

Multimodal Options Fund (MMOF) Call - Discussion

Technical Advisory Committee (TAC)



North Front Range
Metropolitan
Planning
Organization

October 16, 2019

- MMOF Background and Updates
- Draft NFR guidelines
 - Schedule
 - 2045 RTP integration
 - Eligible applicants
 - Request minimums and maximums
 - Project pools
 - Scoring
- Discussion

TAC Packet

- MMOF Memo to Transportation Commission (TC) – p. 7
- TC Resolution – p. 15
- Revised Transit Development Program (TDP) List – p. 16
- Draft NFR MMOF Call Guidelines – p. 18
- Draft NFR MMOF Application – p. 26

- State funds administered by CDOT
- NFR Funding Amount: \$5.58M
- Funding Year: FY2019
- Fund expiration: FY2023 (June 30, 2023)
- Eligible Project Types
 - Operating and capital costs for fixed-route transit
 - Operating and capital costs for on-demand transit
 - Transportation Demand Management (TDM) programs
 - Multimodal mobility projects enabled by new technology
 - Multimodal transportation studies
 - Bicycle and pedestrian projects

- 50% match (anything other than MMOF)
- Match relief
- Goal - An integrated multimodal transportation system that:
 - benefits seniors by making aging in place more feasible for them
 - benefits residents of rural areas by providing them with flexible public transportation services
 - provides enhanced mobility for persons with disabilities
 - provides safe routes to schools for children

Activity	Date
TAC Discussion on MMOF Availability	August 21, 2019
TAC Discussion on MMOF Call Process	October 16, 2019
Planning Council Discussion on MMOF Call Process	November 7, 2019
TAC Recommendation on MMOF Call Process	November 20, 2019
Planning Council Action on MMOF Call Process	December 5, 2019
Call for Projects Opens	December 6, 2019
Draft Applications Due to CDOT (Required for some projects; encouraged for all others)	January 13, 2020
CDOT provides responses to applicants	January 24, 2020
Applications Due to NFRMPO	January 31, 2020
Scoring Meeting	TBD February 10-12, 2020
TAC Discussion of Recommended Projects – Staff Presentation	February 19, 2020
Council Discussion of Recommended Projects – Applicant Presentations	March 5, 2020
TAC Recommendation on MMOF Awards	March 18, 2020
Council Action on MMOF Awards	April 2, 2020

2045 RTP Integration

- Project must impact at least one *2045 RTP* Goal
- Project must impact at least one *2045 RTP* Performance Measure
- Non-motorized projects must impact a Regional Non-Motorized Corridor (RNMC) OR provide a safe route to school
- Projects that impact an RSC, RNMC, or RTC must be consistent with 2045 RTP corridor vision

Eligible Applicants

- NFR Call: NFRMPO local government members and the NFRMPO
 - Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government
- CDOT: “Eligible recipients include but are not limited to local governments, transit agencies, school districts or other sponsors of eligible multimodal projects.”

Three pools with \$1.86M each:

- Transit – 33%
- Bicycle and pedestrian – 33%
- Mobility/multimodal/other – 33%

Benefits of Pools

- Facilitates scoring
- Sets expectations for applicants
- Ensures funding for different project types

Disadvantages of Pools

- Pre-set proportions may not reflect demand/need
- No competition across project types

Request Minimums and Maximums

- Minimum
 - \$150,000 for non-transit capital/infrastructure projects
 - \$50,000 for all other project types

- Maximum
 - Up to pool total (\$1,858,336) within each pool across 1 or more projects

Scoring Committee

- Open to TAC, NoCo, LCMC, & WCMC members
- Required: 1 voting representative from each applicant (except NFRMPO)
- Optional: 1 voting representative from each non-applicant NFR member local government
- Non-voting membership:
 - NFRMPO staff
 - representatives from agencies other than local governments
 - any additional scoring committee members from a particular NFR member local government

Evaluation Criterion	Possible Points
Maximize Transportation Investment / Network Connectivity Improvement	20
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health	10
Provide Transportation Equity	10
Enhance Safety	10
Project Readiness	20
Integration with Plans and Community Documented Support	10
Support <i>2045 RTP</i> Goals and Performance Measures	10
Partnerships	10
TOTAL	100

- Limiting requests to FY2020-FY2022
- Draft application
- Schedule
- Eligible applicants
- Project pools
- Request minimums and maximums
- Scoring committee membership & voting rights
- Scoring criteria
- Allowing match relief requests
- Location requirements
- Potential set-asides

MMOF Call Process

- TAC Discussion - October 16, 2019
- Planning Council Discussion - November 7, 2019
- TAC Recommendation - November 20, 2019
- Planning Council Action - December 5, 2019



COLORADO **Department of Transportation**

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

Multimodal Options Fund - Local Fund Program Overview October, 2019

Background

Colorado Senate Bill 2018-001 included a provision that established a new Multimodal Options Fund (MMOF) within the State Treasury. The bill also transferred a combined \$96.75M of FY2019 and FY2020 general fund revenues to the MMOF. Of that \$96.75M, the Front Range Passenger Rail Commission received \$2.5M in FY2019. As legislated, the remaining \$94.25M is split, with \$14.13M (15%) to be programmed by CDOT for state multimodal investments and \$80.12M (85%) to local entities for local or regional multimodal investments. The local funding portion is informally referred to here as the MMOF Local Fund and is the subject of this summary guidance document.

The Colorado Transportation Commission (TC) was required in the legislation to establish a distribution formula for the MMOF Local Fund based on population and transit ridership criteria. Local recipients of MMOF Local Funds, meanwhile, are required to provide a match of project funding equal to the amount of the grant. However, the TC is permitted to also create a formula for reducing or exempting the match requirement for local governments or agencies due to their size or any other special circumstance. In April 2019, the TC appointed an MMOF advisory committee to explore and develop recommendations on these matters. The committee included members of the Transit and Rail Advisory Committee (TRAC), the Statewide Transportation Advisory Committee (STAC), plus advocates for transit, bicyclists, pedestrians, seniors, disabled citizens, and school-age children. This diverse group developed recommended formulas for funding distribution and match alleviation that were then adopted by the TC in June 2019. Details on these formulas and requirements are found in the sections that follow.

Project Eligibility

The legislation states that the Multimodal Options Fund should promote a “complete and integrated multimodal system” **and** that an integrated system:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural areas by providing them with flexible public transportation services;
- Provides enhanced mobility for persons with disabilities; and
- Provides safe routes to school for children.

While the legislation recognizes these goals and benefits of investments in an integrated multimodal system, it does not explicitly state these are the only goals for the MMOF Local Funds, nor does it prioritize any of these goals over another. Those decisions are ultimately **left to the local stakeholders’ multimodal** investment decisions.

The legislation specifically defines **the term ‘Multimodal Projects’**, whereby MMOF funds are eligible for on and off-roadway projects, including the following:

- Capital or Operating costs for Fixed-route and On-demand transit services,
- Transportation Demand Management programs,
- Multimodal Mobility projects enabled by new technology,
- Multimodal Transportation studies, AND
- Bicycle or pedestrian projects

Minimum Project Size

CDOT is imposing a minimum project size. These minimums apply to the *total project cost* and not to the amount of MMOF funding per project. Bundling of similar projects is strongly encouraged where necessary to meet project minimums and to maximize cost efficiencies. Rural Transportation Planning Regions (TPR) and Metropolitan Planning Organizations (MPO) may also choose, at their discretion, to increase these project limits for projects in their region.

Project Minimums:

- Transit Projects - minimum \$25,000 project cost
- Infrastructure Projects - minimum \$150,000 project cost
- Planning Projects (other than transit planning) - No minimums

Funding and Administration

All MMOF funding efforts will be administered by CDOT with project delivery oversight similar to other pass-through programs. Spending authority will be granted to **recipients through CDOT’s standard award contracting mechanisms and will follow** State Fiscal Rules and Federal Fiscal Rules where applicable. Funds are disbursed to project sponsors only on a reimbursement basis.

Transit procurement and planning **projects will be administered through CDOT’s** Division of Transit & Rail. Construction projects will be administered **by CDOT’s** Engineering Regions.

Funding Expiration

One-time state funding appropriations, such as the current MMOF funds provided by SB2018-01, fully expire at the close of the fifth State Fiscal Year from the time of their appropriation. The current MMOF funding is available through June 30, 2023. Therefore, projects selected for MMOF Local Funds should be expected to fully complete by this date. Funds awarded for projects that are not fully expended by their expiration will be returned to the state treasury, and the project sponsor will be responsible for all remaining expenditures on the project after this date.

Funding Allocations

The TC has adopted a distribution formula for the MMOF Local Fund, allocating funding to the 15 Transportation Planning Regions (TPRs) of the state. The formula, developed and recommended by the MMOF advisory committee, uses a combination of ten weighted measures representing the economy, unique population characteristics and respective transit ridership in each region. The formula first allocates 81% of MMOF Local Funds to the five urban regions, and 19% to the ten rural regions. Two sub-allocation formulas, one urban and one rural, then allocate dollars to each TPR using different weighted combinations of these ten measures.

Table 1 contains the final MMOF Local Fund allocation rates and the current funding amounts for all 15 TPRs/MPOs.

Table 2 provides a brief description of each of the ten formula factors used in the formula.

Match Requirements

All MMOF Local Funds must be equally matched 50/50 by recipients on a project-by-project basis. For example, a \$1,400,000 transit facility project may receive \$700,000 MMOF Local Funds while the remaining \$700,000 must be funded through other sources. MMOF Local Funds may be matched by any other federal, state, local or private source other than MMOF.

Match Reduction or Exemption

As is allowed by SB 2018-001, the TC has approved a method by which match requirements may be reduced or eliminated due to special circumstances or economic disadvantages. No projects or project sponsors are granted match alleviation automatically. Match alleviation must be granted by the TC and requires a written request submitted by the respective TPR on behalf of a project sponsor. Requests must identify the grant recipient and include a name and description of the project, **total proposed grant funding and match amounts, and justification for the recipient's** eligibility and merits for match alleviation.

Requests for Match Alleviation may be submitted to CDOT through the Region Planning staff at any time, but should be provided no later than when a TPR submits its proposed project selections. CDOT will attempt to expedite the consideration of match alleviation requests by the TC as quickly as possible, but may be limited by the existing meeting and agenda schedules. Please coordinate this with your Region Planner.

Applicants may request match alleviation based on the following eligibility and merits alone:

- Counties with a population less than 50,000 (as of 2017), and whose median poverty rate is 12% or higher; or
- Municipalities with a population less than 20,000 (as of 2017), with a poverty rate at 12% or higher.

A County or Municipality that meets the above population threshold, but not the poverty rate, is also eligible to apply and may be considered for match alleviation based on a demonstration of other extraordinary circumstances, such as economic or demographic disadvantages.

Project sponsors that are neither counties nor municipalities (ex., transit agencies, school districts, metro districts, etc.) are eligible to request and be considered for match alleviation based on the above qualifications of the county and/or municipal area(s) they serve.

Project sponsors that do not meet the County or Municipal population thresholds are ineligible to request match alleviation.

Figure 1 provides a map of Counties' **qualifications** for match alleviation. Tables 3a & 3b list the individual County and Municipal population and poverty rates.

Project Application and Selection

While the Transportation Commission is responsible for ensuring the use of MMOF Local Funds comply with the goals, purposes and requirements of SB 2018-001, project selections are made by the MPO/TPR.

Metropolitan Planning Organizations representing the five urban TPRs may identify the project selection methods they prefer and conduct project selections at any time.

Rural TPRs will make project selections with the support of CDOT Regional Planning staff, who will compile candidate project information on behalf of TPRs. Sponsors of rural projects will need to submit the MMOF Project Submittal form provided on the following pages to your Region Planner. Project submission deadlines will be determined by your MPO/TPR.

Rural TPR project selections will commence in late 2019 or early 2020 with the support of **CDOT's Region Planning staff**. Sponsors of candidate projects should contact their respective planning organizations at the earliest opportunity to engage in those selection processes. A map of TPRs and TPR contact information may be found on [CDOT's planning website](#).

Coordinating TAP and MMOF Project Selections

All phases of Bicycle, Pedestrian, and Safe-Routes-to-School projects are eligible for funding through both the Transportation Alternatives Program (TAP) and the MMOF Local Fund. In addition, TAP and MMOF are eligible match sources to each other. Project sponsors may therefore consider applying for both programs simultaneously to complete an eligible project. However, MPOs/TPRs selecting MMOF projects that are contingent upon a subsequent competitive TAP award may want to identify alternative MMOF projects to fund in the event that the bid for matching TAP funds is unsuccessful.

Please contact your CDOT Region Planner listed below for information on MMOF Local Fund or the TAP program.

Reporting Requirements

All TPRs must provide CDOT with an annual report listing the status of projects selected for funding through the MMOF Local Fund, including the sponsor/recipient, project names and descriptions, funding sources and amounts expended during the previous year.

This information enables CDOT to report to the Transportation Legislation Review Committee (TLRC) of the Colorado Legislature a required annual accounting of expenditures from the MMOF.

MULTIMODAL OPTIONS FUND - LOCAL FUND PROJECT SUBMITTAL

Colorado Department of Transportation

APPLICANT INFORMATION			
1. ELIGIBLE APPLICANT AGENCY – indicate ONE <input type="checkbox"/> Municipality <input type="checkbox"/> County <input type="checkbox"/> Transit Agency <input type="checkbox"/> School Dist. <input type="checkbox"/> Other _____			
2. AGENCY NAME		3. ADDITIONAL CO-SPONSORS	
4. CONTACT PERSON	TITLE	PHONE	
5. AGENCY MAILING ADDRESS	CITY	STATE	ZIP
PROJECT DESCRIPTION			
6. PROJECT NAME			
7. PROJECT LOCATION/ADDRESS - if applicable		8. PROJECT PHYSICAL LIMITS (mileposts, intersecting roadways, boundaries, etc.)	
9. COUNTY(ies)	10. MUNICIPALITY(ies)		
12. 1-2 SENTENCE DESCRIPTION OF PROJECT			
ELIGIBILITY			
13. PROJECT ELEMENTS – check all that apply			
PEDESTRIAN & BICYCLE/ NON-MOTORIZED TRANSPORTATION <input type="checkbox"/> Bicycle & pedestrian facilities - construction <input type="checkbox"/> Bicycle & pedestrian facilities - design <input type="checkbox"/> Infrastructure related projects to provide safe routes for non-drivers <input type="checkbox"/> Planning/study for bicycle/non-motorized transportation		FIXED-ROUTE OR ON-DEMAND TRANSIT <input type="checkbox"/> Planning, feasibility or service delivery study <input type="checkbox"/> Transit Vehicle purchase <input type="checkbox"/> Transit Operations <input type="checkbox"/> Administration, Maintenance or Passenger facility <input type="checkbox"/> Equipment	

OTHER

- Transportation Demand Management programs
- Multimodal Mobility projects enabled by new technology
- Multimodal Transportation studies

PLAN INTEGRATION

14. Is your project defined in a regional plan? Y / N If yes, please identify the plan:
 15. Is your project defined in a local plan? Y / N If yes, please identify the plan:

FUNDING

PROJECT COST	TOTAL (\$)
16. MMOF FUNDS REQUESTED	
17. MATCH FUNDING SOURCE(S)*	
18. TOTAL PROJECT COST	

*Please list all funding sources.

