

2018 Call for Projects Guidebook

Project Selection for the NFRMPO CMAQ, STBG, and TA Programs in FY2022 and FY2023

October 8, 2018

[Revised October 17, 2018](#)



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Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will release a Call for Projects in the fall of 2018 for funding in FY2022 and FY2023. The Call includes funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. The funded projects will be included in the FY2020 – 2023 Transportation Improvement Program (TIP).

This Guidebook provides information to assist project sponsors in completing project applications. **Section 1** provides information pertinent to all three funding categories. **Sections 2-4** provide program-specific eligibility, requirements, and scoring information. **Section 5** provides reference material on performance measures and eligible roadways. The Guidebook was updated following the October 4, 2018 Planning Council meeting at the direction of the Council to adjust the schedule by moving all due dates to at least two weeks after the November 6, 2018 election.

Section 1 - Call Overview

1.1 Available Funding

A total of \$19.1 Million in federal funding is estimated to be available in FY2022 and FY2023, as shown in **Table 1**. The funding estimates will be updated, as necessary, following Transportation Commission approval of the 2045 Program Distribution which is scheduled for December 2018.

Table 1. Estimated Federal Funding for the 2018 Call for Projects

Program	FY2022	FY2023	Total Federal Funding
CMAQ	<u>5,279,300</u>	<u>5,453,954</u>	<u>\$10,733,254</u>
STBG	<u>3,932,312</u>	<u>3,951,974</u>	<u>\$7,884,286</u>
TA	<u>271,359</u>	<u>272,716</u>	<u>\$544,075</u>

1.2 Schedule

The Call for Projects schedule is designed to allow Planning Council Action on the recommended projects in March 2019. Following Planning Council approval of the projects, the FY2020-2023 TIP and associated air quality conformity will be completed in March through May 2019. See **Table 2** for milestones for the 2018 Call for Projects. The key dates highlighted in gray include the opening and closing dates of the Call and the dates of the scoring meetings.

Highlighted in blue are additional due dates for specific project types. CMAQ applications have additional due dates to allow for the calculation of air quality benefits. Intelligent Transportation System (ITS) applications, regardless of the requested funding source, must submit a project description by November 21, 2018 to ensure the project conforms to the Regional ITS Architecture

as required by 23 CFR 940.¹ Applicants with projects that touch a state highway must submit a mini-application to CDOT by November 21, 2018 and submit a CDOT letter of support with their final application. Applicants for all other projects that, if awarded, would complete an Intergovernmental Agreement (IGA) with CDOT may choose to submit a mini-application to CDOT to receive feedback on the proposal.

Table 2. 2018 Call for Projects Schedule

Activity	Date
TAC Discussion on CMAQ emissions formulas	June 20, 2018
TAC Discussion on CMAQ emissions formulas and project scoring	July 18, 2018
TAC Discussion on Call for Projects Process	August 15, 2018
Planning Council Discussion on Call for Projects Process	September 6, 2018
TAC Action on Call for Projects Process	September 19, 2018
Planning Council Action on Call for Projects Process	October 4, 2018
Call for Projects Opens	October 12, 2018
TAC Work Session on CMAQ emissions formulas	October 11, 2018
TAC Action on CMAQ emissions formulas	October 17, 2018
TAC Call for Projects Application Presentation	October 17, 2018
CMAQ Project Descriptions and ITS Descriptions Due	November 21, 2018
Mini-Applications Due to CDOT	November 21, 2018
CMAQ Air Quality Data Due	December 7, 2018
CDOT provides review to applicants	December 7, 2018
CMAQ, STBG, and TA Applications Due	December 21, 2018
CMAQ, STBG, and Environmental/Historic TA Project Scoring Meeting	TBD January 2-8, 2019
Non-Motorized TA Project Scoring Meeting at NoCo Bike and Ped	January 9, 2019
NFRMPO Develops Project Funding Phasing Plan	January 9, 2019
TAC Discussion of Recommended Projects – Staff Presentation	January 16, 2019
Council Discussion of Recommended Projects – Applicant Presentations	February 7, 2019
TAC Action on Recommended Projects	February 20, 2019
Council Action on Recommended Projects	March 7, 2019

¹ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001.

