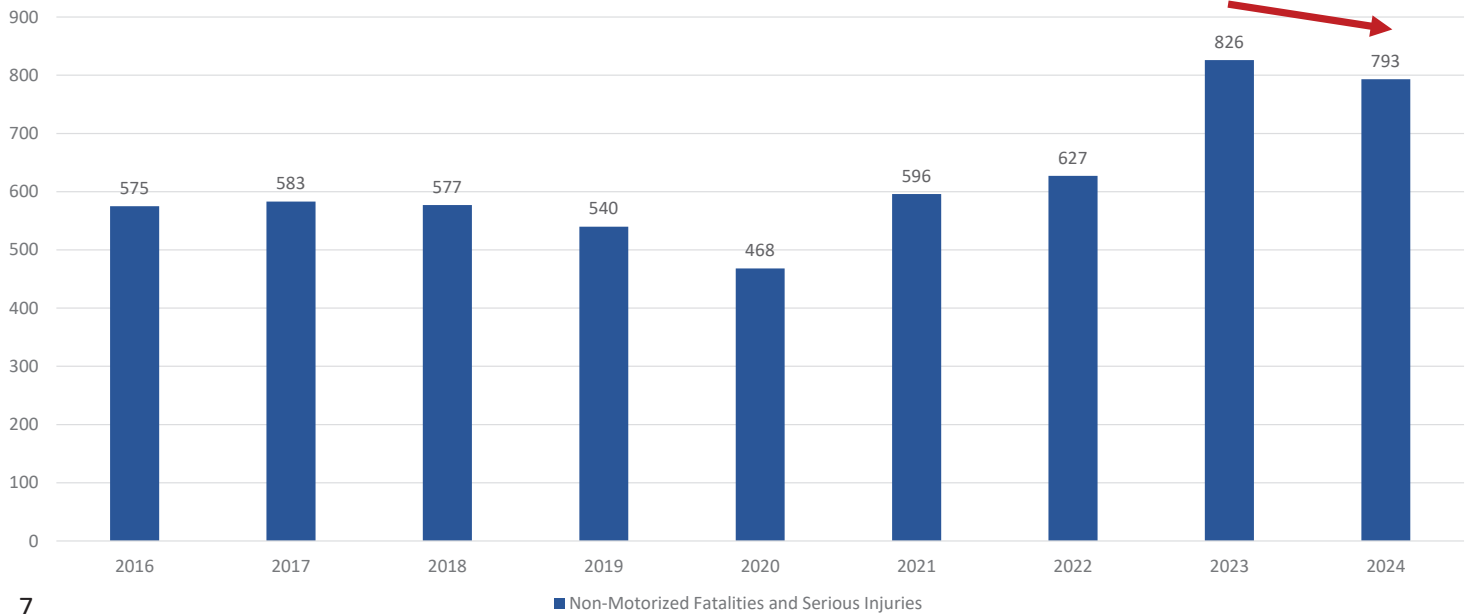
NFRMPO Serious Injuries



Colorado Non-Motorized Fatalities and Serious Injuries



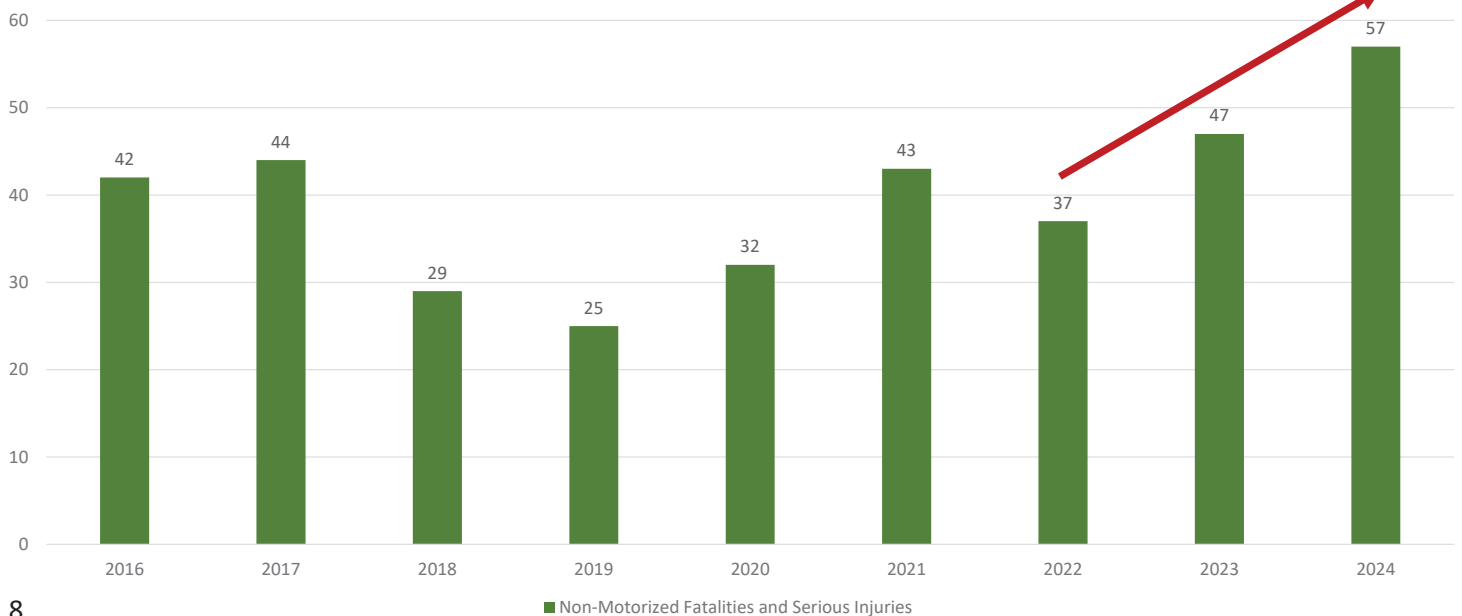
Colorado Non-Motorized Fatalities and Serious Injuries



NFRMPO Non-Motorized Fatalities and Serious Injuries



NFRMPO Non-Motorized Fatalities and Serious Injuries



2024 NFRMPO Fatal Crashes



19.6%

Crash Type: Broadside

93.5%

Weather Condition: Clear

19.6%

Crash Type: Pedestrian

63.0%

Lighting Condition: Dark Lighted, Dark
Unlighted, Dawn, or Dusk

8.7%

Crash Type: Approach Turn

21.7%

Alcohol, Marijuana, or Other Drugs
Suspected

8.7%

Crash Type: Head On

21.7%

Safety Restraint Improperly Used or
Not Used

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2024 NFRMPO Serious Injury Crashes



20.2%

Crash Type: Approach Turn

89.9%

Weather Condition: Clear

18.6%

Crash Type: Broadside

39.7%

Lighting Condition: Dark Lighted, Dark
Unlighted, Dawn, or Dusk

9.7%

Crash Type: Bicycle/Motorized Bicycle

21.5%

Alcohol, Marijuana, or Other Drugs
Suspected

9.3%

Crash Type: Overturning/Rollover

22.3%

Safety Restraint Improperly Used or
Not Used

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2024 NFRMPO Non-Motorized Fatal and Serious Injury Crashes



98.2%

Weather Condition: Clear

57.1%

Crash Type: Pedestrian

42.9%

Lighting Condition: Dark Lighted, Dark Unlighted, Dawn, or Dusk

42.9%

Crash Type: Bicycle/Motorized Bicycle

1.8%

Alcohol, Marijuana, or Other Drugs Suspected

0.0%

Safety Restraint Improperly Used or Not Used

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2024 NFRMPO Crashes by Month