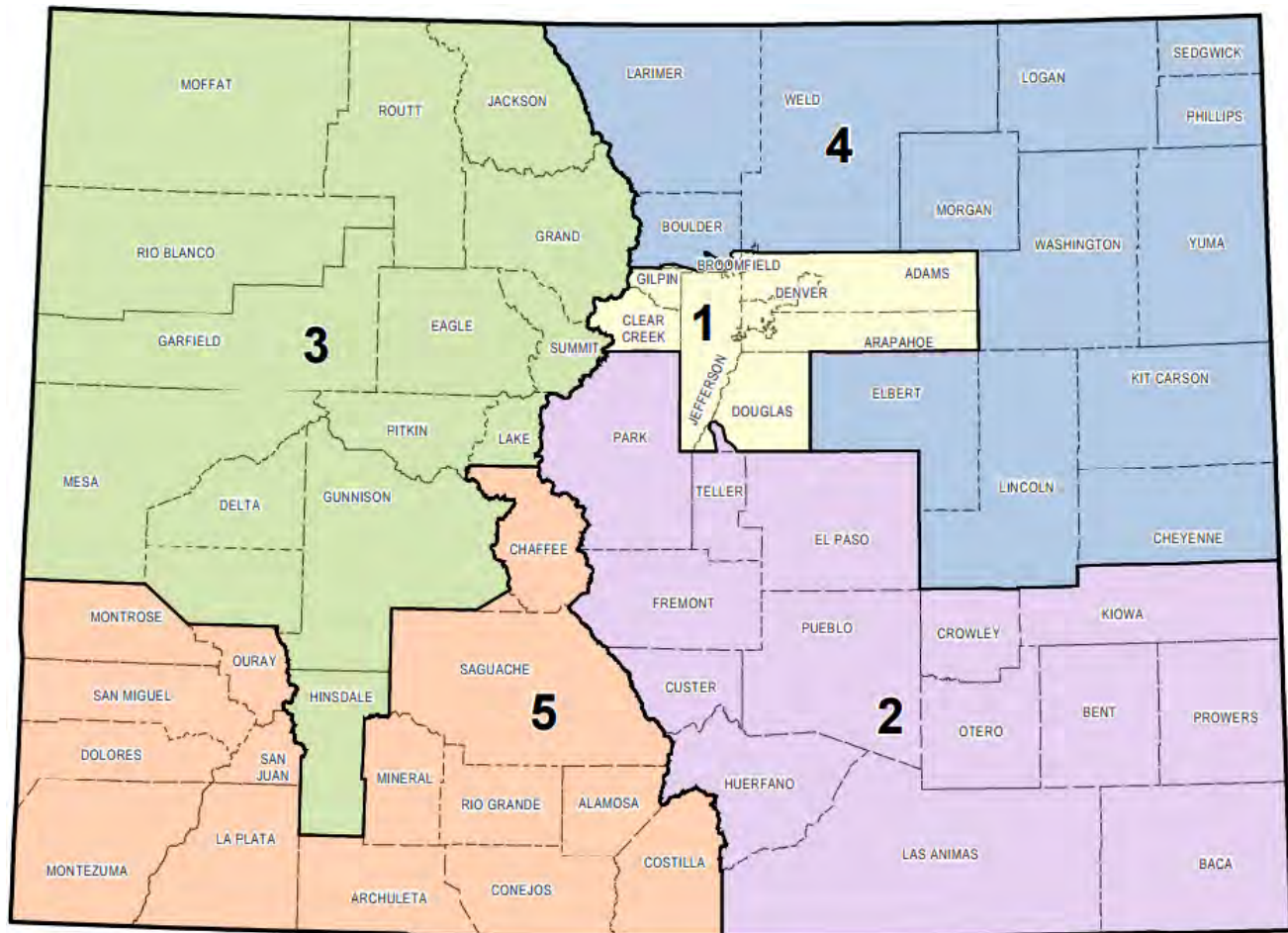
REQUIRED INFORMATION

19. REQUIRED ATTACHMENTS – please label attachments accordingly
- Attachment A – Description of proposed project
 - Attachment B – Maps, plans and photographs
 - Attachment C – Evidence of eligibility by project category
 - Attachment D – Benefits of proposed project
 - Attachment E – Environmental Review
 - Attachment F – Cost estimate and project implementation schedule signed by CDOT
 - Attachment G – Proposed maintenance plans, agreements, covenants
 - Attachment H – Resolutions of community financial support and letters of approval
 - Attachment I – Right-of-way or legal property description

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE SIGNATURE		TITLE
		DATE

CDOT's Engineering Regions



CDOT Region Planning Contacts:

Region 1: JoAnn Mattson, 303-757-9866, joann.mattson@state.co.us

Region 2: Wendy Pettit, 719-546-5748, wendy.pettit@state.co.us

Region 3: Mark Rogers, 970-683-6252, mark.rogers@state.co.us

Region 4: Karen Schneiders, 970-350-2172, karen.schneiders@state.co.us

Region 5: Matt Muraro, 970-385-1443, matt.muraro@state.co.us

Table 1: MMOF Local Fund - Transportation Planning Region Allocations

	TPR Name	Pop 2016	Jobs	Disadv Pop	Zero vehicles	Revenue Miles	Unlinked Trips	Bike Crash	Pedestrian Crash	School-Aged Children	Household Affordability Burden	Alloc%	Allocation\$
Urban (81%)	Pikes Peak Area	12.3%	10.0%	11.8%	9.9%	4.4%	2.6%	7.4%	7.5%	13.5%	12.2%	8.6%	\$6,531,199
	Denver Area	57.7%	64.3%	52.9%	62.5%	69.6%	80.5%	65.6%	75.1%	56.8%	54.4%	60.2%	\$45,810,761
	North Front Range	8.9%	8.0%	9.2%	7.3%	4.7%	3.9%	12.9%	5.0%	9.4%	8.8%	7.3%	\$5,575,009
	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.2%	0.7%	2.6%	3.1%	3.0%	3.6%	2.6%	\$2,003,884
	Grand Valley	2.7%	2.6%	3.6%	2.8%	1.1%	0.6%	3.3%	2.0%	2.8%	3.1%	2.3%	\$1,731,488
Rural (19%)	Eastern	1.5%	1.0%	1.7%	1.5%	0.1%	0.0%	0.2%	0.4%	1.4%	1.9%	1.4%	\$1,031,838
	Southeast	0.8%	0.6%	1.3%	1.0%	0.1%	0.0%	0.1%	0.2%	0.8%	1.1%	0.9%	\$664,017
	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.1%	0.0%	0.5%	0.4%	1.2%	1.6%	1.3%	\$961,989
	Gunnison Valley	1.8%	1.4%	2.6%	1.9%	5.0%	2.7%	1.0%	0.7%	1.7%	2.3%	3.1%	\$2,355,869
	Southwest	1.8%	1.6%	2.1%	0.9%	1.2%	0.4%	0.2%	0.4%	0.9%	2.1%	1.6%	\$1,247,368
	Intermountain	3.1%	3.5%	2.5%	1.7%	7.9%	6.4%	2.7%	2.6%	3.5%	3.3%	4.9%	\$3,751,566
	Northwest	1.1%	1.1%	1.0%	0.8%	1.2%	1.3%	0.7%	0.5%	1.1%	1.2%	1.3%	\$993,003
	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.0%	0.1%	1.9%	1.0%	2.1%	2.0%	2.0%	\$1,492,904
	Central Front Range	1.8%	1.0%	2.3%	1.3%	2.3%	0.8%	0.7%	0.8%	1.5%	2.1%	2.1%	\$1,617,326
	South Central	0.4%	0.3%	0.6%	0.7%	0.2%	0.0%	0.1%	0.2%	0.3%	0.5%	0.5%	\$345,780
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	\$76,114,000
	<i>Urban Formula wt</i>	<i>20.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>10.0%</i>		<i>100%</i>	
	<i>Rural Formula wt</i>	<i>20.0%</i>		<i>15.0%</i>	<i>10.0%</i>	<i>15.0%</i>	<i>10.0%</i>	<i>5.0%</i>	<i>5.0%</i>	<i>10.0%</i>	<i>10.0%</i>	<i>100%</i>	

Note: Allocations do not include 5% (\$4,006,000) withheld for CDOT Administrative cost.

Table 2: MMOF Local Fund, Regional Allocation Formula - Factor Descriptions

Allocation Formula Factors				
Category	Criteria	Data	MEASURE:	INDICATOR FOR:
Population	Population 2016	2016 Population estimates	Percent of state's Population	Need
	Employment	2016 jobs count estimates	Percent of state's jobs	Need/economy
	Disadvantaged Population	2016 population est. - Senior, Disability, and/or Low-income	Percent of state's population that is Disabled, Senior and/or Low-income	Need
	School-Aged Children	2016 Population aged 5-18 years, by county	Percent of School-aged population	Need
	Bike Crashes	Total crashes involving a bicycle, 2008-2017, by county	Percent of Bike crashes	Safety
	Pedestrian Crashes	Total crashes involving a pedestrian, 2008-2017, by county	Percent of Pedestrian crashes	Safety
	Vehicle Access	2016 est. Households w/zero vehicles	Percent of state's zero-vehicle households	Need, Demand
Ridership	Revenue Miles	2016 Vehicle Revenue Miles (NTD)	Percent of Total Revenue Miles	Transit Demand
	Unlinked Trips	2016 Unlinked Passenger Trips (NTD)	Percent of Total unlinked passenger trips	Transit Demand
Other	Household Affordability "Burden" (pop adjusted by relative % housing & trans costs)	Percent of Household income required for housing & transportation costs, by county	Percent of population-adjusted by the relative Household Affordability (HA) burden; Pop x HA/statewide mean	Need/economy

Fig 1: Multimodal Option Fund (MMOF) Local Fund Qualifying Match Criteria - Counties

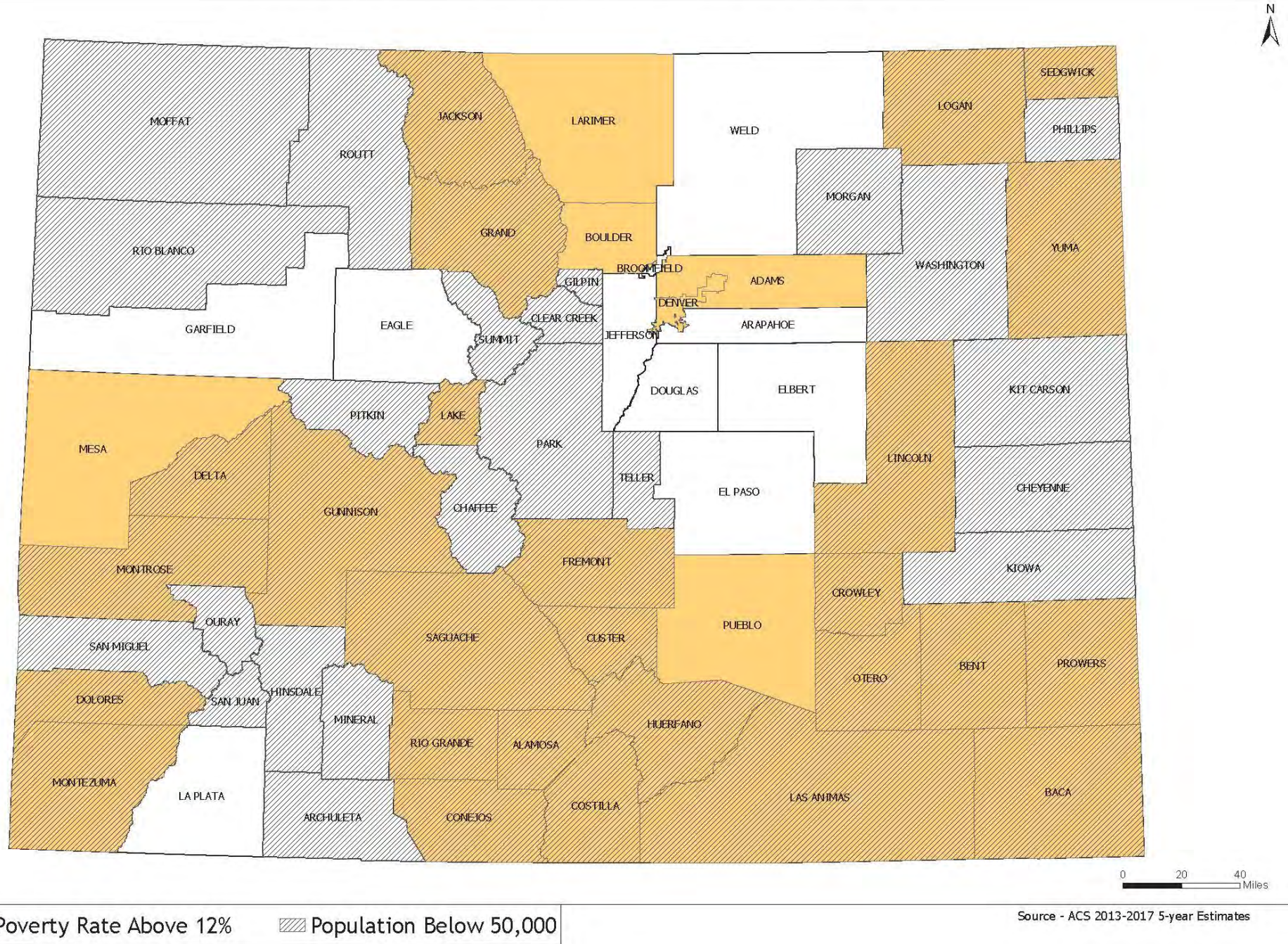


Table 3a:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Counties**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<50k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Adams County	483,246	12.2%			X
Alamosa County	15,248	27.8%	X		
Arapahoe County	620,365	9.9%			X
Archuleta County	12,451	11.6%		X	
Baca County	3,463	19.5%	X		
Bent County	3,876	24.5%	X		
Boulder County	305,605	13.1%			X
Broomfield County	63,911	5.2%			X
Chaffee County	17,649	9.6%		X	
Cheyenne County	2,077	11.8%		X	
Clear Creek County	9,100	6.8%		X	
Conejos County	8,105	21.1%	X		
Costilla County	3,628	29.6%	X		
Crowley County	4,277	24.6%	X		
Custer County	4,423	15.7%	X		
Delta County	29,080	16.5%	X		
Denver County	666,136	15.1%			X
Dolores County	1,736	14.1%	X		
Douglas County	319,741	3.6%			X
Eagle County	53,338	7.7%			X
El Paso County	656,432	11.1%			X
Elbert County	24,391	4.8%		X	
Fremont County	35,879	15.8%	X		
Garfield County	57,009	9.6%			X
Gilpin County	5,634	5.6%		X	
Grand County	14,683	13.1%	X		
Gunnison County	15,422	14.1%	X		
Hinsdale County	820	12.0%		X	
Huerfano County	6,335	14.8%	X		
Jackson County	1,366	12.8%	X		
Jefferson County	555,012	7.8%			X
Kiowa County	1,341	10.6%		X	
Kit Carson County	7,101	11.5%		X	
La Plata County	52,561	9.6%			X
Lake County	7,342	12.8%	X		
Larimer County	321,406	12.4%			X
Las Animas County	13,294	17.0%	X		
Lincoln County	3,508	14.0%	X		
Logan County	20,840	16.8%	X		
Mesa County	145,127	16.0%			X
Mineral County	834	12.0%		X	
Moffat County	12,860	10.1%		X	
Montezuma County	25,494	16.8%	X		