1.3 Requirements for all Projects

Project applications must demonstrate how the project is consistent with current MPO planning documents. Roadway projects must be on a federal-aid eligible portion of a Regionally Significant Corridor (RSC) identified in the *2040 Regional Transportation Plan (RTP)* and must be consistent with the *2040 RTP* corridor vision. Bicycle and pedestrian trail projects must be on a Regional Non-Motorized Corridor (RNMC) identified in the *2016 Non-Motorized Plan*. All projects must be consistent with other local, state, and regional plans, as applicable.

The project must also support the recently adopted 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT). Due to federal regulations requiring the TIP to be designed to allow the region to make progress toward achieving the federally required performance measures, all CMAQ and STBG applications must identify at least one federally required performance measure impacted by the project. Since the federally required measures are not generally applicable to the TA program, TA applications must support an MPO-specific performance measure. See **Section 5** for more information on performance measures.

Each project application must identify the required local match. The required local match for CMAQ, STBG, and TA is typically 17.21 percent of the combined local and federal request. The local match is **not** calculated based on the total project cost as the project may have local overmatch or additional funding sources that do not require a local match.

To calculate local match based on the federal request, use the following formula:

- For CMAQ, STBG, and TA projects (17.21 percent match):

$$\text{Local Match} = \frac{\text{Federal Request} * 0.1721}{0.8279}$$

Due to the suspension of the Buy America waiver process, eligible projects must not require the issuance of a vehicle Buy America waiver for implementation.

1.4 Scoring Committees

TA applications related to non-motorized infrastructure will be scored by the NoCo Bike and Ped Collaborative (NoCo) at their January 9, 2019 meeting. Applications for CMAQ, STBG, and any environmental or historic TA project will be scored by a committee formed from interested members of the Technical Advisory Committee (TAC). Application materials will be sent out to committee members for review prior to each scoring meeting.

Section 2 - Congestion Mitigation and Air Quality (CMAQ)

2.1 Eligible Applicants

Eligible applicants include Metropolitan Planning Organizations (MPOs), State or local transportation departments, transit providers, and any other organization that can accept Federal transportation funds. Non-profits and private sector entities may partner with an eligible applicant to complete a project.²

2.2 Eligible Project Types

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. As noted in **Section 1.3**, projects must not require the issuance of a vehicle Buy America waiver for implementation. Eligible project types may include:

- Diesel engine retrofits
- Diesel vehicle repower
- Idle reduction strategies
- Park and ride lot construction
- Incident management
- Alternative fuel vehicle/bus
- Alternative fuel stations
- Transit service expansion
- Transit amenity improvements
- Extreme-temperature cold start technologies
- Bicycle and pedestrian facilities and programs
- Employee transit benefits
- Intermodal freight
- Intersection improvements
- Traffic signal synchronization
- Roundabouts
- Intelligent Transportation Systems (ITS), including Vehicle-to-Infrastructure (V2I)
- Congestion pricing
- Carpooling / vanpooling
- Carsharing
- Ridesharing
- Bikesharing
- Subsidized transit fares
- Travel Demand Management (TDM) strategies and outreach

² “Public-Private Partnerships”, FHWA-HEP-18-017, https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

2.3 Project Requirements

All CMAQ project submissions must include a complete application, air quality data request form, air quality benefit worksheet, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding.
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the *2040 RTP* (see **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.³
- Local match of 17.21 percent (*exceptions noted on page 6*)
- Address at least one federally required Performance Measure (see **Section 5**)
- Consistent with the *2040 RTP* Corridor Visions
- Project is within the NFRMPO Boundary (attach project location map to application)
- Comply with applicable local land use plans or current corridor studies
- Complete a construction or implementation phase
- Demonstrate an air quality benefit for the North Front Range region
- Sponsors can apply for up to **\$5,366,627**, which is 50 percent of the total CMAQ funding available (**\$10,733,254**)
- Sponsors must submit a project description to the NFRMPO no later than November 21, 2018 to receive CMAQ Emission Worksheets
- Project does not require the issuance of a vehicle Buy America waiver**
- ITS projects must conform to the Region 4 ITS Architecture⁴ and supporting Region 4 ITS Strategic Implementation Plan⁵ as required by 23 CFR 940⁶

³ 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

⁴ CDOT Region 4 Intelligent Transportation Systems Architecture Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf, August 2011.