Crash Type	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Fatal	1	3	4	2	4	6	3	4	5	12	2	0
SI	15	14	16	23	20	25	23	22	28	24	20	17
Non-Motorized Fatal and SI	6	1	2	0	3	4	1	7	8	10	10	4

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2022 – 2026 Targets for Safety Performance Measures

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PM1: Safety Targets



- PM1: Safety includes 5 targets
- These targets are set by state DOTs and MPOs annually
- Targets are based on a 5-year rolling average
- Targets **must** be data driven
 - NFRMPO has a separate aspirational safety goal: Towards Zero Deaths policy adopted in 2020
- **Target setting options:**
 - Support CDOT's targets by agreeing to plan and program projects which contribute to the achievement of CDOT's targets
 - Set regionally specific targets

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What are the Safety Targets?



1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

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Adopting Statewide VS Regional Targets



- Through 2023, the NFRMPO supported CDOT's statewide targets
- In 2024 and 2025, NFRMPO Planning Council approved regional targets instead of supporting the statewide targets
- Considerations:
 - Setting regionally specific targets provides a **more accurate reflection of safety** in the North Front Range
 - The NFRMPO has **no set funding for safety specific projects** which would directly contribute to crash reductions
 - Quite a few NFRMPO communities have a Vision Zero/Safety Action Plan complete or in development which **could make them eligible for additional safety funding**
 - There is **no financial penalty to the NFRMPO** for not achieving or making significant progress toward targets
 - The **NFRMPO could be penalized administratively** via Certification Reviews for not meeting targets
 - **Must** adopt either all statewide targets or all regional targets – **we can't "mix and match"**

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NFRMPO Regional Targets VS Actual for 2020 – 2024



Measure	2020 – 2024 Targets	2020 – 2024 Actual
Fatalities	39	43
Fatality Rate	1.110	1.160
Serious Injuries	238	262
Serious Injury Rate	6.730	6.981
Non-Motorized Fatalities and Serious Injuries	36	43

Set in early 2024: Used a forecast equation for future crashes in 2023 and 2024, then used those to average the number of crashes from 2020-2024.

Calculated in late 2025: Averaged the actual number of crashes from 2020-2024.

- Met the target
- Did not meet the target

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2021-2025 Methodology of Colorado MPOs That Set Regional Targets (Last Year)



- **NFRMPO:** Used a forecast equation to predict the next 2 years of crash data based on 10 years of actual crash data
- **DRCOG:** Calculated the number of reductions needed per year to achieve zero roadway fatalities and serious injuries by 2040 in line with Vision Zero policy
- **PACOG:** 15% reduction from 2023 to 2025

Question to Consider: If we adopt regional targets again, should we consider a % reduction each year instead of using a forecast equation?

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NFRMPO Vision Zero/Crash Reduction Policies in Our Region



Adopted Safety Policies in the NFRMPO Region

Organization	Year Adopted	Policy
Fort Collins	2023	0 fatalities and serious injuries by 2032
Greeley	2025	0 fatalities and serious injuries by 2045
Larimer County	2025	0 fatalities by 2040 and 0 serious injuries by 2045
NFRMPO	2020	Towards Zero Deaths (no #, %, or year specified)
Weld County	2025	25% reduction by 2045
Windsor	2025	0 fatalities and serious injuries by 2035

Note: Timnath and Loveland will begin safety plan development soon

Question to Consider: If we adopt regional targets again, should we consider a % reduction each year instead of using a forecast equation?

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Option 1: Support CDOT's Statewide Targets

	2020 – 2024 Targets	2021 – 2025 Targets	2022 – 2026 Target Option 1
Fatalities	716	740	734
Fatality Rate	1.358	1.363	1.342
Serious Injuries	3,507	3,640	3,997
Serious Injury Rate	6.528	6.701	7.276
Non-Motorized Fatalities and Serious Injuries	572	659	784

Methodology: A 5-year average for each target is created using 2022 – 2024 actual crash data and 2025 – 2026 crash estimates.

