



**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
June 16, 2021
1:00 – 3:30 p.m.**

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- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of May 19, 2021 Meeting Minutes (Page 2)**
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AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

- 2) Active Transportation Plan (Page 7) Dusil

ACTION ITEM

- 3) FY2021 STBG and TA Additional Funding Allocations (Page 8) Cunningham

PRESENTATIONS

No Items this Month.

WORK SESSION

- 4) 2021 Call for Projects Discussion (Page 14) Cunningham

DISCUSSION ITEM

- 5) NFRMPO Regional Travel Demand Model (RTDM) Update (Page 22) Bornhoft

PARTNER REPORTS

- 6) NoCo Bike & Ped Collaborative Dusil
- 7) Regional Transit Agencies
- 8) Senior Transportation Updates

REPORTS

- 9) June Planning Council Meeting Summary (Page 23) **Written Report**
 - 10) Roundtable All
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month’s Agenda Topic Suggestions**
- 6. Next TAC Meeting: July 15, 2021**

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Virtual Meeting

May 20, 2021

1:00 p.m. – 2:45 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Richard Coffin – CDPHE-APCD
Jessica Ferko – RAQC
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Pepper McClenahan – Milliken
Mark Oberschmidt – Evans

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Becky Karasko
Suzette Mallette

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Adam Olinger - Town of Berthoud
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle
Eric Tracy – Larimer County

IN ATTENDANCE:

Scott Ballstadt – Windsor
Abdul Barzak – Severance
Wayne Chuang – RAQC
Candice Folkers – COLT
Katie Guthrie – Loveland
Keith Hay – CEO
Myron Hora – WSP
Tamara Keefe – FHU
Katrina Kloberdanz – CDOT
Lauren Light – Weld County
Christopher Proud – HDR
Bryce Reeves – CDOT
Dani Serna – Weld County
Carrie Tremblatt – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE APRIL 21, 2021 TAC MINUTES

Oberschmidt moved to approve the April 21, 2021 TAC minutes. Anderson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft noted Planning Council approved an action item at their May Council meeting to hire an air quality attorney to assist NFRMPO staff with participating as a party in the Air Quality Control Commission’s (AQCC’s) upcoming rulemaking on greenhouse gas emissions (GHG) from the transportation sector. NFRMPO staff will provide a training on air quality conformity on June 10, 2021.

Coffin explained the request for hearing scheduled for May 20 at AQCC on transportation GHGs includes the Employer Traffic Reduction Program (ETRP), but the GHG budget aspect of the proposal has been delayed. The GHG budget is being led by CDOT and is anticipated to be released in early June.

Ozone Season Update – Ferko provided a briefing on ozone trends and the maximum ozone readings for 2021 that would enable attainment of the 2008 and 2015 ozone standards. Ferko noted the wildfires in 2020 influenced ozone readings. The wildfire-influenced days could be excluded from the dataset via a demonstration to the EPA, but the decision on whether to submit a demonstration has not been made. If the wildfire-influenced days are not excluded, it will be difficult to attain the ozone standards at the end of the 2021 season. Ferko stated she will provide ozone updates at TAC meetings and weekly ozone updates are available on the RAQC website at <https://raqc.org/current-8-hour-ozone-summary/>. Those interested in receiving notifications of possible high ozone days can sign up on the RAQC website to receive ozone alerts via an email or text message.

CONSENT AGENDA

No items this month.

ACTION ITEMS

May 2021 TIP Amendment – Cunningham described the Transportation Improvement Program (TIP) Amendment, which includes three revisions to the FY2020-2023 TIP. The Amendment removes the *NFR I-25: Post EIS Design and ROW* project because the funding for that project has already been absorbed into two other TIP entries. The Amendment also adds the Transfort *Electric Bus Replacement* project and the NFRMPO’s *Vehicle Purchase* project. Klockeman moved to approve the May 2021 TIP Amendment. Buckman seconded the motion, which was approved unanimously.

PRESENTATIONS

CDOT Region 4 Bike/Ped Safety Study – Bryce Reeves, CDOT R4, explained a study will be conducted on bike and pedestrian safety to evaluate systemic and “hot spot” improvements on CDOT-owned roadways. Reeves stated CDOT is seeking representatives for the project management team (PMT), including a primary contact and alternate, to attend four PMT meetings. A MetroQuest map is also available for feedback and input. The study will conclude in nine months. Klockeman requested Reeves provide updates to the NFRMPO TAC on the study.