⁵ CDOT Region 4 Intelligent Transportation Systems Strategic Implementation Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan_06-30-11.pdf, June 2011.

CMAQ funds cannot be used for:

- Transit operations beyond a five-year start-up (step down approach), maintenance, or roadway capacity projects.

For additional information on the CMAQ program, view the FAST Act CMAQ Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>.

Local Match Exceptions

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

2.4 Project Scoring

Table 3. Congestion Mitigation and Air Quality (CMAQ) Scoring

CMAQ Evaluation Criterion	Possible Points
Short Term Emissions Benefit (Year 1)	20
Long Term Emissions Benefit (Years 2-5)	30
Cost Effectiveness (Cost ÷ Total Emissions Benefit)	30
Contribution to Achievement of Targets*	20
TOTAL	100

*In addition to the CMAQ-specific federally required performance measures identified in **Section 5**, a CMAQ project may also contribute to target achievement for other federally required performance measures, such as safety, and/or MPO-specific performance measures.

2.5 Emissions Formulas

The emissions formulas will be determined by TAC at their October 17, 2018 meeting.

⁶ 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001.

Section 3 - Surface Transportation Block Grant (STBG)

3.1 Eligible Applicants

Federal regulations do not specify eligible project sponsors for the STBG program. For the NFRMPO Call for Projects, eligible sponsors include local, regional, and state governments and agencies responsible for transportation improvements.

3.2 Eligible Project Types

STBG is the most flexible funding source among all Federal-aid highway programs. In general, projects must be located on federal-aid eligible roadways; however, see 23 U.S.C. 133 for exceptions.

Eligible project types include:

- Construction of-
 - highways, bridges, tunnels;
 - transit capital projects eligible for assistance under Chapter 53 of Title 49;
 - infrastructure-based ITS capital improvements, including the installation of vehicle-to-infrastructure (V2I) communication equipment; and
 - truck parking facilities eligible for funding under Section 1401 of MAP-21 (23 U.S.C. 137 note).
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental measures eligible under Sections 119(g), 328, and 329 and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that Section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- Fringe and corridor parking facilities and programs in accordance with Section 137 and carpool projects in accordance with Section 146.
- Recreational trails projects eligible for funding under Section 206, pedestrian and bicycle projects in accordance with Section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the date of enactment of the FAST Act, including projects described under Section 101(a)(29) as in effect on such day.

3.3 Project Requirements

All STBG project submissions must include a complete application, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the *2040 RTP* (see **Section 5**)
- Consistent with the *2040 RTP* Visions
- Addresses at least one federally required Performance Measure (See **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.⁷
- Local match of 17.21 percent (*exceptions noted on page 10*)
- Complies with applicable local land use plans or current corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see **Table 5**)
- Project does not require the issuance of a vehicle Buy America waiver**

For additional information on the STBG program, view the FAST Act STBG Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.

⁷ 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

Local Match Exceptions

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

For STBG projects, the Federal share payable on any project, program, or activity with innovative project delivery methods, including those to improve work zone safety, improve the quality of or decrease maintenance costs of highways and bridges, accelerate project delivery, or reduce congestion related to highway congestion may, at the discretion of the State, be up to 100 percent. The authority of the State to increase the federal share for innovative project delivery methods is limited to 10 percent of the combined apportionments for programs identified in 23 U.S.C.120(c)(3)(C)(ii).

3.4 Project Scoring

The weights for each scoring criteria in the STBG program vary by community size. Small communities are defined as communities with a population of 50,000 or less. Large communities are defined as communities with a population over 50,000. Applications submitted by CDOT would be scored using the large community scoring weights. The STBG application contains sections for each scoring criteria for the applicant to explain the project’s impact with qualitative and/or quantitative data.

Table 4. Surface Transportation Block Grant (STBG) Scoring

STBG Evaluation Criterion	Possible Points	
	Small Communities	Large Communities
Safety	30	30
Mobility (multi-modal, congestion, reliability, continuity, etc.)	15	25
System Preservation (maintaining the current system based on current pavement condition)	20	10
Partnerships (Each partner must contribute at least 10% of the local match requirement)	10	10
Economic Development	5	5
Contribution to Achievement of Targets	20	20
TOTAL	100	100

3.5 Funding Targets

The STBG program will include a set-aside for the Regional Air Quality Council (RAQC) to conduct ozone modeling for the region. The set-aside is for \$25,000 per year for four years from FY2022 through FY2025. For the 2018 Call, which provides funding for two years, the total set-aside is \$50,000.