Decreased from the 2021 – 2025 target

Increased from the 2021 – 2025 target

Options 2 and 3: Set Regional Targets

Measure	2020 – 2024 Targets	2021 – 2025 Targets	2022 – 2026 Target Option 2*	2022 – 2026 Target Option 3**
Fatalities	39	36	45	47
Fatality Rate	1.110	0.943	1.129	1.246
Serious Injuries	238	298	295	280
Serious Injury Rate	6.730	7.671	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	36	41	50	51

***Methodology:** A 5-year average for each target is created using 2022 – 2024 actual crash data and 2025 – 2026 forecasted crash estimates.

****Methodology:** A 1% reduction per year is calculated based on 2024 actual crash data, and a 5-year average for each target is created using 2022-2024 actual crash data and 2025-2026 1% per year crash reductions. We can discuss if a 1% reduction is appropriate if we choose to pursue the % reduction route.

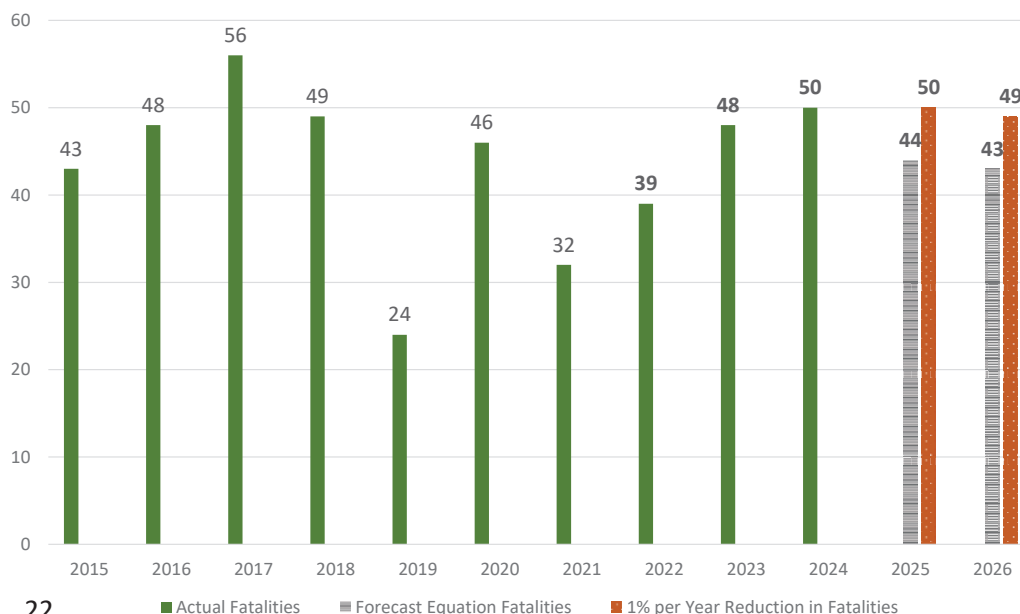
Decreased from the 2021 – 2025 target
Increased from the 2021 – 2025 target