Table 3a:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Counties**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<50k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Montrose County	40,449	17.8%	X		
Morgan County	27,645	9.3%		X	
Otero County	17,851	22.9%	X		
Ouray County	4,639	10.4%		X	
Park County	16,763	6.6%		X	
Phillips County	4,253	8.1%		X	
Pitkin County	17,630	7.1%		X	
Prowers County	11,733	18.3%	X		
Pueblo County	158,873	19.8%			X
Rio Blanco County	6,223	11.8%		X	
Rio Grande County	11,129	18.1%	X		
Routt County	24,067	10.7%		X	
Saguache County	6,315	21.0%	X		
San Juan County	569	3.3%		X	
San Miguel County	7,778	10.5%		X	
Sedgwick County	2,301	17.0%	X		
Summit County	29,598	10.3%		X	
Teller County	23,548	7.5%		X	
Washington County	4,472	9.9%		X	
Weld County	278,921	11.2%			X
Yuma County	9,967	14.3%	X		
Colorado	5,316,870	11.5%			

TPRs/MPOs may request match reduction for projects in Counties with population below 50,000 AND Poverty Rate at or above 12% based on these factors

TPRs/MPOs may request match reduction for projects in Counties below 50,000 where Poverty Rate is below 12% *only with further evidence of "extraordinary need or disadvantage"*

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Aguilar town	559	20.39%	X		
Akron town	1,828	13.73%	X		
Alamosa city	8,782	34.79%	X		
Alma town	356	30.06%	X		
Antonito town	806	34.99%	X		
Arriba town	141	15.60%	X		
Arvada city	114,760	6.88%			X
Aspen city	7,033	9.48%		X	
Ault town	2,054	14.12%	X		
Aurora city	354,273	13.70%			X
Avon town	6,452	10.99%		X	
Basalt town	3,849	6.31%		X	
Bayfield town	2,576	6.13%		X	
Bennett town	2,233	12.14%	X		
Berthoud town	5,948	6.66%		X	
Bethune town	227	1.76%		X	
Black Hawk city	176	30.68%	X		
Blanca town	492	15.65%	X		
Blue River town	735	6.39%		X	
Bonanza town	11	45.45%	X		
Boone town	286	35.31%	X		
Boulder city	96,237	21.58%			X
Bow Mar town	950	2.21%		X	
Branson town	60	26.67%	X		
Breckenridge town	4,753	10.50%		X	
Brighton city	36,335	10.93%			X
Brookside town	249	11.24%		X	
Broomfield city	63,911	5.23%			X
Brush city	5,228	11.90%		X	
Buena Vista town	2,720	3.68%		X	
Burlington city	3,102	12.96%	X		
Calhan town	874	7.09%		X	
Campo town	36	25.00%	X		
Cañon City city	14,836	20.55%	X		
Carbondale town	6,533	9.83%		X	
Castle Pines city	10,623	1.81%		X	
Castle Rock town	56,714	4.44%			X
Cedaredge town	2,175	25.66%	X		
Centennial city	106,818	4.30%			X
Center town	2,033	31.19%	X		
Central City city	707	11.17%		X	
Cheraw town	193	24.87%	X		
Cherry Hills Village city	6,542	2.31%		X	

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Cheyenne Wells town	931	16.43%	X		
City of Creede town	340	26.76%	X		
Coal Creek town	370	12.16%	X		
Cokedale town	87	0.00%		X	
Collbran town	637	39.25%	X		
Colorado Springs city	442,185	12.78%			X
Columbine Valley town	1,165	0.77%		X	
Commerce City city	52,651	12.19%			X
Cortez city	8,491	22.57%	X		
Craig city	8,707	10.72%		X	
Crawford town	228	33.77%	X		
Crested Butte town	1,385	8.95%		X	
Crestone town	50	26.00%	X		
Cripple Creek city	1,145	13.89%	X		
Crook town	171	14.62%	X		
Crowley town	244	15.16%	X		
Dacono city	4,929	5.03%		X	
De Beque town	452	14.16%	X		
Deer Trail town	476	23.53%	X		
Del Norte town	1,563	21.37%	X		
Delta city	8,543	16.36%	X		
Denver city	666,136	15.10%			X
Dillon town	1,023	9.97%		X	
Dinosaur town	315	11.75%		X	
Dolores town	1,005	7.86%		X	
Dove Creek town	632	12.97%	X		
Durango city	16,249	11.21%		X	
Eads town	731	14.64%	X		
Eagle town	6,558	5.29%		X	
Eaton town	4,931	8.11%		X	
Eckley town	330	8.48%		X	
Edgewater city	5,248	18.77%	X		
Elizabeth town	1,065	8.64%		X	
Empire town	286	14.69%	X		
Englewood city	32,837	15.52%			X
Erie town	21,947	4.78%			X
Estes Park town	6,212	12.27%	X		
Evans city	19,748	14.32%	X		
Fairplay town	842	6.41%		X	
Federal Heights city	12,389	21.14%	X		
Firestone town	12,266	3.78%		X	
Flagler town	494	12.15%	X		
Fleming town	669	14.35%	X		

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Florence city	3,763	18.74%	X		
Fort Collins city	150,971	17.01%			X
Fort Lupton city	7,823	9.23%		X	
Fort Morgan city	11,007	8.76%		X	
Fountain city	28,684	7.89%			X
Fowler town	1,195	26.03%	X		
Foxfield town	700	2.43%		X	
Fraser town	1,652	9.26%		X	
Frederick town	11,378	2.07%		X	
Frisco town	2,977	2.72%		X	
Fruita city	12,928	15.79%	X		
Garden City town	230	19.13%	X		
Genoa town	87	0.00%		X	
Georgetown town	1,048	6.68%		X	
Gilcrest town	955	11.41%		X	
Glendale city	5,027	14.74%	X		
Glenwood Springs city	9,695	11.70%		X	
Golden city	17,530	19.71%	X		
Granada town	565	34.34%	X		
Granby town	1,813	6.56%		X	
Grand Junction city	57,888	18.29%			X
Grand Lake town	220	1.36%		X	
Greeley city	94,713	17.47%			X
Green Mountain Falls town	580	15.69%	X		
Greenwood Village city	15,327	5.47%		X	
Grover town	162	16.67%	X		
Gunnison city	5,489	25.69%	X		
Gypsum town	6,825	6.97%		X	
Hartman town	75	25.33%	X		
Haswell town	54	7.41%		X	
Haxtun town	858	13.17%	X		
Hayden town	1,793	11.43%		X	
Hillrose town	289	11.76%		X	
Holly town	900	24.44%	X		
Holyoke city	2,265	5.08%		X	
Hooper town	58	13.79%	X		
Hotchkiss town	895	23.91%	X		
Hot Sulphur Springs town	876	11.53%		X	
Hudson town	1,605	16.76%	X		
Hugo town	568	16.55%	X		
Idaho Springs city	1,950	18.26%	X		
Ignacio town	883	11.78%		X	
Iliff town	236	25.85%	X		

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Jamestown town	218	7.80%		X	
Johnstown town	14,386	1.47%		X	
Julesburg town	1,269	14.11%	X		
Keenesburg town	1,384	10.33%		X	
Kersey town	1,822	6.81%		X	
Kim town	91	0.00%		X	
Kiowa town	764	4.06%		X	
Kit Carson town	263	16.35%	X		
Kremmling town	1,470	21.36%	X		
Lafayette city	27,345	8.28%			X
La Jara town	677	24.82%	X		
La Junta city	6,559	27.25%	X		
Lake City town	418	16.03%	X		
Lakeside town	12	33.33%	X		
Lakewood city	148,867	10.83%			X
Lamar city	7,340	20.22%	X		
Larkspur town	250	15.20%	X		
La Salle town	2,752	9.16%		X	
Las Animas city	1,962	35.83%	X		
La Veta town	791	22.00%	X		
Leadville city	2,593	5.24%		X	
Limon town	1,256	17.83%	X		
Littleton city	45,298	7.50%			X
Lochbuie town	5,600	13.66%	X		
Log Lane Village town	1,211	14.45%	X		
Lone Tree city	13,430	3.75%		X	
Longmont city	90,979	12.00%			X
Louisville city	20,207	5.84%			X
Loveland city	73,198	8.72%			X
Lyons town	2,085	5.76%		X	
Manassa town	1,001	25.37%	X		
Mancos town	1,637	25.53%	X		
Manitou Springs city	5,263	9.22%		X	
Manzanola town	433	17.32%	X		
Marble town	132	5.30%		X	
Mead town	4,300	5.47%		X	
Meeker town	2,645	17.32%	X		
Merino town	212	17.45%	X		
Milliken town	6,362	4.65%		X	
Minturn town	1,132	7.33%		X	
Moffat town	127	50.39%	X		
Monte Vista city	4,066	21.32%	X		
Montezuma town	78	5.13%		X	

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Montrose city	18,564	21.84%	X		
Monument town	6,760	3.34%		X	
Morrison town	256	5.08%		X	
Mountain View town	570	13.68%	X		
Mountain Village town	1,636	16.08%	X		
Mount Crested Butte town	1,018	5.21%		X	
Naturita town	424	17.69%	X		
Nederland town	1,496	22.66%	X		
New Castle town	4,663	3.17%		X	
Northglenn city	38,292	10.96%			X
Norwood town	624	15.71%	X		
Nucla town	517	24.76%	X		
Nunn town	605	17.19%	X		
Oak Creek town	936	24.89%	X		
Olathe town	1,741	30.38%	X		
Olney Springs town	521	33.21%	X		
Ophir town	159	0.00%		X	
Orchard City town	2,996	19.59%	X		
Ordway town	1,226	17.46%	X		
Otis town	470	12.55%	X		
Ouray city	784	11.22%		X	
Ovid town	235	33.62%	X		
Pagosa Springs town	1,881	22.17%	X		
Palisade town	2,600	20.65%	X		
Palmer Lake town	2,638	15.77%	X		
Paoli town	72	2.78%		X	
Paonia town	1,321	14.16%	X		
Parachute town	1,233	19.55%	X		
Parker town	50,994	4.44%			X
Peetz town	165	5.45%		X	
Pierce town	1,049	7.24%		X	
Pitkin town	90	11.11%		X	
Platteville town	2,660	13.76%	X		
Poncha Springs town	795	12.70%	X		
Pritchett town	125	13.60%	X		
Pueblo city	105,097	24.37%			X
Ramah town	159	12.58%	X		
Rangely town	2,038	9.62%		X	
Raymer (New Raymer) town	72	2.78%		X	
Red Cliff town	294	1.70%		X	
Rico town	193	16.06%	X		
Ridgway town	1,058	18.90%	X		
Rifle city	9,372	14.81%	X		

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Rockvale town	543	11.79%		X	
Rocky Ford city	3,771	22.43%	X		
Romeo town	305	32.13%	X		
Rye town	178	6.18%		X	
Saguache town	455	21.76%	X		
Salida city	5,382	9.87%		X	
Sanford town	855	13.10%	X		
San Luis town	659	37.94%	X		
Sawpit town	36	11.11%		X	
Sedgwick town	158	27.22%	X		
Seibert town	132	17.42%	X		
Severance town	3,816	2.38%		X	
Sheridan city	6,018	21.52%	X		
Sheridan Lake town	53	15.09%	X		
Silt town	3,051	10.98%		X	
Silver Cliff town	740	40.27%	X		
Silver Plume town	183	12.57%	X		
Silverthorne town	4,364	13.15%	X		
Silverton town	500	3.80%		X	
Simla town	654	15.29%	X		
Snowmass Village town	2,827	2.58%		X	
South Fork town	469	28.14%	X		
Springfield town	1,375	29.09%	X		
Starkville town	60	6.67%		X	
Steamboat Springs city	12,244	11.63%		X	
Sterling city	13,039	20.93%	X		
Stratton town	639	14.24%	X		
Sugar City town	353	20.96%	X		
Superior town	12,814	4.57%		X	
Swink town	680	25.88%	X		
Telluride town	1,921	9.84%		X	
Thornton city	131,436	8.48%			X
Timnath town	2,422	4.29%		X	
Trinidad city	7,636	19.43%	X		
Two Buttes town	87	51.72%	X		
Vail town	5,383	6.93%		X	
Victor city	418	10.05%		X	
Vilas town	112	27.68%	X		
Vona town	63	0.00%		X	
Walden town	558	14.16%	X		
Walsenburg city	2,838	17.51%	X		
Walsh town	564	9.40%		X	
Ward town	179	12.85%	X		

Table 3b:

**Multimodal Options Fund (MMOF) Local Fund
Qualifying Match Criteria - Municipalities**

Data Set: 2013-2017 American Community Survey 5-Year Est.