Funding targets for each NFRMPO member community are presented in **Table 5**. Each community may apply for STBG federal funding up to the maximum federal request identified in the Table. The overall target for small communities is \$2,396,673 and the overall target for large communities is \$5,437,613. For all other eligible entities, the maximum request limit is the pool total (\$7,884,286) and there is no funding target.

Table 5. STBG Community Targets

STBG Community Targets							
Community	2016 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population-based Target	Allowable Additional 30%	Maximum Federal Request	
Small Communities	Berthoud	6,242	1.3%	\$98,670	-	\$98,670	
	Eaton	5,104	1.0%	\$80,681	-	\$80,681	
	Evans	20,223	4.1%	\$319,674	-	\$319,674	
	Garden City	247	0.0%	\$3,904	-	\$3,904	
	Johnstown	15,459	3.1%	\$244,367	-	\$244,367	
	LaSalle	2,150	0.4%	\$33,986	-	\$33,986	
	Milliken	6,672	1.3%	\$105,467	-	\$105,467	
	Severance	4,075	0.8%	\$64,415	-	\$64,415	
	Timnath	2,907	0.6%	\$45,952	-	\$45,952	
	Weld County	13,427	2.7%	\$212,246	-	\$212,246	
	Windsor	24,572	5.0%	\$388,420	-	\$388,420	
	<i>Small Community Set-Aside Fund</i>						
	Small Community Total	101,078	20.4%	-	\$1,597,782	-	\$2,396,673
	Large Communities	Fort Collins	162,919	32.9%	\$2,245,432	\$673,630	\$2,919,061
Greeley		104,557	21.1%	\$1,441,057	\$432,317	\$1,873,374	
Loveland		75,988	15.3%	\$1,047,305	\$314,191	\$1,361,496	
Larimer County		51,066	10.3%	\$703,818	\$211,146	\$914,964	
Large Community Total		394,530	79.6%	100.0%	\$5,437,613	\$1,631,284	\$7,068,896
Total		495,608	100.0%	-	\$7,035,395	-	\$9,465,570

Small Communities Overall Target	
STBG Funding Percent	30.6%
Population Percent	20.4%

Large Communities Overall Target	
STBG Funding Percent	69.4%
Population Percent	79.6%

RAQC Ozone Modeling Set-Aside	
	\$50,000

TOTAL FY22 & FY23 STBG FUNDING	
	\$7,884,286

Small communities (those with a population of 50,000 or less) may apply for the small community set-aside fund in addition to their population-based target. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities. The overall target for small communities is the sum of their population-based targets and the set-aside fund.

Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target. The overall target for large communities is the sum of their population-based targets.

Section 4 - Transportation Alternatives (TA)

4.1 Eligible Applicants

As specified by the Fixing America's Surface Transportation (FAST) Act, entities eligible to receive TA funds include:

- local governments;
- transit agencies;
- natural resource or public land agencies;
- school districts, local education agencies, or schools;
- nonprofit entities responsible for the administration of local transportation safety programs; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of Section 213 of Title 23.

Other than the specific type of nonprofit entities identified above, nonprofits are not eligible as direct grant recipients of the funds. However, nonprofits are eligible to partner with any eligible entity on an eligible TA project.

4.2 Eligible Project Types

TA funds may be used for the following project types:

- Pedestrian and Bicycle / Non-Motorized Transportation
 - Bicycle and pedestrian / non-motorized transportation facilities
 - Infrastructure-related projects to provide safe routes for non-drivers
 - Conversion of abandoned railway corridors to trails
- Historic / Scenic Transportation Activities
 - Construction of turnouts, overlooks, and viewing areas
 - Control and/ or removal of outdoor advertising
 - Historic preservation and rehabilitation of transportation facilities
- Environmental Mitigation
 - Mitigation of water pollution due to highway runoff
 - Reduction of vehicle-caused wildlife mortality
 - Vegetation management practices
 - Archaeological activities relating to impacts from a transportation project