GHG Roadmap Update – Keith Hay, CEO, provided an overview of the GHG Roadmap and its implementation status. The GHG Roadmap was developed per the requirements in HB19-1261. The bill requires Colorado establish a 2005 baseline of GHG emissions and establish strategies to achieve a 26 percent reduction in GHG by 2025, 50 percent reduction by 2030, and 90 percent reduction by 2050. The bill also created a pathway for electric utilities to achieve an 80 percent reduction in GHG by 2030.

The GHG Roadmap includes projections of GHG emissions by year under different scenarios, including a reference scenario, a 2019 action scenario that reflects the strategies established as of 2019, and a scenario in

which the targets established in HB19-1261 are achieved. In addition, the impacts of COVID on GHG emissions were modeled.

Hay stated there are three key areas in which the state has committed to GHG reductions via near term actions, including oil and gas; residential, commercial, and industrial fuel use; and transportation. In the transportation sector, the goal is to reduce GHG emissions by 13 million tons by 2030. Hay provided a schedule for near term actions in 2021, noting the three major areas for near term actions are the energy plans at the public utilities commission, the transportation rulemaking at the AQCC, and the legislative agenda. Bornhoft asked how the sector-specific reductions were determined. Hay described there were several modeling efforts, and a top-down method was used to identify reductions with consideration of the likelihood and timeline of reductions from individual strategies.

Premium Transit Analysis – Gordon stated the Premium Transit Analysis is kicking off and has an 18-month timeline. Planning Council approved the project and funding from the Multimodal Options Funds (MMOF). The project will examine how to improve community connections. The scope is not limited to any particular routes or types of premium transit, with premium transit defined as anything other than local bus (e.g. bus rapid transit, express bus, commuter rail, light rail, etc.). There are baseline corridors for consideration, which must be included, but other corridors can be considered as well. The consultant team is led by HDR and includes sub-consultants WSP, Connetics Transportation Group (CTG), Quandel, and Project Vision 21. There are four key tasks to the project, including bilingual community engagement, corridor evaluations, finance and governance plan, and final recommendations.

Two advisory groups will be formed. The Policy Advisory Group will provide direction on the project recommendations and will consist of elected officials. The Guidance Committee will consist of technical staff from the NFRMPO and jurisdictions to provide input on a regular basis. Gordon noted updates will be provided by email to interested individuals, even if they cannot attend the Guidance Committee meetings. HDR will be holding pre-project interviews over the next several weeks with elected officials and technical staff from around the region.

DISCUSSION ITEMS

Active Transportation Plan – Dusil described the Draft Active Transportation Plan (ATP), including the outreach efforts, purpose of the document, and content. The ATP provides the shared regional vision for active transportation and is an update from the 2013 Regional Bicycle Plan and the 2016 Non-Motorized Plan. The name of the plan was updated to a more inclusive term that acknowledges emerging modes of transportation such as e-scooters and e-bikes. “Active transportation” is defined as human-powered (including electric assist) and human-scaled modes of transportation.

The ATP identifies the benefits of active transportation infrastructure as well as guidance and tools for local jurisdictions to help achieve consistency in implementing active transportation infrastructure and programs. The 12 regional corridors identified in the 2013 Regional Bicycle Plan remain a focus in the ATP. The alignment and extent of each corridor was reviewed and updated as necessary, and information on current and projected population, jobs, schools, and transit stops near each corridor is provided. The ATP also clarifies the facility type for each segment of the corridors and identifies crossing needs and local connection needs.

The ATP provides guidance and best practices on a variety of topics, including micromobility solutions, quick-win projects, walk audits, wayfinding and signage, and count programs. The ATP includes recommendations for future improvements to improve active transportation, such as creation of a near miss reporting tool; provision of a more formal local assistance program; improving data on infrastructure and disparities in access; and integrating equity, alternative transportation, and target achievement in to the NFRMPO Call for Projects.

A subset of the NoCo Bike & Ped Collaborative served as a steering committee for the ATP. Most of the public outreach was virtual, although two in-person events were held in early 2020. The ATP public comment period is open May 12 through June 11. The ATP will be discussed at the June 3 Planning Council meeting and will be an Action Item at the June 16 TAC meeting and July 1 Planning Council meeting.

Baxter asked if a community submits an application that includes a crossing, if they are limited to the crossing type identified in the ATP. Dusil explained the crossing type is a recommendation based on expected build out roadway conditions.