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NFRMPO Fatalities



Actual and Estimated NFRMPO Fatalities



Forecast Equation

Methodology: 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

% Reduction

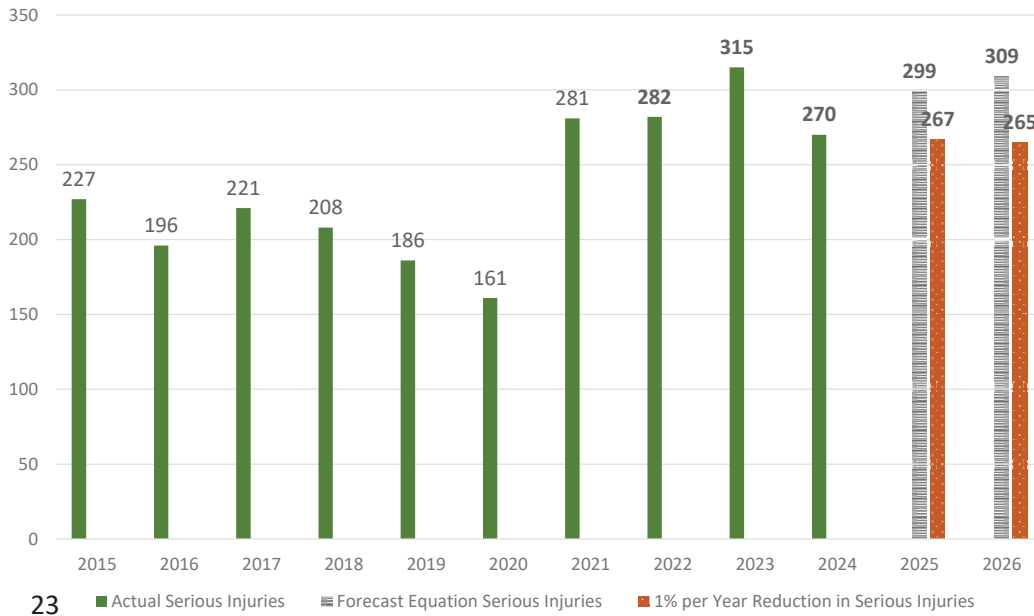
Methodology: A 1% reduction/year is calculated based on 2024 crash data

22

NFRMPO Serious Injuries



Actual and Estimated NFRMPO Serious Injuries



Forecast Equation

Methodology: 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

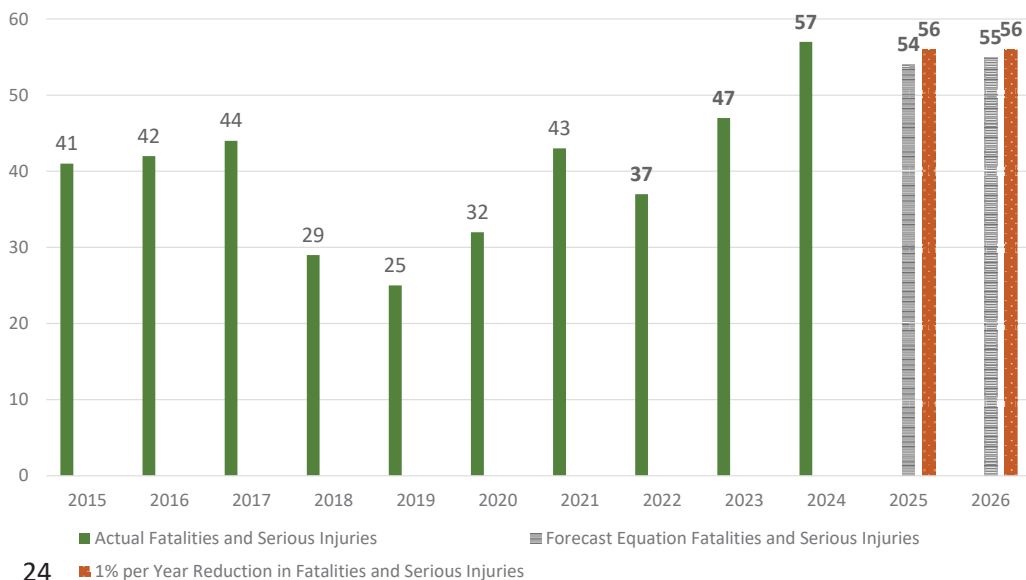
% Reduction

Methodology: A 1% reduction/year is calculated based on 2024 crash data

NFRMPO Non-Motorized Fatalities and Serious Injuries



Actual and Estimated NFRMPO Non-Motorized Fatalities and Serious Injuries



Forecast Equation

Methodology: 10 years of crash data (2015 – 2024) is inputted into a forecast equation to predict 2025 and 2026 crash estimates.