4.3 Project Requirements

All TA project submissions must include a complete application, description of proposed project, maps, plans and photographs; evidence of eligibility by project category; benefits of proposed projects; environmental review; budget and implementation schedule; proposed maintenance plans, agreements, covenants; resolutions of support and letters of approval; and right-of-way or legal property description. If the environmental review has not yet taken place, applicants must specify when the environmental review will occur.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must get a CDOT letter of support even if CDOT does not provide funding
- If project is related to non-motorized facilities, it must impact a Regional Non-Motorized Corridor from the *2016 NFRMPO Non-Motorized Plan* (NMP) (identify in *Attachment A*)
- Local match of 17.21 percent
- Address at least one 2045 RTP Performance Measure (explain in *Attachment C* and provide appropriate data)
- If project is related to non-motorized facilities, it must be consistent with the corridor visions from the *2016 NMP*. Applicants may also refer to the *2013 Regional Bicycle Plan* for additional vision details. (Identify and explain in *Attachment C*.)
- Project must be within the NFRMPO Boundary (include map in *Attachment B*)
- Comply with applicable local land use, bike, or current corridor studies, if available
- Project completes a construction or an implementation phase
- Sponsors can apply for the total funding amount available: [\\$544,075](#)
- Federal request cannot be less than \$50K

For additional information on the TA program, view the FAST Act TA Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>.

4.4 Project Scoring

Non-motorized TA applications will be scored according to the criteria, subcriteria, and weighting in **Table 6**. These criteria were modified by NoCo in September 2018 and are based on the criteria from the 2016 Call for Projects and the FY2018-FY2020 CDOT Transportation Alternatives Program (TAP) scoring system.⁸

Historic/Scenic transportation activities and environmental mitigation projects will be scored according to the criteria and weighting used by the FY2018-FY2020 CDOT TAP Call, as shown in **Table 7** and **Table 8**, respectively.

⁸ Transportation Alternatives Program Guidelines and Application <https://www.codot.gov/programs/planning/documents/resources/tap/TAP-guidelines.pdf>, 2016.

Table 6. Transportation Alternatives (TA) Scoring for Non-Motorized Projects

TA Evaluation Criterion – Non-Motorized Projects	Possible Points
Enhance Safety	20
Provides a shared use path or enhanced separation from motorized vehicles <i>(10-foot paved path = 8 points)</i>	8
Provides safe crossing at railroad, roadway or waterway	6
Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)	6
<i>NFRMPO Staff will work with the project sponsor to analyze bicycle and pedestrian crash data in the project area from 2011-2018 for consideration in the scoring process.</i>	
Maximize Transportation Investment / Network Connectivity Improvement	20
Closes gap between two existing facilities or extends existing facility	6
Project will include installation, maintenance, and monitoring of bike/ped counting device consistent with regional and state counting systems. Project sponsor will share data regularly with the NFRMPO and CDOT for the benefit of the region.	4
Increases access to school, or existing activity center such as a park, library, transit station, park and ride, etc.	6
Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users	4
Improve State and Regional Economy	10
Provides better access to employment locations	5
Supports tourism activities	5
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health	12
Provides access to public lands (land owned by a government entity)	3
Project connects to or is within a ½ mile of a downtown or "Main Street" area	3
Project is located within a ½ mile of a Census Tract with an active transportation (bike or walk) commute mode share below the NFRMPO regional average	6
<i>NFRMPO Staff will work with the project sponsor to identify and analyze current health data in the project area for consideration in the scoring process.</i>	
Provide Transportation Equity	12
Project is located within a ½ mile of a Census Tract considered low income based on Median Household Income and Household Size, as defined by the Department of Housing and Urban Development (HUD) at the county level (Yes = 3, No= 0)	3

Project is located within a ½ mile of a Census Tract with a minority population greater than the NFRMPO regional average (Yes = 3, No = 0)	3
Project is located within a ½ mile of a Census Tract where a higher share of the population is age 60 years and older than the NFRMPO regional average (Yes = 2, No = 0)	2
This project is compliant with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) (Yes = 4, No = 0)	4
Project Readiness	6
To ensure expenditure of TA funds between FY2022 and FY2023, the project sponsor has identified additional local or non-local funds necessary to complete the project, and/or the project can be phased	6
Integration with Plans and Community Documented Support	20
Project is consistent with the Regional Non-Motorized Corridors identified in the 2016 Non-Motorized Plan	10
Project is consistent with local plans	10
<i>The project sponsor should list all local, regional, and state plans in which the project is identified in the application materials.</i>	
TOTAL	100