Geographic Area	Population (<20k)	Poverty Rate (>12%)	MATCH RELIEF		
			Eligible	Eligible (with add'l evidence)	Ineligible
Wellington town	7,941	3.51%		X	
Westcliffe town	363	22.04%	X		
Westminster city	111,215	8.57%			X
Wheat Ridge city	30,639	11.42%			X
Wiggins town	1,033	7.16%		X	
Wiley town	330	10.00%		X	
Williamsburg town	612	8.01%		X	
Windsor town	23,270	5.08%			X
Winter Park town	706	6.80%		X	
Woodland Park city	7,280	7.93%		X	
Wray city	2,396	19.07%	X		
Yampa town	405	16.05%	X		
Yuma city	3,476	12.31%	X		

TPRs/MPOs may request match reduction for projects in Municipalities with population below 20,000 AND Poverty Rate at or above 12% based on these factors

TPRs/MPOs may request match reduction for projects in Municipalities below 20,000 where Poverty Rate is below 12% *only with further evidence of "extraordinary need or disadvantage"*

10-Year Strategic Pipeline of Projects Work Session

NFRMPO Technical Advisory Committee



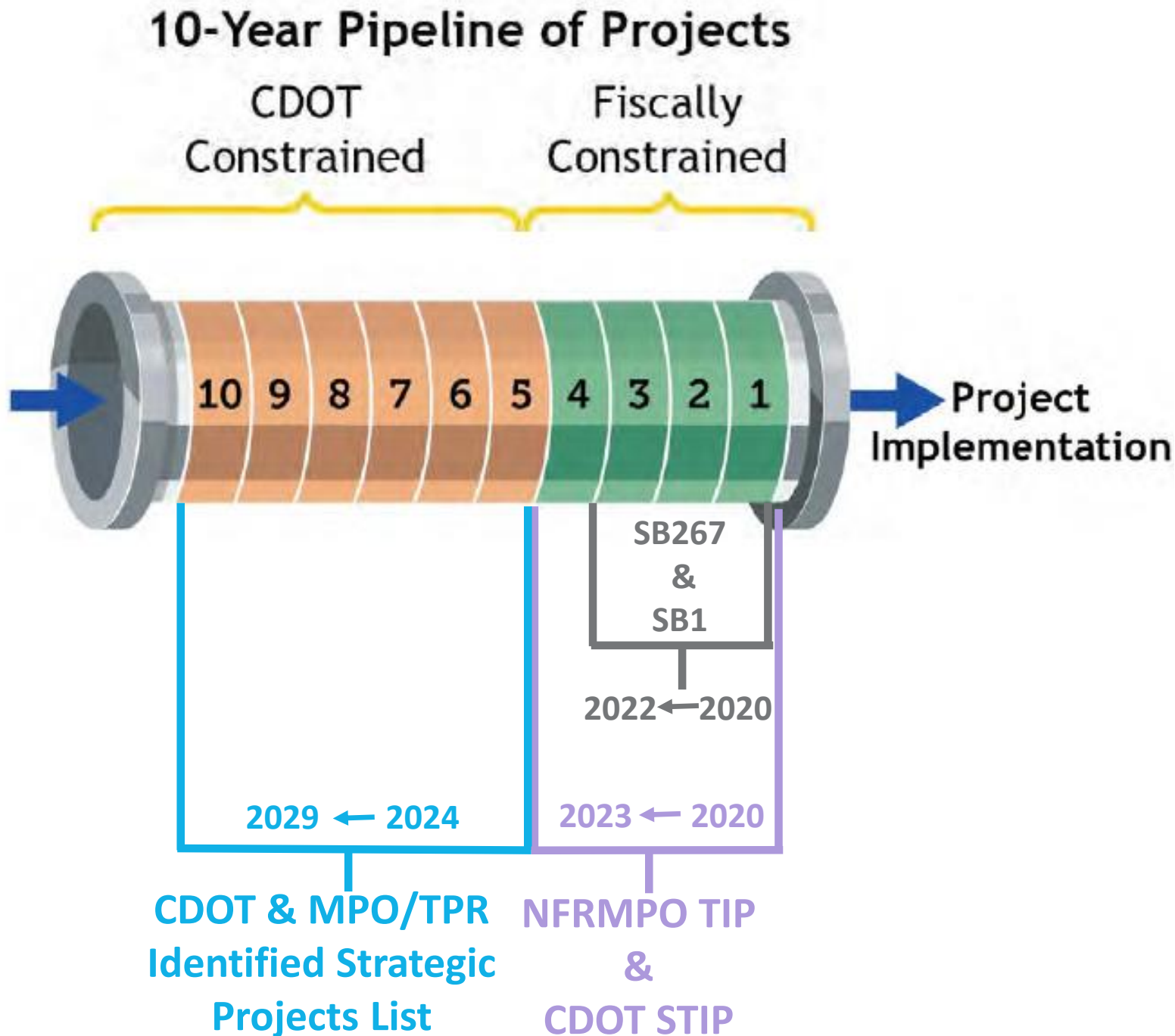
North Front Range
Metropolitan
Planning
Organization

October 16, 2019

Staff is requesting TAC identify regional priority projects:

- 1) To create a regional list for CDOT to incorporate into their upcoming Statewide 10 Year Strategic List of Projects.**
- 2) To recommend a regional list of priorities to Planning Council for consistent messaging.**

10-Year Strategic Pipeline Breakdown



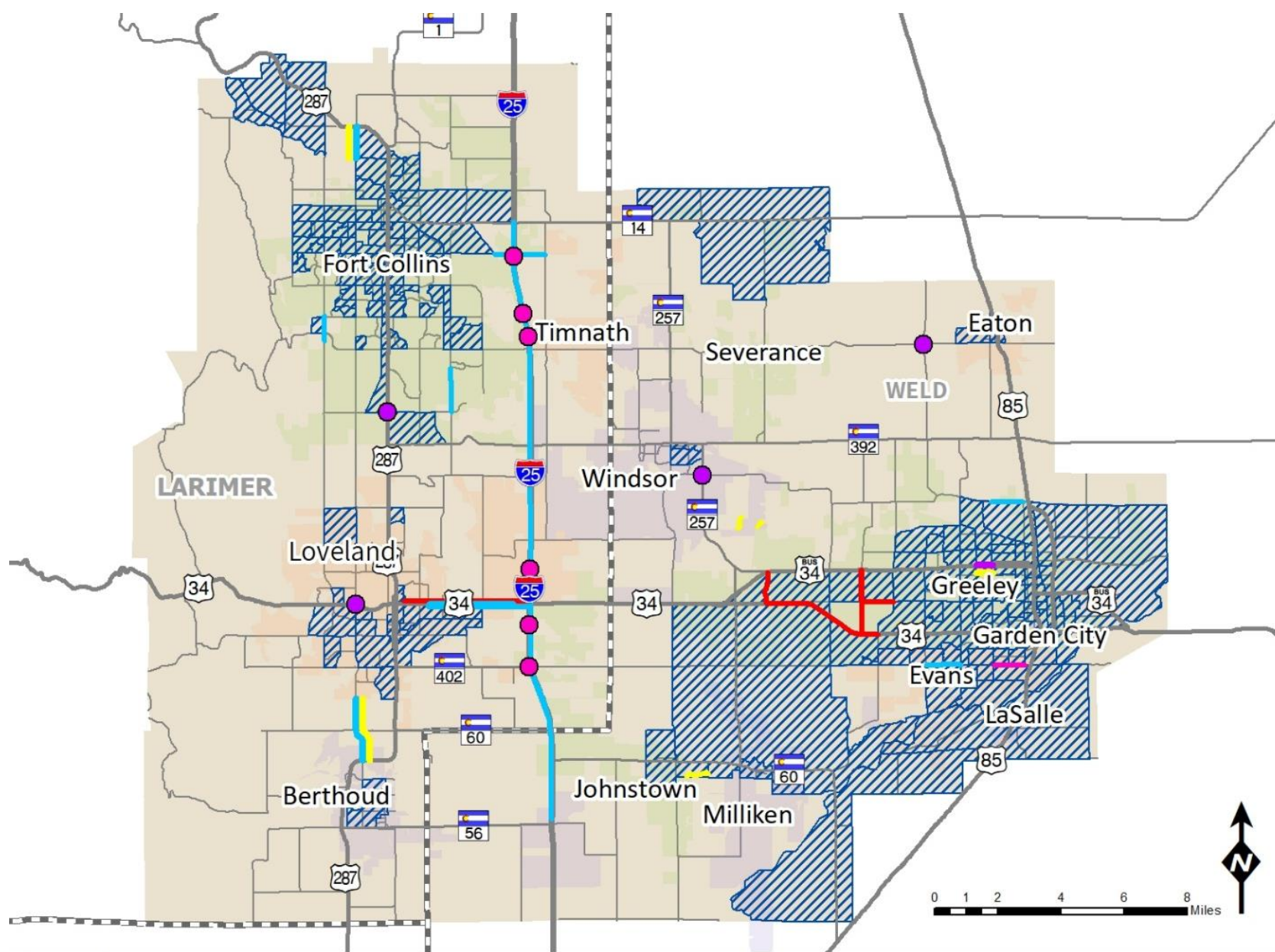
- First 4 years (FY2020-2023) of the 10-Year Pipeline are the fiscally constrained MPO TIPs and CDOT's STIP
- The remaining 6 years (FY2024-2029) are CDOT constrained and projects included in the list are not guaranteed to be funded



Proposed Project List (Highway) – Region 4

Region 4					
Project Name	Project Narrative	Corridor Designation <small>(Colorado Freight Corridor, High Freight Volume, High Demand Bike, High Criticality, LOSS)</small>	Project Cost		
			Capital	Asset Management	Total
I-25 North: Segment 7 & 8	Bridge replacement and widening; roadway reconstruction includes walls and utilities. Project provides access to regional transit, bus slip ramps, and bike/pedestrian improvements.	Colorado Freight Corridor, High Freight Volume, High Criticality	\$ 100,500,000	\$ 119,500,000	\$ 220,000,000
I-25 North: Segment 5 & 6 - Year Two 267 Commitment	Bridge replacement and widening and roadway reconstruction.	Colorado Freight Corridor, High Criticality	\$ 20,000,000	\$ -	\$ 20,000,000
SH119 Safety / Mobility Improvements	Project will improve drivability, mobility and safety.		\$ 30,000,000	\$ -	\$ 30,000,000
Subtotal			\$ 150,500,000	\$ 119,500,000	\$ 270,000,000

FY2020-2023 TIP Projects



Legend

- Bridge Reconstruction
- CNG Fueling Station
- Intersection Improvements
- Bike/Ped Facility
- Operation Improvements
- Pavement Improvements
- Roadway Widening
- Environmental Justice Areas
- County Boundary
- NFRMPO Boundary



March 2019
Sources: CDOT, NFRMPO



Potential Criteria

Safety

Potential Criteria

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

TC Guiding Principle

Safety

Mobility

Potential Criteria

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

TC Guiding Principle

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

Economic Vitality

Potential Criteria

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

TC Guiding Principle

Economic Impacts
 Statewide Equity

Asset Management

Potential Criteria

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

TC Guiding Principle

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

Strategic Nature

Potential Criteria

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

TC Guiding Principle

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

Regional Priority

Potential Criteria

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

TC Guiding Principle

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

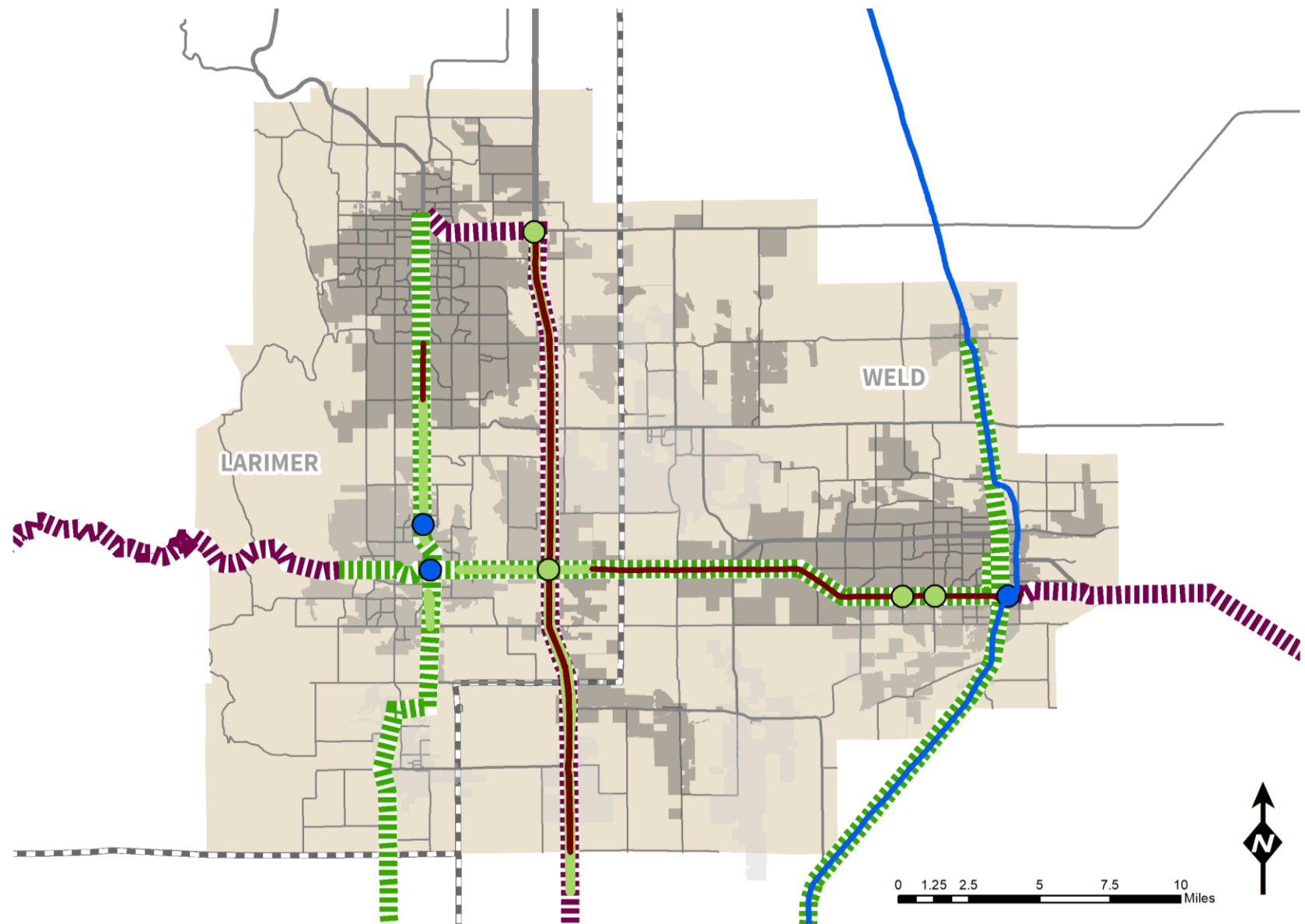
NFRMPO Priority Project Candidates on Interstates and US Highways

Project Information			2045 RTP		TAC Member Submittal	CDOT 10-Year Development Program (Adopted July 19, 2018)	
Facility	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)*	Fiscal Status		Included in List?	Project Cost
I-25	WCR38 to SH56 (NFR portion of Segment 5)	Add tolled express lane in each direction and interchange reconstructions	\$236.9	Constrained	--	Yes	\$325M
I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	\$119.0	Unconstrained	--	No	
I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	\$27.8	Unconstrained	--	No	
I-25	WCR38 to SH56 (NFR portion of Segment 5)	Widen from 4 to 6 general purpose lanes	\$17.9	Unconstrained	--	No	
I-25 / SH14	Interchange	Interchange reconstruction	\$52.2	Constrained	--	Yes	\$55M
US34	LCR3E to Centerra Pkwy	Widen from 4 lanes to 6 lanes	\$5.6	Constrained	X - \$10.6M	Yes	\$195M
US34	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	\$6.8	Constrained	--	Yes	
US34	Rocky Mountain Ave to Boyd Lake Ave	Widen from 4 lanes to 6 lanes	\$5.6	Constrained	X - \$19.2M	Yes	
US34	Boyd Lake Ave to Boise Ave	Widen from 4 lanes to 6 lanes	\$8.6	Constrained		Yes	
US34	US34 and 35 th Ave	New interchange	\$34.5	Constrained	X	Yes	
US34	US34 and 47 th Ave	New interchange	\$34.5	Constrained	X	Yes	
US34	Greeley to Loveland	Other improvements identified in the PEL	\$632.0	Unconstrained	--	Yes	
US34	MP 113.65 to LCR3	Widen from 4 to 6 lanes	\$215.6	Unconstrained	--	Yes	