% Reduction

Methodology: A 1% reduction/year is calculated based on 2024 crash data

Next Steps



Option 1: No Further TAC Discussion Needed

December 4, 2025: Planning Council Discussion

December 17, 2025: TAC Recommendation

January 8, 2026: Planning Council Adoption

February 27, 2026: Targets Due to CDOT

Option 2: 2nd TAC Discussion Further Exploring Regional Target Setting

December 17, 2025: TAC Discussion #2

January 8, 2026: Planning Council Discussion

January 21, 2026: TAC Recommendation

February 5, 2026: Planning Council Adoption

February 27, 2026: Targets Due to CDOT

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Discussion Time



1. Do we want to support CDOT's statewide targets or set our own regional targets?

2. If setting regional targets, how would we like to calculate them?

Measure	Option 1: CDOT	Option 2: Regional with Forecast Equation	Option 3: Regional with 1%/Year Reduction*
Fatalities	734	45	47
Fatality Rate	1.342	1.129	1.246
Serious Injuries	3,997	295	280
Serious Injury Rate	7.276	7.625	7.387
Non-Motorized Fatalities and Serious Injuries	784	50	51

*Or a different % reduction

Reminder: Targets **must** be data driven and are established as an amount **not to be exceeded**.

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Any Questions?



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Public Involvement Plan (PIP) Kickoff

NFRMPO Technical Advisory Committee
November 19, 2025



PIP Background



The Public Involvement Plan (PIP) includes details on how the public can be engaged in the NFRMPO's planning process. This document provides schedules, comment opportunities, and information on how members of the public can be actively engaged in the transportation planning process. Utilizing the various strategies identified within this document, the public will be engaged early and often, with an understanding of how their feedback will be incorporated into the planning process. The NFRMPO strives to meet people where they are and make engagement an easy and accessible process.

NFRMPO Public Involvement Strategies



- Social Media
- Outreach events
- Website
 - Calendar
 - Public Comment Opportunities
 - Meeting Materials
- Newsletter
- Surveys
- Interactive Mapping
- Plan-specific outreach strategies
- GIS Open Data
- Contact database
- Forms
 - Contact Us
 - Website Feedback
 - Data Requests
- Consistent graphics and branding
- Meetings
 - Hybrid format, throughout region

3

What will be new with this Plan?

- Public vs Stakeholder Engagement
- NFRMPO Events vs Mobility Events vs Bike to Work Day
- Hosting a public meeting information
- NFRMPO GIS OpenData Information
- Use of forms on website
- Accessibility information
- NFRMPO Graphics / Branding
- Contact databases
- Outreach locations map



4

What will be updated from the previous plan?

- Updated social medias (added Threads and BlueSky)
- Updated federal legislation
- Updated social media purposes / uses
- Updated Limited English Proficiency, Internet Access, and Broadband maps
- Updated outreach information (types of events attended and overview of items given out)
- Defining success for the NFRMPO and the public



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PIP Survey Questions

- What community do you live in / work in
- In general, how do you hear about news/events in your community?
- How would you be most likely to provide your input to the NFRMPO?
- Which of the following social media platforms are you active on?
- Which of the following event types are you the most likely to attend?
- Do you know the function/purpose of a Metropolitan Planning Organization (MPO)?
- Which of the following NFRMPO services are you familiar with?
- Which NFRMPO services are the most important to you?

NFRMPO Public Engagement Survey

This survey is part of the NFRMPO's Public Involvement Plan (PIP) outreach effort. The goal of this survey is to best understand where how the NFRMPO should be conducting public outreach and promoting our work with regional transportation planning and air quality.

In general, how do you hear about news/events in your community?