FY2021 STBG and TA Additional Funding Allocations – Cunningham explained there is additional funding available to allocate to projects, including \$3.9M Surface Transportation Block Grant (STBG) funding and \$85K Transportation Alternatives (TA) funding. The available STBG and TA funding is from the stimulus funding swap that occurred in January 2021, with some funding reduced to cover the overprogrammed funds and additional funding needed to cover tasks in the UPWP as approved by Planning Council.

All the STBG projects from the FY2021-2022 Call for Projects were fully funded. There is one partially funded and one waitlisted STBG project from the FY2022-2023 Call for Projects which have unfunded requests totaling \$1.7M and both projects are willing to accept the additional federal funding. All the TA projects submitted in the FY2021-2022 Call for Projects and FY2022-2023 Call for Projects were fully funded.

One option for allocating the remaining funding, specifically \$2.3M STBG and \$85K TA, is rolling the funds into the next Call for Projects which will occur this fall. Another option is to allocate funding now through a separate process. The City of Windsor has also requested additional funding for their *Intersection Improvements at SH 257 & Eastman Park Drive* project, but that request would have to be submitted by Windsor through a separate scope change Discussion Item. Klockeman noted the STBG pool has request limits for each jurisdiction, so those limits should be recognized, and all projects should be eligible to apply for additional funding.

Anderson agreed rolling the funds into the upcoming Call for Projects is likely the most equitable approach but noted one downside is the delay in providing the funds.

State Legislative Updates – Karasko provided an update on three transportation-specific bills in the State legislature which could impact the NFRMPO region, including SB21-238 on Creating a Front Range Passenger Rail District, SB21-260 focused on transportation funding, and SB21-265 which would transfer funding from the General Fund to the State Highway Fund. Karasko noted one update to SB21-238 since the Planning Council meeting was the addition of another representative for the NFRMPO to the Rail Commission in response to the comments from Council. Buckman requested NFRMPO staff send out a written legislative update.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Dusil noted the June meeting will likely be an in-person workshop on wayfinding along the Poudre River Trail.

Regional Transit Agencies – Baxter stated a transit manager will be hired for GET.

Senior Transportation – Gordon provided an update on COVID transportation services. The trip discovery website for RideNoCo is under development.

REPORTS

May Planning Council Meeting Summary – A written report was provided.

May Community Advisory Committee (CAC) Meeting Summary – Karasko noted the CAC meeting summary in the packet is from the first CAC meeting. The CAC will either meet monthly or bi-monthly.

ROUNDTABLE

Cunningham noted the summer newsletter will include an update to the construction map for projects on Regionally Significant Corridors (RSC)s and she will be contacting TAC members.

Anderson stated Weld County is hosting the US85 Coalition in person on May 20.

Herrera stated the construction on SH392 is behind schedule due to weather. The goal is to open the west leg by the end of June.

Malette asked for advice on successfully conducting hybrid meetings and will contact TAC members for additional information.

Baxter noted Greeley is updating their Transportation Master Plan, called *Greeley on the Go*. A community survey is out now and has already received 500 responses. Design is underway for two STBG-funded projects, including the *59th Ave and O Street* project and conceptual design for the *83rd Ave and 10th St* project.

Klockeman stated Loveland has several open positions. The *Connecting Loveland* plan is nearing completion.

Nelson stated the Severance Transportation Master Plan is scheduled for final adoption in June. Work will begin soon on a corridor plan for two main arterials, a paving project in downtown is underway, and Severance is wrapping up the boxelder crossing.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the June agenda will include the Active Transportation Plan recommendation, additional funding allocations, a presentation on the transportation components of the GHG Roadmap, and a discussion on updates to the regional travel demand model.