**NFRMPO Priority Project Candidates
on Interstates and US Highways,
Cont'd.**

Project Information			2045 RTP		TAC Member Submittal	CDOT 10-Year Development Program (Adopted July 19, 2018)	
Facility	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOY)*	Fiscal Status		Included in List?	Project Cost
US34 / US287	Intersection	Intersection improvement	Not Included		X - \$8.1M	No	--
US34/ US85	Interchange	Interchange reconfiguration	Not Included		X	Yes	\$113M
US85	Unidentified	US85 PEL corridor improvements	Not Included		--	Yes	\$101.8M
US287	Trilby to Harmony	Widen from 4 to 6 lanes	\$27.3	Unconstrained	--	No	--
US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	\$23.8	Constrained	--	No	--
US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	\$14.7	Constrained	--	No	--
US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	\$7.0	Constrained	--	No	--
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	\$12.8	Constrained	--	No	--
I-25, US85, or US287	Front Range Passenger Rail (within the NFR)	New rail service	\$1041.8 / \$0	Unconstrained	--	No	--
US34	Greeley to Fort Morgan	New bus service	\$2.9 / \$1.6	Unconstrained	--	No	--
US34	Loveland to Estes Park	New bus service	\$2.9 / \$1.2	Unconstrained	--	No	--
US287	Fort Collins to Longmont/Boulder	Increased bus frequency	\$9.0 / \$85.8	Constrained	--	No	--
US34	Loveland to Greeley	New bus service	\$2.5 / \$1.9	Constrained	--	No	--
US85	Eaton to Denver Region	New bus service	\$5.3 / \$4.0	Constrained	--	No	--
US287	US287 and 37th St	COLT North Transit Center	Not Included		X - \$2.86M	No	--

NFRMPO Priority Project Candidates on Interstates and US Highways



Legend

2045 RTP Constrained	2045 RTP Unconstrained	Other Projects
Roadway Projects	Roadway Projects	County Boundary
Transit Projects	Transit Projects	NFRMPO Boundary

October 2019
Source: NFRMPO

North Front Range
Metropolitan
Planning
Organization

Discussion

For FY2024-2029, does TAC want to recommend Planning Council support the presented list of projects or create a new list of projects?

Next Steps



CDOT Project List	TAC Meeting Dates	Planning Council Meeting Dates	Transportation Commission Meeting Dates
10-Year Strategic Pipeline of Projects List	October 16, 2019 (Discussion)	November 7, 2019 (Discussion)	February 19 & 20, 2020 (Discussion)
	November 20, 2019 (Recommendation)*	December 5, 2019 (Action)*	March 18 & 19, 2020 (Action)

Northern Colorado Bike & Ped Collaborative

Meeting Minutes – Wednesday, September 11, 2019

Windsor Recreation Center, Buckeye/Redwood Room

250 11th St. Windsor, CO 80550

1. Introductions

- ❖ Aaron Buckley, CSU
- ❖ AnnaRose Cunningham, NFRMPO
- ❖ Brian Stone, City of Evans
- ❖ Dave Dixon, Bike Fort Collins
- ❖ Erica Hine, Bicycle Colorado
- ❖ Evan Pinkham, Weld County
- ❖ Katie Guthrie, City of Loveland
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Liz Young Winne, LCDHE
- ❖ Matt Ruder, City of Loveland
- ❖ Mitch Nelson, Town of Severance
- ❖ Nancy Nichols, City of Fort Collins
- ❖ Ryan Dusil, NFRMPO
- ❖ Tess Jones, Citizen / Cycling Without Age
- ❖ Tom Jones, Great Western Trail Authority
- ❖ Wade Willis, Town of Windsor
- ❖ Will Karspeck, Town of Berthoud

2. August Recap and Next Steps

Dusil stated the notes from the August meeting will be used to continue the organizational structure discussion. The individuals who expressed interest in continuing the conversation as a small group will meet and develop a recommendation to bring back to the larger group in the next couple months.

3. State Multimodal Options Fund (MMOF) and Other Upcoming Funding Opportunities

Dusil stated the NFRMPO is receiving \$5.57M funding from the Multimodal Options Fund (MMOF) created in Senate Bill (SB) 18-001. Dusil stated bicycle and pedestrian projects are an eligible use of those funds. The NFRMPO Technical Advisory Committee (TAC) will discuss the project selection process for the MMOF at their October 16 meeting and NoCo members are encouraged to attend. MMOF money requires a 50% local match. The local match can include any money that isn't MMOF money and some communities are eligible to submit a match relief request to reduce their contribution. Heidt stated DRCOG has already awarded MMOF money they were allotted after several workshops where projects were identified and prioritized based on how they contributed to connectivity between communities. Guthrie stated transit and other mobility projects are eligible for the MMOF, but NoCo should be sure to demonstrate there is a demand for more bicycle and pedestrian project funding.

4. Workshop: Regional Bike & Ped Project Updates

Dusil stated this workshop is an opportunity to identify and quantify the planning and funding needs for bicycle and pedestrian projects on or connecting to the NFRMPO's Regional Non-Motorized Corridors (RNMCS). Dusil stated these updates can be used to support TAC's upcoming discussion of the MMOF and 2020 Call for Projects, the NFRMPO's 2021 Non-Motorized Plan, CDOT's 2020 Safe Routes to School (SRTS) application period, and other initiatives. Information gathered during the workshop and other sources was combined to create **Attachment A: NFRMPO Regional Bicycle and Pedestrian Project Pipeline**. Funding estimates in Attachment A are approximate and figures will be updated as more information becomes available.

5. Roundtable Updates

Jones stated she is with a global organization called Cycling Without Age that provides free rides to older adults with limited mobility. The rides are always free and the “pilots” will typically take riders anywhere the bike can physically and legally go. Jones stated the Northern Colorado Chapter currently consists of her and two other women in Windsor. Their team is trying to identify both start-up and ongoing funding. The typical bike they use costs approximately \$10,000. Jones requested ideas or contacts for identifying potential partners and assistance identifying insurance needs. Jones plans to talk with individual communities to gauge interest. Dusil will send Jones’ information out to the group.

Willis stated Windsor staff recently presented a list of potential quick wins for improving bikeability to the Town Board and the presentation was received well. The Windsor Parks and Open Space Division is kicking off a Strategic Master Plan. Willis expects the River Bluffs Open Space trail connection to go to bid soon and the Poudre River Trail gaps between Windsor and Fort Collins to be completed by 2023.

Beckstrom stated the Weld County Community Health Survey is out now and October 2nd is National Walk to School Day.

Nichols stated the City of Fort Collins is currently conducting bike counts around town and tallying bicycles at schools to better understand bike travel patterns

Buckley stated the students have returned to CSU and the recent pedestrian death on Pitkin Ave is under investigation. E-scooters will be coming to campus and the greater City later this fall.

Heidt stated the City of Brighton recently submitted a grant application for the Spear Canal Trail to connect Barr Lake State Park to Lochbuie and Hudson and also submitted an application for Bicycle Friendly Community Status from the League of American Bicyclists. The City is also working on completing a 22-mile loop trail around the community. The City is using the Fort Collins’ bicycle wayfinding guidance and template developed in 2015. It is referenced in Brighton’s Comprehensive Plan, Transportation Plan, and will be in their Parks, Open Space, Recreation, and Trails (PORT) Plan. Willis stated there is still a desire among partners in the NFRMPO region to standardize bicycle wayfinding so users are receiving a consistent message regardless of where they are on the regional network.

Hines stated Bicycle Colorado’s Annual Bike Summit is next month and the agenda should be posted soon. Heidt stated getting Council members to attend this summit in the past has helped them get more done locally.

Attachment A: NFRMPO Regional Bicycle and Pedestrian Project Pipeline



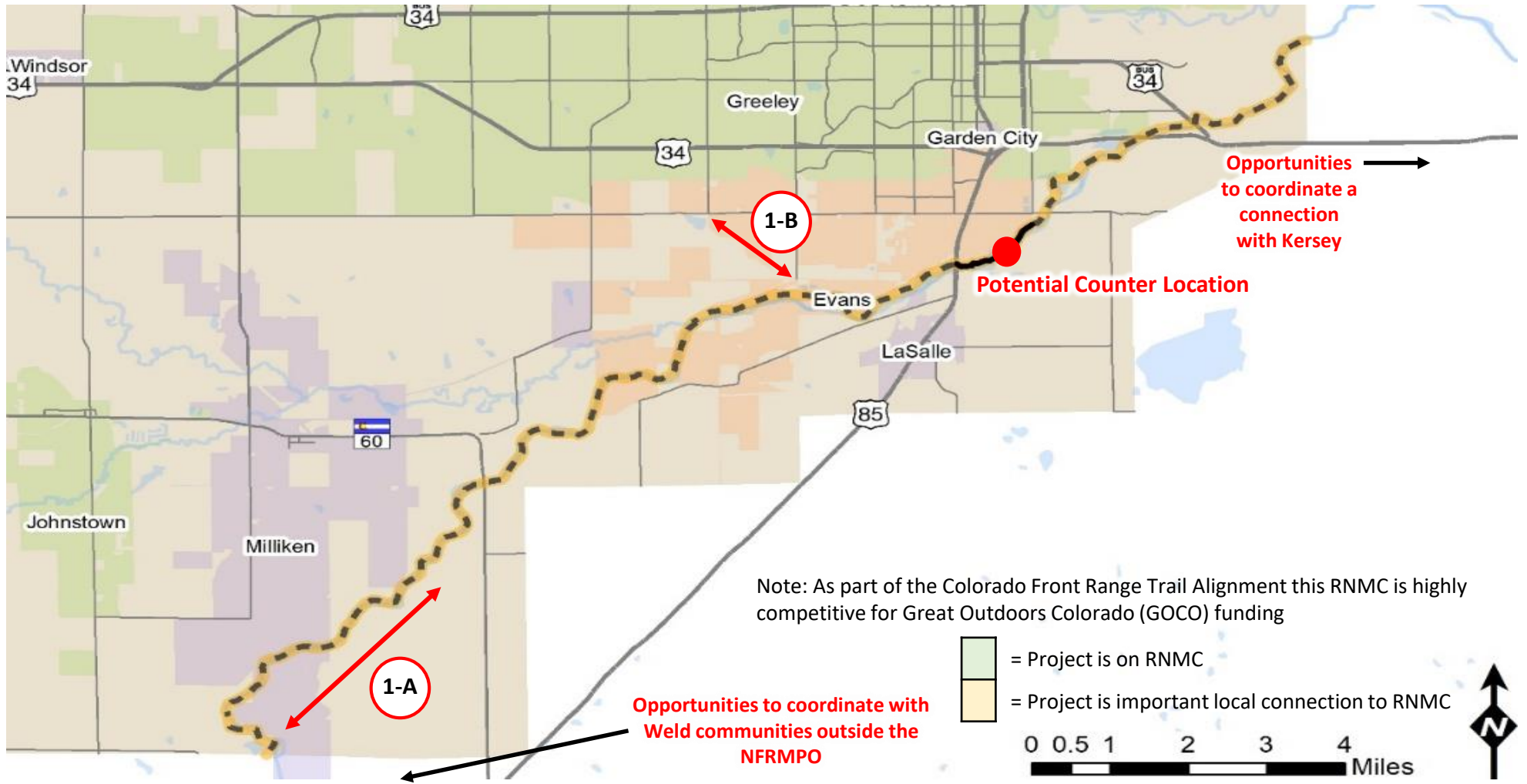
This Project Pipeline represents a 10-year list of bicycle and pedestrian projects on the NFRMPO's Regional Non-Motorized Corridor (RNMC) network, important local connections to the RNMC network, and other non-corridor-specific needs. Nearly half of the identified projects in the following pages do not currently have cost estimates and are not included in the overall funding need estimates. Estimates will be added as more information becomes available. For the the projects with cost information, the following estimates conservatively represent the funding need over the next decade as identified by NFRMPO member agencies and planning partners:

- Projects on the RNMC network = **\$24.7M**
- Important local connections to the RNMC network = **\$7.1M**
- Other regional projects, initiatives, and programs = **\$472,000**

The projects listed in the following pages vary widely in complexity, geographic scale, and current phase. It is anticipated a portion of the identified need will be appropriated as local budgets are adopted. 12 of the NFRMPO's 15 member agencies have submitted projects for the Project Pipeline.

The Project Pipeline can serve as a starting point for non-motorized project prioritization in the NFRMPO region as funding and partnership opportunities present themselves. The NoCo Bike & Ped Collaborative requests the NFRMPO use this Project Pipeline be used as a reference for the Multimodal Options Fund (MMOF), the biennial Call for Projects, and other opportunities where bicycle and pedestrian projects can be considered.