☐ Radio

☐ Social Media

☐ Community Organization

☐ TV

☐ Newspaper

☐ Local Municipality

☐ Place of Worship

☐ News Websites

☐ Neighborhood Associations

☐ Other

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NFRMPO Social Medias



NFRMPO



North Front Range
Metropolitan
Planning
Organization



@nfrmpo



@nfrmpo



North Front
Range MPO



North Front Range
Metropolitan
Planning
Organization



@nfrmpo



@nfrmpo.bsky.social



u/nfrmpo

RideNoCo



RideNoCo



@ridenoco

VanGO



@vangovanpools.org

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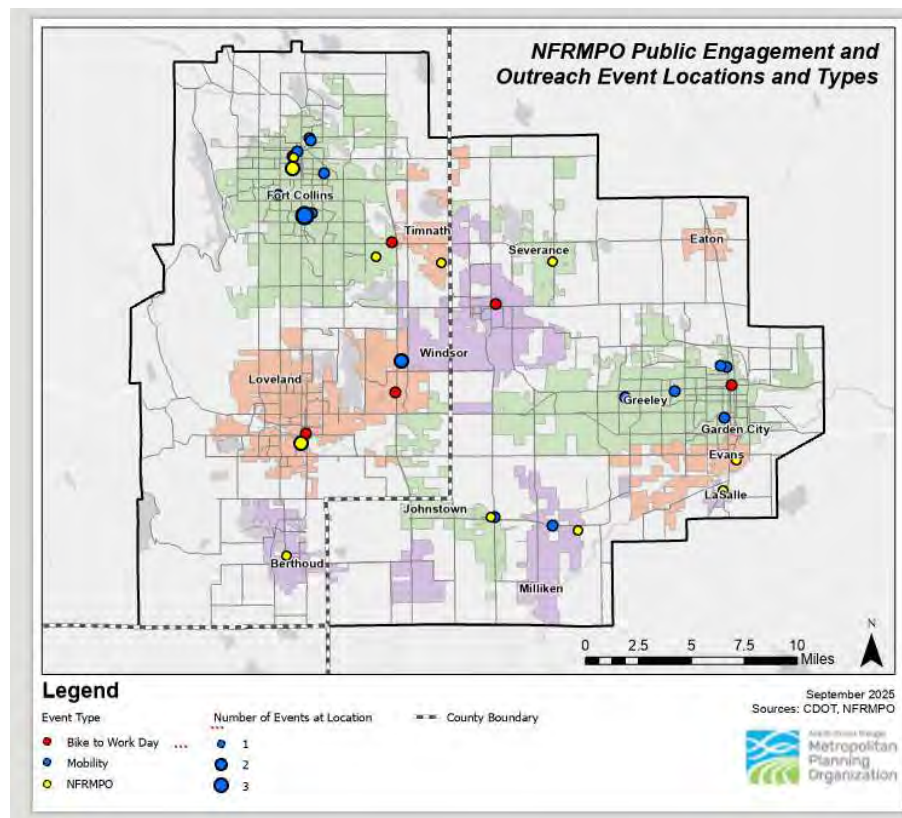
Updated Outreach Strategy



- More farmer's market type events – better engagement
- Attending events year-round, not just summer
- More student events at universities
- No more multi-day events
- More targeted outreach events
- Considering hosting NFRMPO event



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Discussion



- Do you have any outreach event suggestions for us?
- What outreach strategies have been successful for your community?
- How does your community incorporate children into the outreach process?
- Are there any strategies we are missing?
- Are there any future strategies / technologies that we should be aware of?
- Are there any social media posts or videos that would be beneficial for the NFRMPO to post?
- Is there anything we have done in the past that we should continue?
- Does your community have an AI Policy?

Questions?



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PIP Information
<https://nfrmpo.org/public-involvement/>

If you need any accommodations to access this document's content, please email staff@nfrmpo.org or call (970) 800-9560. You can expect a response within 3 business days.