Table 7. Transportation Alternatives (TA) Scoring for Historic/Scenic Projects

TA Evaluation Criterion – Historic/Scenic Projects	Possible Points
Enhance Safety	24
Community Aesthetics, Quality of Life, or Cultural Understanding	24
Provide Transportation Equity	8
Project Readiness	20
Integration with Plans and Community Documented Support	24
TOTAL	100

Table 8. Transportation Alternatives (TA) Scoring for Environmental Projects

TA Evaluation Criterion – Environmental Projects	Possible Points
Enhance Safety	24
Environmental Sensitivity	24
Provide Transportation Equity	8
Project Readiness	20
Integration with Plans and Community Documented Support	24
TOTAL	100

Section 5 - References

5.1 2045 Goals and Performance Measures

All STBG and CMAQ project applications must identify at least one federally required performance measure for which the project would contribute toward target achievement. **Table 9** identifies the federally required performance measures for the North Front Range region and the applicable coverage area. For example, under the highway safety performance area, any project on a public road that is expected to reduce the rate of serious injury crashes would contribute toward target achievement of a federally required measure. For other performance areas, such as pavement condition, the project would need to be on the National Highway System (NHS) to contribute toward target achievement of a federally required measure.

The NHS system within the NFRMPO region includes I-25, US287, US85, US85 Business, US34, portions of US34 Business, and SH14, as shown on **Figure 1**.

Table 9. Federally Required Performance Measures

Performance Area	Performance Measure	Coverage
Highway Safety	Number of Fatalities	All Public Roads
	Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	
	Number of Serious Injuries	
	Rate of Serious Injuries per 100M VMT	
	Number of Non-motorized Fatalities and Serious Injuries	
Pavement Condition	Percentage of pavement on the Interstate System in Good condition ⁹	NHS
	Percentage of pavement on the Interstate System in Poor Condition	
	Percentage of pavement on the non-Interstate NHS in Good Condition	
	Percentage of pavement on the non-interstate NHS in Poor Condition	
Bridge Condition	Percentage of NHS bridges classified as in Good Condition ¹⁰	NHS
	Percentage of NHS bridges classified as in Poor Condition	

⁹ Good and poor pavement conditions are based on the International Roughness Index (IRI), Cracking, Rutting, Faulting, and/or Present Serviceability Rating (RSC) as described in [23 CFR Part 490 Subpart C](#).