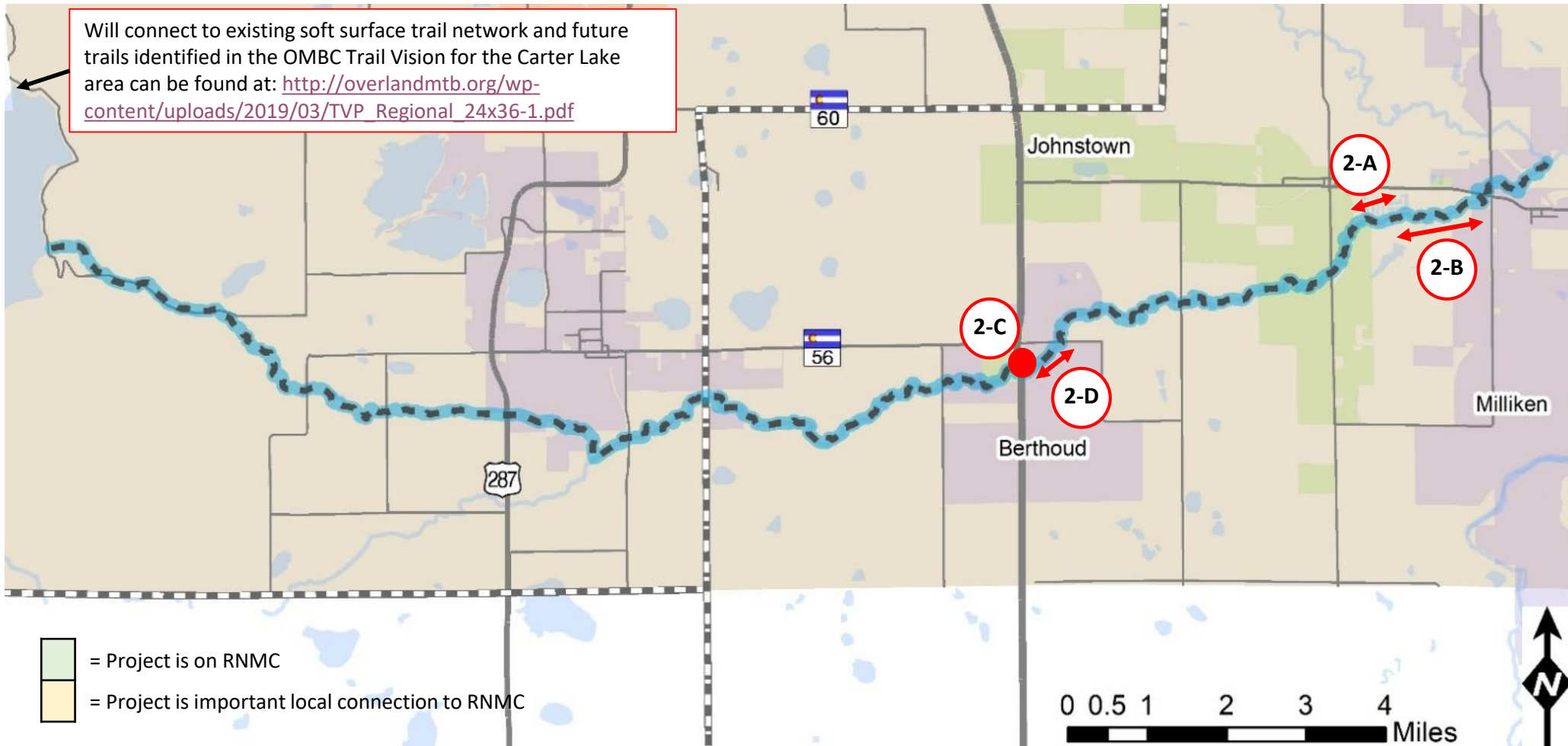
RNMC #1: South Platte / American Discovery Trail / Front Range Trail (East)



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
1-A	Wildcat Trail Environmental Impact Mitigation – Thompson River Parks and Rec District (TRPR) is working with state agencies to determine habitat mitigation needs along the trail alignment between Milliken and Firestone. Funding for eventual mitigation efforts and trail construction may be needed	Ongoing	TBD	TBD
1-B	Ashcroft Trail Land Acquisition for Trailhead – The City of Evans is working to acquire land for a trailhead for the Ashcroft Trail, an important local connection between RNMC #1, Evans residents, and RNMC #11	TBD	TBD	TBD

RNMC #2: Little Thompson River

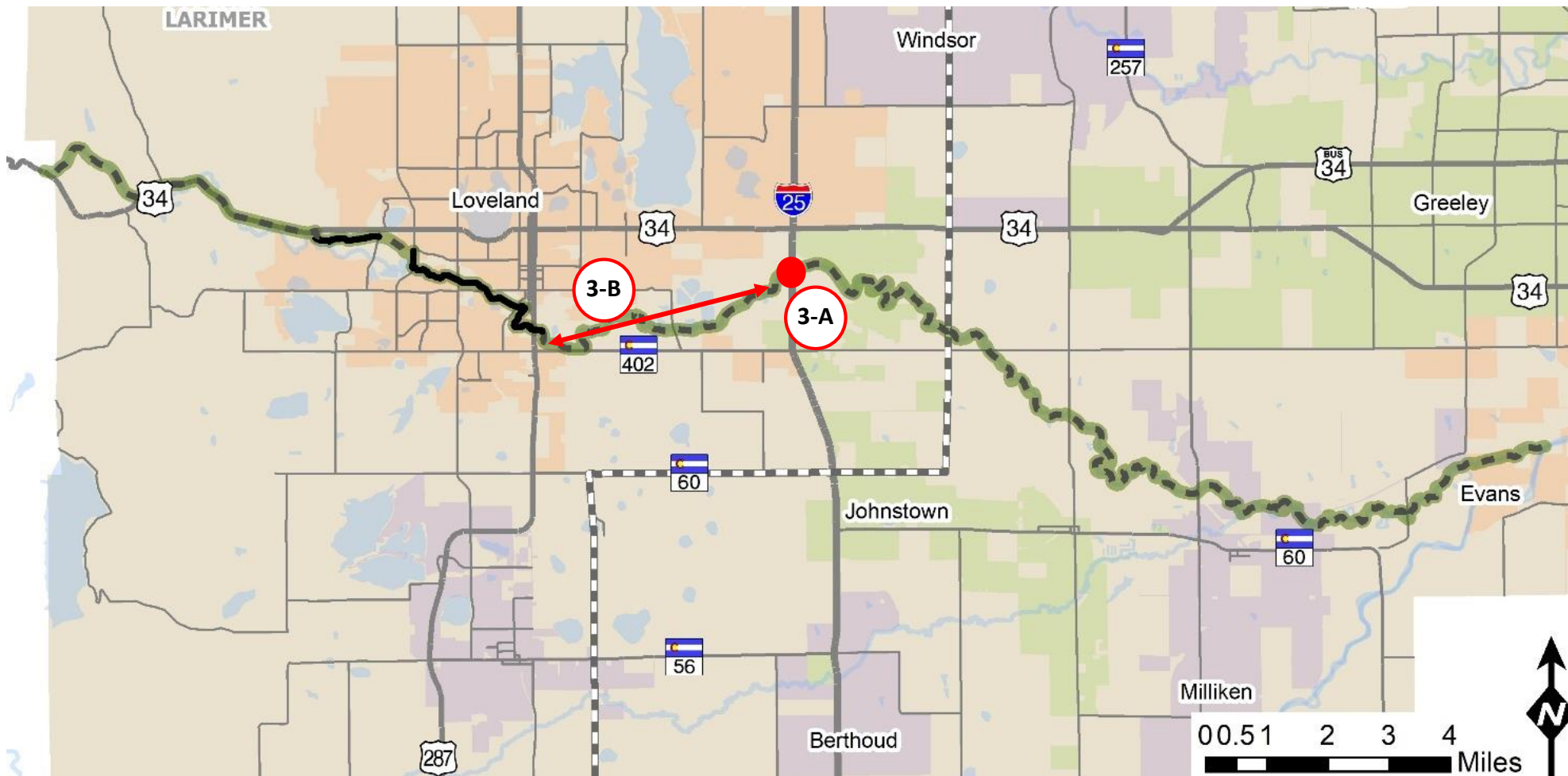
Will connect to existing soft surface trail network and future trails identified in the OMBC Trail Vision for the Carter Lake area can be found at: http://overlandmtb.org/wp-content/uploads/2019/03/TVP_Regional_24x36-1.pdf



- = Project is on RNMC
- = Project is important local connection to RNMC

Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
2-A	Little Thompson River Corridor Trail Phase 1 - Constructs 5,000 linear feet of crusher fines trail and is 8' in width.	2020	\$313,000	\$0
2-B	Johnstown to Milliken – Trail construction would expand the Project 2-A to connect the two towns	TBD	TBD	TBD
2-C	I-25 Trail Crossing – Space will be preserved for a trail crossing of I-25 at the Little Thompson Trail. Berthoud, CDOT, and DNR are working together to design crossing(s) for both humans and wildlife	2022	TBD	\$0
2-D	Southeast Corner of I-25 and SH56 – Developer plans to construct this segment as the area develops	TBD	TBD	\$0

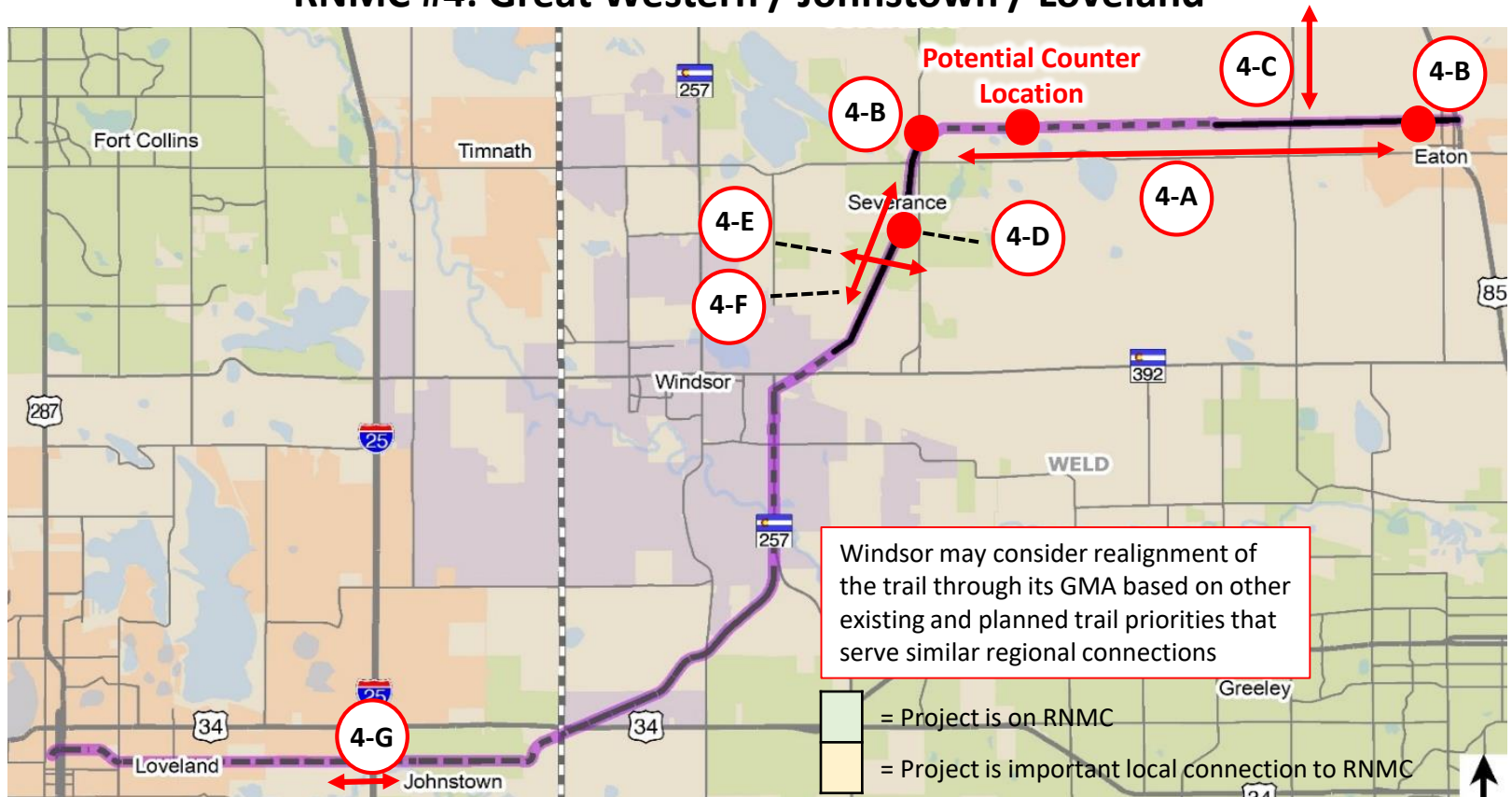
RNMC #3: Big Thompson River



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
3-A	I-25 Trail Underpass at Big Thompson River Bridge – Space will be preserved for a trail crossing as part of CDOT’s work on the Big Thompson bridge. CDOT, Loveland, and Johnstown are working together	2022	TBD	\$0
3-B	East Big Thompson River Trail – From 287 to I-25 underpass, includes City-owned properties, secured easements, and properties requiring access negotiation.	2022-2028	\$8.0 M	\$8.0 M

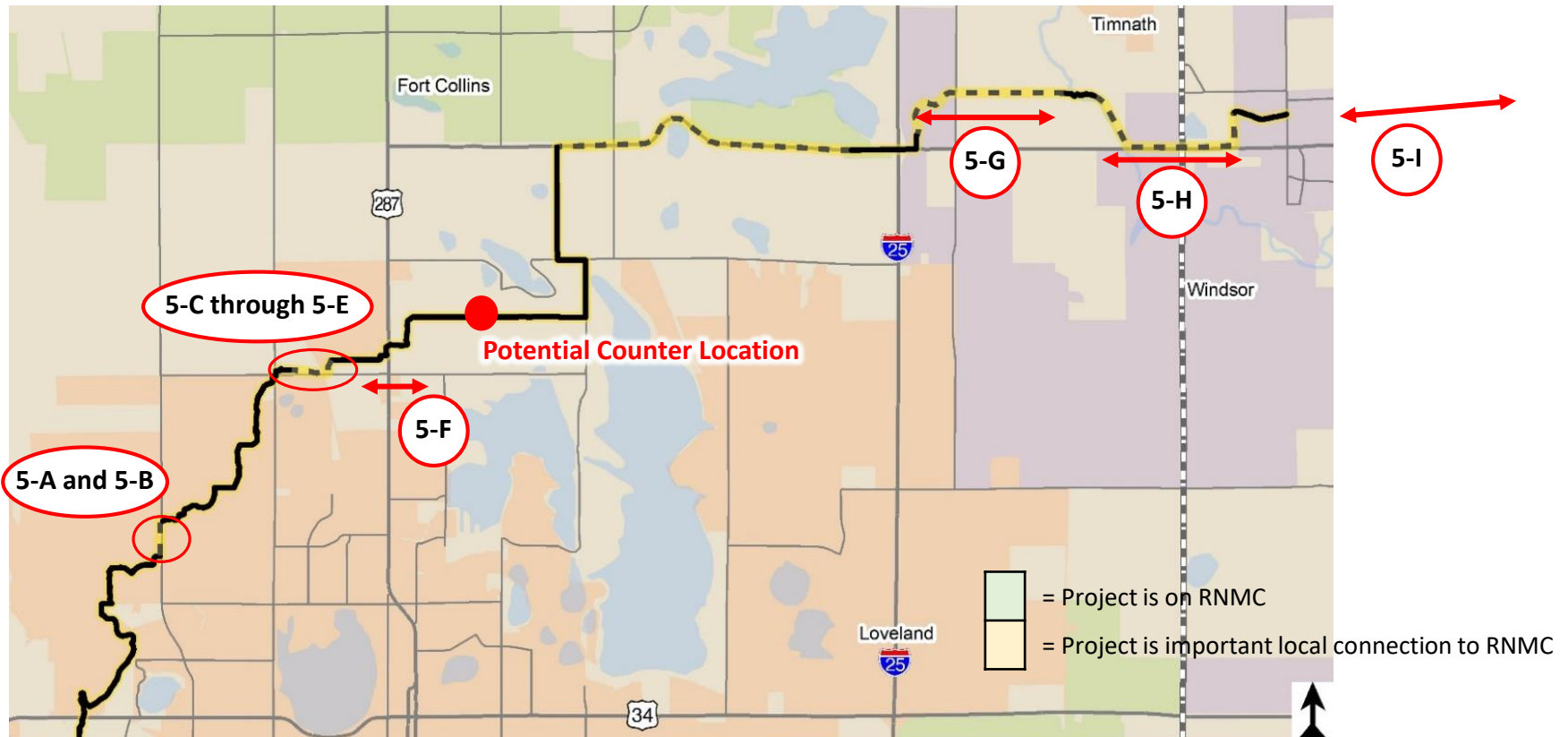
- = Project is on RNMC
- = Project is important local connection to RNMC