Meeting adjourned at 2:45 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 16, 2021 as a virtual meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
June 16, 2021	<i>Regional Active Transportation Plan (ATP)</i>	Ryan Dusil
Objective/Request Action		
To recommend Planning Council approval of the <i>ATP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The NFRMPO is federally required to address bicycle and pedestrian (active transportation) planning as a component of the <i>Regional Transportation Plan (RTP)</i>. The <i>ATP</i> will serve as an update to the NFRMPO's <i>2013 Regional Bicycle Plan</i> and the <i>2016 Non-Motorized Plan</i> The <i>ATP</i> was open for public comment from Wednesday, May 12 through Friday, June 11. NFRMPO Staff received over 200 individual comments. 		
Committee Discussion		
<p>The TAC discussed the <i>Draft ATP</i> at the May 19, 2021 TAC meeting. The Planning Council discussed the <i>Draft ATP</i> at their June 3, 2021 meeting. The Planning Council did not provide any comments.</p>		
Supporting Information		
<ul style="list-style-type: none"> The goals of the <i>ATP</i> are to: <ul style="list-style-type: none"> Update our shared regional vision for active transportation; Provide guidance for consistent active transportation planning across the region; and, Serve as a toolkit for NFRMPO member communities and other partners. The <i>ATP</i> includes an introduction with regional context, a summary of the benefits of investing in active transportation, and an inventory an assessment of existing conditions (Chapters 1 and 2); a summary of strategies, approaches, and emerging trends in active transportation, with best practices and other considerations for the reference of the NFRMPO and its planning partners (Chapter 3); detailed updates to the visions for the Regional Active Transportation Corridors (RATCs) for the first time since the adoption of the <i>2013 Regional Bicycle Plan (Chapter 4)</i>; various action steps the NFRMPO, its member agencies, and other planning partners can take over the next four years to improve and expand active transportation across the region (Chapter 5). The <i>ATP</i> Appendices consists of additional resources and detailed guidance for planning partners on specific topics identified as priorities during the development of the Plan. 		
Advantages		
<ul style="list-style-type: none"> Approval of the <i>ATP</i> helps the NFRMPO meet federal requirements, improve active transportation planning across the region, and become more competitive for grant opportunities 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
<p>NFRMPO staff requests TAC recommend Planning Council adoption of the <i>ATP</i>.</p>		
Attachments		
<ul style="list-style-type: none"> <i>ATP</i> link: https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf 		

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
June 16, 2021	FY2021 STBG and TA Additional Funding Allocations	AnnaRose Cunningham

Objective/Request Action

To recommend to Planning Council the allocation of additional Surface Transportation Block Grant (STBG) to partially funded and waitlisted projects and to determine how to allocate additional transportation alternatives (TA) and STBG funds.

- Report
- Work Session
- Discussion
- Action

Key Points

In January 2021, the NFRMPO was allocated approximately \$4.3M stimulus funding for highway infrastructure programs through the Consolidated Appropriations Act of 2021. The NFRMPO Planning Council agreed to swap the stimulus funds for STBG, and TA funded projects programmed in FY2021.

The most recent CDOT reconciliation from March 30, 2021 identifies the following unprogrammed federal funds:

STBG

FY 2021 Unprogrammed	\$ 4,422,494.00
FY 2022 Overprogrammed	\$ (124,834.00)
FY 2022 UPWP Budget *	\$ (322,918.00)
Funding Available for Allocation	\$ 3,974,742.00

**FY2022 UPWP Budget includes funds for updating the Regional Travel Demand Model and the Statewide Household Travel Survey*

TA

FY2021 Unprogrammed	\$ 116,127.00
FY2022 Overprogrammed	\$ (15,393.00)
FY2023 Overprogrammed	\$ (15,470.00)
Funding Available for Allocation	\$ 85,264.00

These funds are eligible to be awarded to projects selected in the applicable Call for Projects which have been partially funded or waitlisted. The applicable Call for Projects for this funding is for FY2020-2021. Projects from the FY2022-2023 Call for Projects are also considered in this proposal, due to the lack of eligible projects from the FY2020-2021 Call. Projects are considered eligible if they are partially funded or waitlisted, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.

STBG: All selected projects from the FY2020-2021 Call for Projects are fully funded. There is currently one project which was awarded partial funding in October 2020 and one project which remains waitlisted from the FY2022-2023 Call for Projects. Projects are outlined in the attached worksheet.

TA: There were no unfunded or partially funded projects for TA in the FY2020-2021 Call for Projects or the FY2022-2023 Call for Projects.

Committee Discussion

- Planning Council approved the swap of stimulus funding for STBG and TA funds in January 2021 with the understanding that Staff would consult TAC on how to allocate the now available STBG and TA funds at a later date.

Committee Discussion Continued

- TAC discussed the additional allocations at the May 19, 2021 meeting. During the discussion, TAC indicated support for funding the partially funded and waitlisted STBG projects and expressed the desire the remaining STBG funds be allocated equitably either during or prior to the upcoming call for projects. TAC will continue the discussion on how to allocate the remaining funds.
- Planning Council discussed the additional allocations at the June 3, 2021 meeting, indicating support for funding the partially funded and waitlisted project but requesting further information on each project prior to funding approval. Council also expressed support for rolling the additional funding into the upcoming Call for Projects.

Supporting Information

The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.

The TIP Narrative identifies how additional funds are awarded for each Call for Projects.

FY2022-2023 Call for Projects - STBG program: A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available.