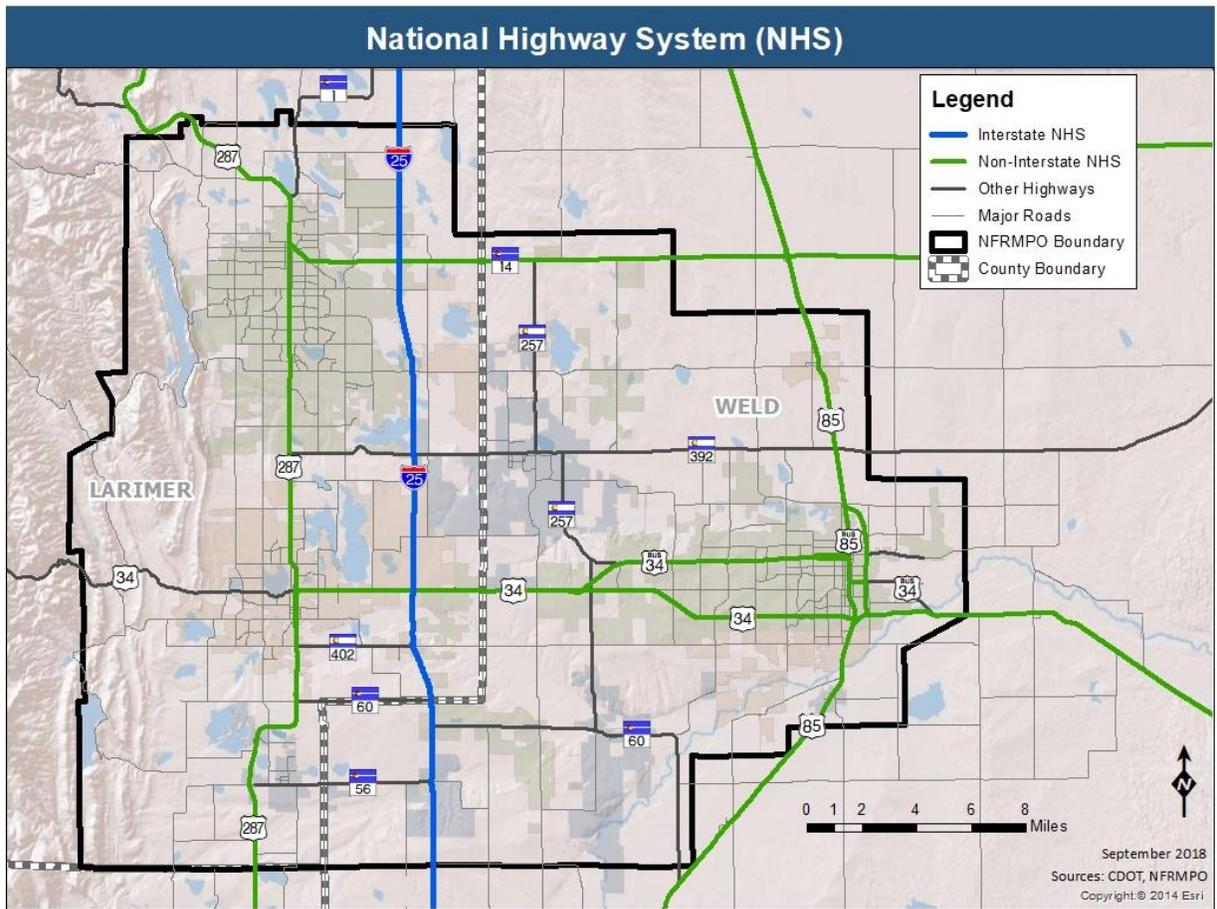
¹⁰ Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

Performance Area	Performance Measure	Coverage
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ¹¹	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ¹²	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
Transit Safety	Number of reportable fatalities by mode	System-wide
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	
	Number of reportable injuries by mode	
	Rate of reportable injuries per TVRM by mode	
	Number of reportable safety events by mode	
	Rate of reportable safety events per TVRM by mode	
	Mean distance between major mechanical failures by mode	

¹¹A segment is considered reliable if its Level of Travel Time Reliability (LOTTR) is less than 1.5. LOTTR is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

¹² The Truck Travel Time Reliability (TTTR) Index measures the 95th percentile truck travel time against the 50th percentile truck travel time.

Figure 1. National Highway System (NHS)



In addition to the federally required performance measures, the NFRMPO Planning Council adopted eight MPO-specific performance measures and targets on October 4, 2018. TA applications must indicate which MPO-specific performance measure(s) the project supports. Project applications for CMAQ and STBG funding may indicate if the project would contribute toward achievement of any of the MPO-specific targets. The MPO-specific performance measures and targets are identified in **Table 10**.

Table 10. 2045 RTP MPO-Specific Measures and Targets

Performance Measure	Target
Population and essential destinations within paratransit and demand response service area within the MPO boundary	At least 75%
Non-motorized facility miles	Increase by 50%
Percent of non-single occupant vehicle commute trips	At least 25%
Fixed-route revenue hours per capita within service areas	Increase by 10%
Daily VMT per capita	Daily VMT per capita \leq 24
Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	0
Travel Time Index on RSCs	90% of RSCs have a TTI \leq 1.5
Miles of fiber for connected roadways	250 miles

CMAQ and STBG project applications must also identify one or more 2045 RTP goals supported by the project. The 2045 RTP goals include:

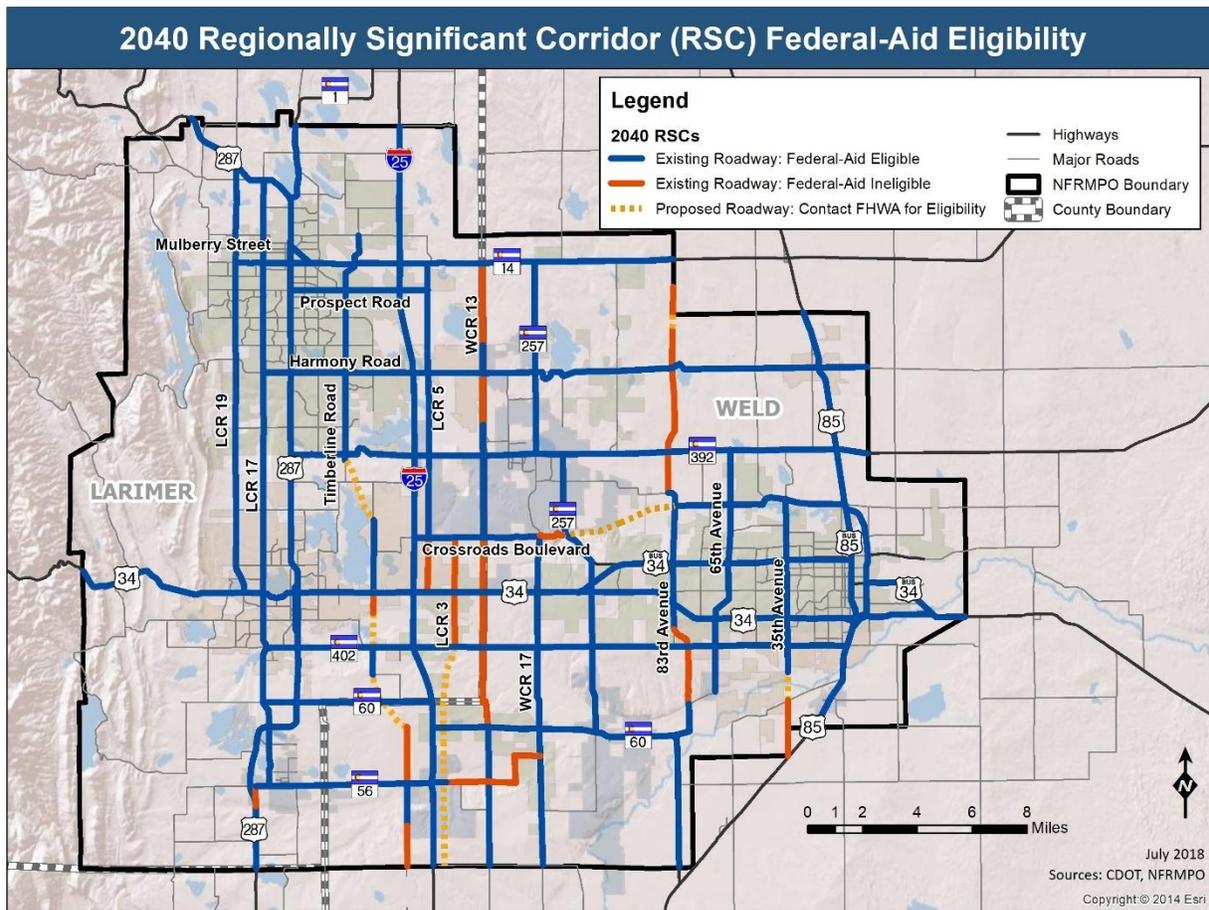
- Economic Development / Quality of Life: Foster a transportation system that supports economic development and improves residents' quality of life
- Mobility: Provide a transportation system that moves people and goods safely, efficiently, and reliably
- Multi-Modal: Provide a multi-modal system that improves accessibility and transportation system continuity
- Operations: Optimize operations of transportation facilities

5.2 Federal-Aid Eligible 2040 Regionally Significant Corridors (RSCs)

Roadway projects must be on a federal-aid eligible portion of an RSC identified in the *2040 RTP*. Federal-aid eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.¹³

Figure 2 identifies the federal-aid eligible RSCs in blue. For proposed roadways, shown in yellow, please contact FHWA for eligibility. RSCs shown in red are ineligible for federal-aid due to their classification as local roads or as rural minor collectors by CDOT.

Figure 2. 2040 Regionally Significant Corridor (RSC) Federal-Aid Eligibility



¹³ 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.