RNMC #4: Great Western / Johnstown / Loveland



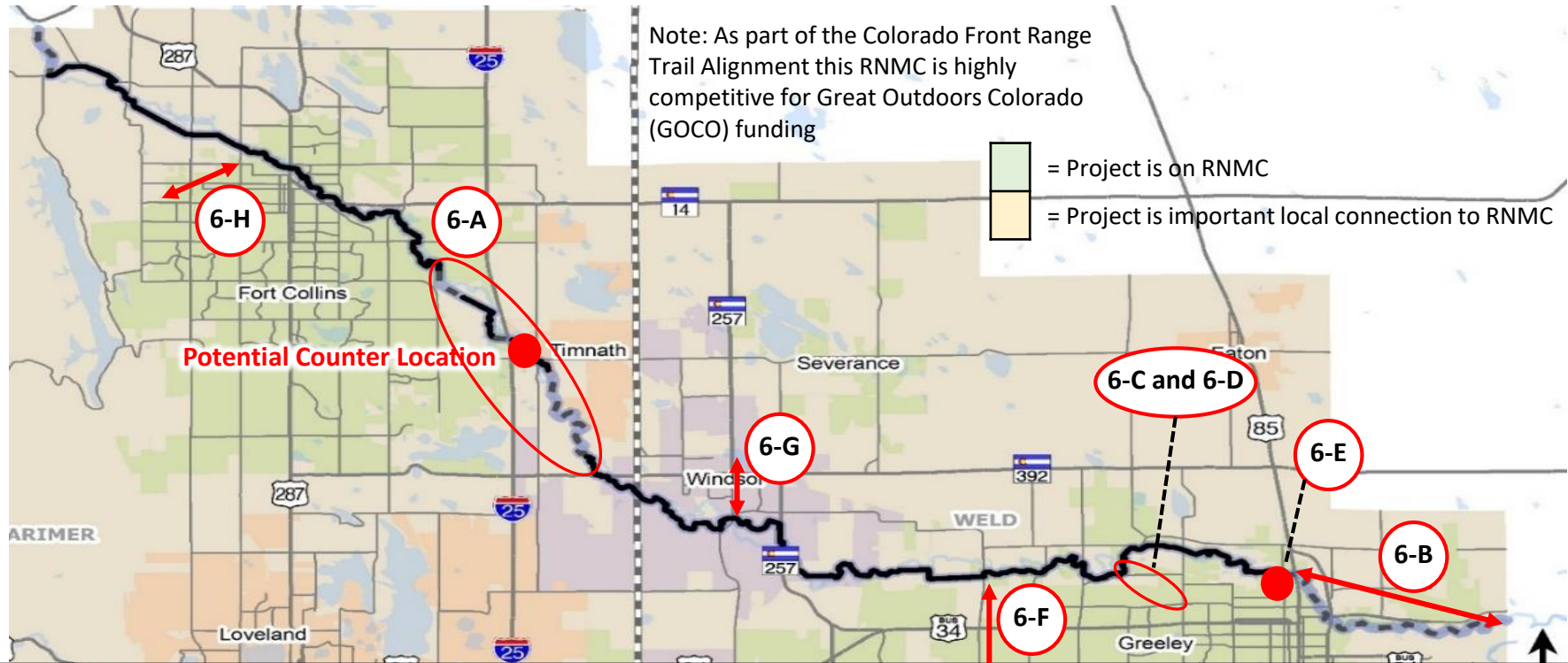
Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
4-A	Severance to Eaton Trail Construction – Using TA funding, trail is expected to be complete in 2020	2020	\$1.1M	\$0
4-B	Trailhead Construction and Design – Trailheads being constructed at WCR23 in Severance and near the Eaton Recreation Center to improve local access. The American Society of Civil Engineers is designing two additional trailheads free of charge	TBD	TBD	TBD
4-C	Loop to Gateway Trail Planning – Town of Ault currently working under a GOCO grant to plan a 3.5 mile trail to connect the town with the Great Western Trail. Identify location; contact landowners; gain permissions; provide preliminary plans and list of cost estimates and ideal materials	Ongoing	\$67,295	\$0
4-D	Severance Town Core Trailhead Construction – Will likely pursue NFRMPO and/or GOCO funding	TBD	\$500-800K	\$500k-800K
4-E	Safe Routes To School (SRTS) Connections to Great Western Trail – Town wants to make several safe connections for students using the trail to get to school	TBD	\$200-500k	\$200-500k
4-F	Paving section of the Great Western Trail in Severance – Pave trail between WCR70 and WCR74 (2.1 Miles)	TBD	\$1.32M	\$1.32M
4-G	LCR 20-E Bike Lanes – Will serve as a safe I-25 crossing and interim for RNMCs #3, #4, and #11	2022	TBD	\$0

RNMC #5: North Loveland / Windsor



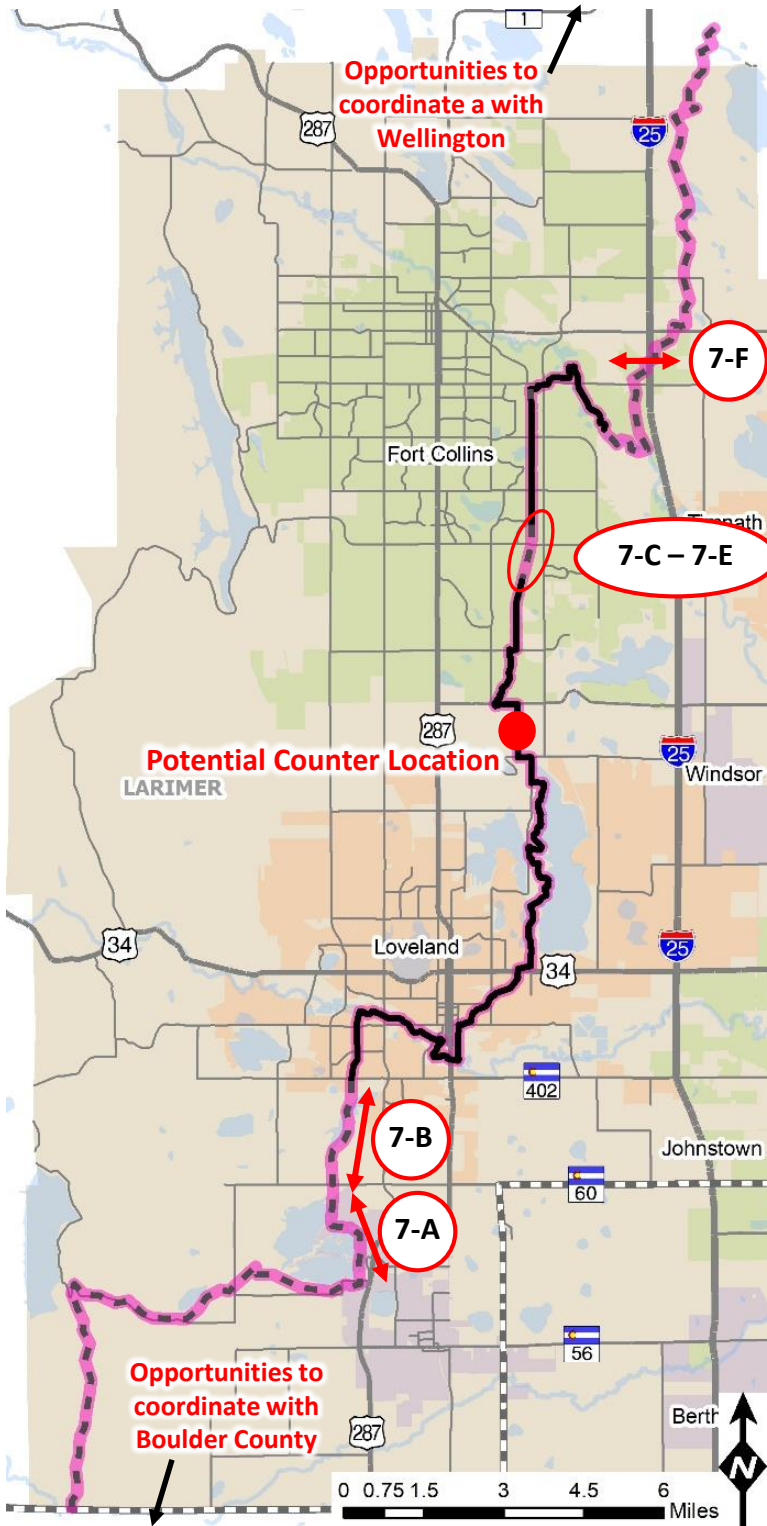
Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
5-A	Wilson Avenue SRTS Trail Construction – Funded through a Colorado SRTS grant	2020	\$980,000	\$0
5-B	Wilson Avenue Trail Underpass Construction – Safe pedestrian underpass at Wilson Avenue	2022	\$3M	\$3M
5-C	Sunset Vista to BNSF Railroad Trail Construction - Runs along 57th Street and into natural area	2020	\$1.2M	Appropriated
5-D	BNSF Railroad At-Grade Trail Crossing Construction – Sunset Vista. Funded through BNSF	2020	\$10K	Appropriated
5-E	Copper Ridge Trail Construction – Funded by developer	2020	\$300K	\$0
5-F	57th St across US287 Shared-Use Path Construction – Important local connection for residents to access Rec Trail, shopping, natural areas, and parks. Currently no pedestrian facilities east of US287 along 57 th	TBD	TBD	TBD
5-G	River Bluffs Open Space to I-25 Trail Construction – Town of Windsor will construct	TBD	TBD	TBD
5-H	Greeley Ditch Trail to River Bluffs Open Space – Town of Windsor will construct	2020	TBD	TBD
5-I	Windsor Lake to WCR19 Trail Construction – Would allow RNMC #5 to be extended to RNMC #4, connecting Eaton and Severance to several new communities	TBD	TBD	TBD

RNMC #6: Poudre River Trail (Colorado Front Range Trail East)



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
6-A	Fort Collins to Windsor Trail Construction – with the help of a \$2M GOCO grant, the three remaining gaps will be filled by 2023.	2022	TBD	\$0
6-B (part 1)	East Poudre Trail Phase 1 – 11 th Ave to 5 th St	TBD	\$510,000	\$510,000
6-B (part 2)	East Poudre Trail Phase 2 and Beyond – Downtown Greeley to the South Platte River	TBD	TBD	TBD
6-C (part 1)	Larson Trail to Poudre River Trail Land Acquisition - Larson Ditch Trail to Rover Run/ Poudre Trail	2021	\$208,000	\$208,000
6-C (part 2)	Larson Trail to Poudre River Trail Construction - Important local connection to RNMC #6	TBD	\$800,000	\$800,000
6-D	Broadview Acres Trail Phases Two and Three Construction – Currently acquiring land, construction timeline dependent on funding; Includes two HAWK signalized crossings	2020	\$639,902	\$364,902
6-E	Island Grove Trailhead Relocation – New location will make the trailhead more accessible	TBD	TBD	TBD
6-F	83rd Avenue Trail Construction – Will connect Sheep Draw Trail near 16 th Street north to RNMC #6	TBD	\$2.2M	\$2.2M
6-G	7th Street Bikeway Construction – Important on-street connection between downtown Windsor and RNMC #6	TBD	TBD	TBD
6-H	Spur Trail from Poudre Trail to two PSD Schools – Important local SRTS connection through northwest Fort Collins neighborhoods, connecting to two schools	TBD	TBD	TBD

RNMC #7: Front Range Trail (West)

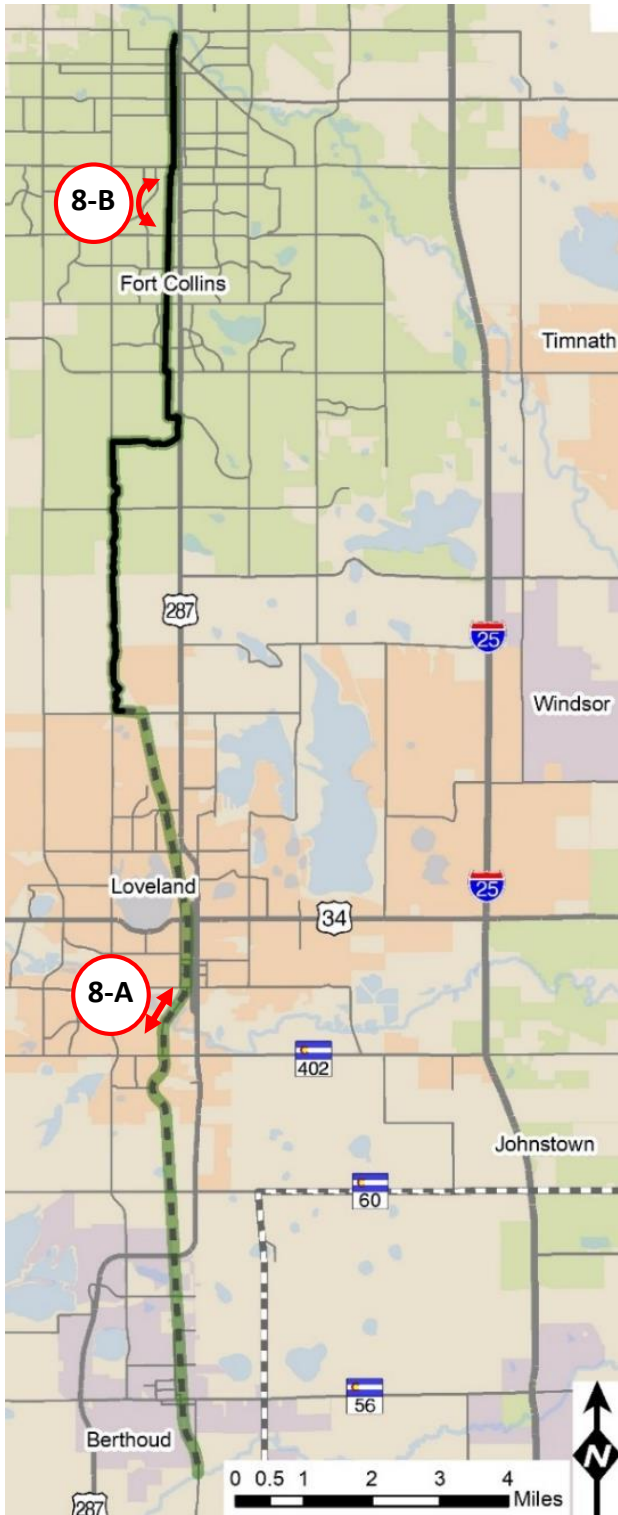


Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
7-A	Heron Lakes Trail Construction – To be funded as part of development at Heron Lakes at TPC	TBD	Developer Funded	\$0
7-B	Berthoud to Loveland Land Acquisition and Trail Construction – Discussion between Berthoud, Larimer County, and Loveland haven't started. Loveland owns land along the potential corridor (Eagle Vista)	2024	\$4.0M	\$2.0M
7-C	Grade-Separated Railroad Crossing Construction near Keenland Dr – Underpass of BNSF railroad south of Harmony Road	TBD	TBD	TBD
7-D	Power Trail Grade-Separated Crossing Construction at Harmony Road - #1 priority grade separation project for City of Fort Collins	2022	\$3.28M	\$2.28M (\$0 if county sales tax passes)
7-E	Grade-Separated Railroad Crossing Construction near Golden Meadows Park – Underpass of BNSF railroad north of Harmony Road	TBD	TBD	TBD
7-F	Feasibility and Alternatives Study of Boxelder Creek Grade-Separated Crossing – Discussions between CDOT and Fort Collins haven't started. Need to determine where/if the crossing is feasible in preparation for next round of North I-25 projects	TBD	TBD	TBD

Note: As part of the Colorado Front Range Trail Alignment this RNMC is highly competitive for Great Outdoors Colorado (GOCO) funding

- = Project is on RNMC
- = Project is important local connection to RNMC

RNMC #8: BNSF Fort Collins / Berthoud



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
8-A	Alternatives Study to connect Fairgrounds Park to Downtown Loveland – Discussions haven't started. Need to evaluate alternatives for connecting these two important local destinations via shared-use path	TBD	TBD	TBD
8-B	CSU South Campus Spur Trail Construction – Two local connections between RNMC #8, CSU south campus, and Natural Research Center Federal Buildings	TBD	TBD	TBD

- = Project is on RNMC
- = Project is important local connection to RNMC

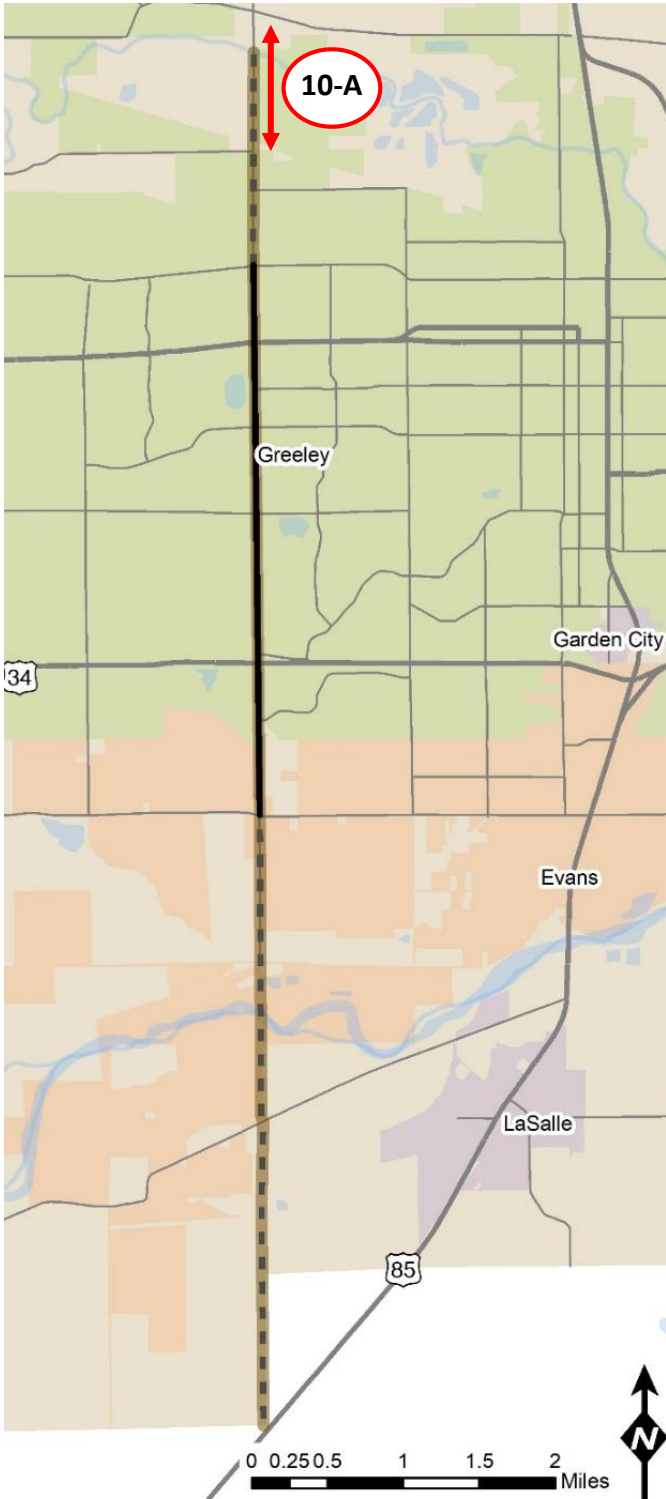
RNMC #9: Johnstown / Timnath



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
9-A	Trail Construction from SH392 to Poudre Trail – Windsor staff soon requesting funding from Town Board	TBD	TBD	TBD
9-B	Trail Construction from Poudre Trail to Raindance Development – Could be added to project 9-A if funding identified	TBD	TBD	TBD

- = Project is on RNMC
- = Project is important local connection to RNMC

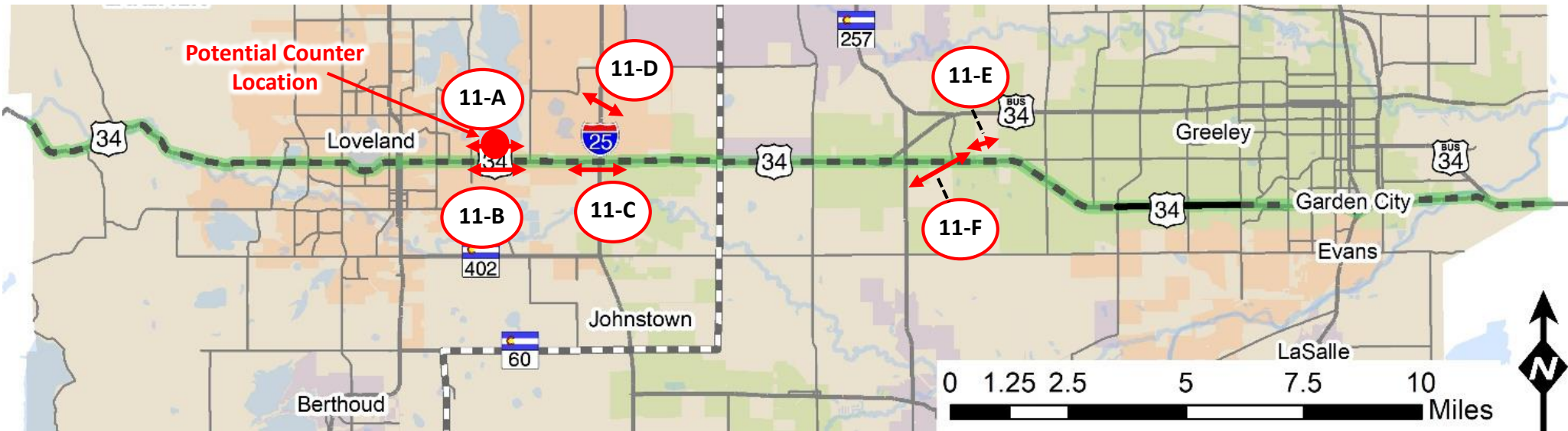
RNMC #10: Greeley / La Salle



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
10-A	Bike Lane Construction from C Street to Poudre Trail – An important connection to RNMC 6 that will be completed with regularly scheduled road maintenance	TBD	TBD	TBD

- = Project is on RNMC
- = Project is important local connection to RNMC

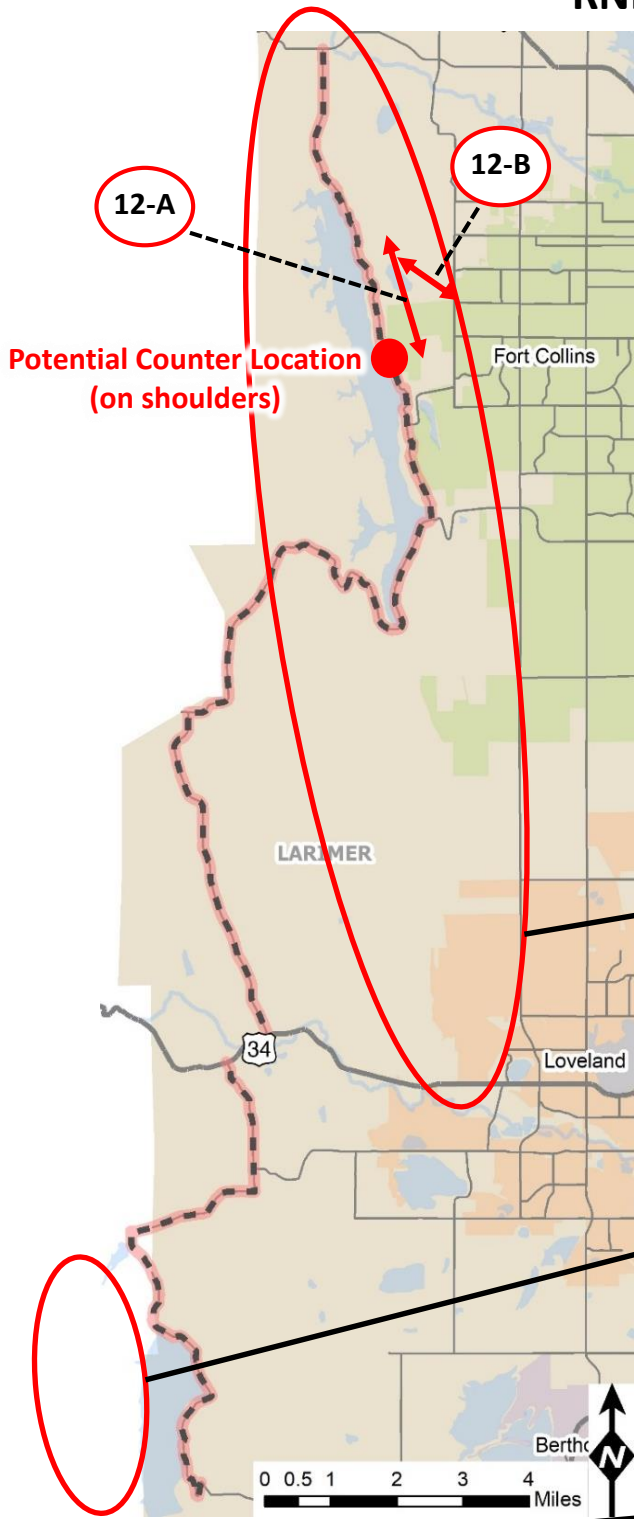
RNMC #11: US 34 Non-Motorized



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
11-A	Trail Construction from Denver Ave to Boyd Lake Ave – Trail will follow the Greeley-Loveland Irrigation Canal (GLIC) near the southern shore of Boyd Lake. Also an important local connection to RNMC #7 in two locations.	2021	\$1.5M	\$1.5M
11-B	US34 Bike Lane Construction from Denver Ave to Boyd Lake Ave – To be completed as part of US34 highway expansion project	2020	TBD	\$0
11-C	Bike/Ped Improvements across I-25 on US34 bridge - TBD	2022	TBD	\$0
11-D	Kendall Parkway Bike Lane Construction – Bike lanes will provide a relatively safe interim crossing of I-25 for RNMCs #3, #4, and #11	2022	TBD	\$0
11-E	Sheep Draw Trail Construction from Pebble Brook Development to 95th Ave – An important eventual local connection to RNMC 11 and RNMC 6 via future trails in Greeley and Windsor	TBD	\$350,000	\$350,000
11-F	Southwest Trail Construction – Will connect Sheep Draw Trail at 95 th Avenue to Ashcroft Draw	TBD	\$4.95M	\$4.95M

- = Project is on RNMC
- = Project is important local connection to RNMC

RNMC #12: Carter Lake / Horsetooth Foothills



Project ID (see map)	Project Description	Timeline	Approx. Cost	Remaining Funding Need
12-A	Dixon Canal Trail Spur – CSU, CDC, and ditch company are working together to plan a trail along Dixon Canal, and important local connecting to RNMC #12.	TBD	TBD	TBD
12-B	CSU Foothills Trail –Important local connector spur trail connecting RNMC #12 to Overland Trail via Rampart Rd	TBD	\$3M	\$3M

- = Project is on RNMC
- = Project is important local connection to RNMC

Overland Mountain Bike Club (OMBC) has a vision plan for soft-surface trails that would minimize the need for recreators to drive to their destinations between Fort Collins and Loveland. An average of 400 vehicles per weekend day are turned away from area trailheads and drive around until finding a parking spot. This trail network could drastically shift mode share for recreation access trips from motor vehicle to pedestrian and bike. Many of the proposed trails parallel or connect to RNMC #12

The OMBC Trail Vision for the Fort Collins-Loveland area can be found at: http://overlandmtb.org/wp-content/uploads/2019/05/TVP_FoCo_Loveland_24x36.pdf

The OMBC Trail Vision for the Carter Lake area includes new trails just west of the NFRMPO region that would rely heavily on RNMC #12 for access by motor vehicle or bike

The OMBC Trail Vision for the Carter Lake area can be found at: http://overlandmtb.org/wp-content/uploads/2019/03/TVP_Regional_24x36-1.pdf

Opportunities to coordinate with Boulder County

Other Regional Projects, Initiatives, and Programs

Some projects and initiatives discussed by the NoCo Bike & Ped Collaborative are regional in nature and can be applied across RNMCS and communities. The bulleted list below represents the current and future projects and initiatives NoCo has identified either for implementation or improvement. Several of the items listed are programmatic in nature and would require ongoing funding.

- **Regional wayfinding standards** - \$8,000 - \$12,000 per corridor for implementation
- **Safe Routes to School (SRTS) educational program expansion** - \$900 – \$5,600 per elementary school, \$1,000 – \$6,700 per middle school
- **Regional bike share system expansion** - ~\$10,000 per station
- **2019 Walkability Action Institute (WAI) Action Plan Implementation** - TBD
- **Cycling Without Age Northern Colorado Chapter** - ~\$32,000 startup and ~\$5,000 annually
- **2020 NFRMPO Non-Motorized Plan Tasks** – Requires no additional funding
 - **Regional short-duration count program strategy**
 - **Standardized regional e-bike and e-scooter regulations**
 - **RNMC project prioritization** - Especially for segments of the Colorado Front Range Trail (CFRT) with regards to Great Outdoors Colorado (GOCO) funding. Requires no additional funding
 - **Initiating or continuing partnerships** – Especially with communities and counties neighboring the NFRMPO region that will eventually connect to the RNMC network (Town of Wellington, Town of Kersey, Town of Firestone, Town of Ault, Boulder County, Adams County). Requires no additional funding