FY2020-2021 and FY2022-2023 Calls for Projects - TA Program: As there are no partially funded projects, TAC will determine how to allocate additional funding. *Source: FY2020-2023 TIP*

Staff anticipates additional CMAQ funding will become available at the close of State FY2021. TAC will be consulted on how to allocate that funding when it becomes available.

The NFRMPO will be holding a Call for Projects for STBG, CMAQ, and TA funding in late 2021 for FY2024 and FY2025. The remaining additional funds for both STBG and TA funding programs may be allocated during the Call for Projects, either for programming in FY2024 or for an earlier year, or TAC may decide to allocate the additional funding through a separate process.

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies.

Disadvantages

- The proposed allocation awards FY2021 STBG funding to a project programmed in FY2023.

Analysis/Recommendation

- Staff recommends TAC approve allocating additional STBG funding to the partially funded and waitlisted projects from the FY2022-2023 Call for Projects and roll the additional available funding for both STBG and TA programs into the upcoming Call for Projects, with the option of the \$2.3M STBG and \$85K TA remaining FY21 funding being awarded to projects prior to FY24 and FY25.

Attachment

- Proposed Additional Allocations based on CDOT's March 30, 2021 Reconciliation

**Proposed Additional Allocations
FY2020-2021 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,694,602	\$0	-	-	\$2,694,062	-	\$0	Stimulus Funding Swap
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	Stimulus Funding Swap
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,260,925	\$0	-	\$335,000	\$750,418	-	\$0	-
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	Stimulus Funding Swap
Total		\$8,026,676	\$8,026,676	\$0	-	\$3,646,149	\$4,204,480	\$0	\$0	-

Remaining STBG Funds	\$3,974,742
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Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

**Proposed Additional Allocations
FY2022-2023 Surface Transportation Block Grant (STBG)**

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	\$1,362,000	\$511,374	5	-	\$1,362,000	\$511,374	\$0	-
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	\$1,187,311	\$0	-
Total		\$10,466,589	\$8,767,904	\$1,698,685	-	\$3,834,025	\$4,933,879	\$1,698,685	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining STBG Funds	\$2,276,057
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**Proposed Additional Allocations
FY2020-2021 Transportation Alternatives (TA)**

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Johnstown	Little Thompson River Corridor Trail - 1a	\$113,920	\$250,000	\$0	-	\$250	\$0	-	\$0	-
Larimer County	North LCR 17 Expansion*	\$264,000	\$264	\$0	-	\$0	\$264	-	\$0	Stimulus Funding Swap
Total		\$113,920	\$250,000	\$0	-	\$250	\$0	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

*Originally amount awarded was \$307,581. In 2017 \$44,000 TA funds were replaced with STBG funds.

Remaining TA Funds	\$ 85,264.00
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**Proposed Additional Allocations
FY2022-2023 Transportation Alternatives (TA)**

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Windsor	Poudre River Trail Realignemnt	\$544,075	\$544,075	\$0	1	\$271	\$273	-	\$0	-
Total		\$544,075	\$544,075	\$0	-	\$271	\$273	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining TA Funds	\$ 85,264.00
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MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: June 16, 2021

Re: 2021 Call for Projects Work Session

Background

At the June 3, 2021 Planning Council meeting, councilmembers discussed the following proposals for an I-25 Set Aside, Bike & Ped project percentage allocation, and STBG request limits. During the discussion, Planning Council requested further input from TAC on the proposals, feedback from the discussion is listed below each item as well as staff recommendations for TAC's consideration.

I-25 Set Aside:

The Executive Committee proposed a set-aside of \$10M STBG and/or CMAQ to I-25 Segment 5. This set aside would either be the full amount of STBG funds the NFRMPO has to award plus approximately 20 percent of the available CMAQ funds, or approximately 100 percent of the available CMAQ funds.

- **Council Discussion**
 - Indicated support for setting aside the funding for I-25 and reevaluating the need closer to the fiscal year the funds are available.
 - Requested clarification from local agency staff on what projects would be unfunded if the set aside happens.
 - Reevaluation of the set aside dollar amount.
- **Staff Recommendation**
 - Determine the appropriate set aside amount which can then be reassessed closer to the date the funds are available to determine if the need still exists for I-25 or if the funds can be awarded to local agency projects.

Bike & Ped Project Percentage Allocation:

The NoCo Bike and Ped Collaborative has recommended a percentage allocation of five percent STBG and/or five to 12 percent CMAQ to bicycle and pedestrian projects (which equals approximately \$400K STBG and \$500K to \$1.2M CMAQ based on current funding estimates).

- **Council Discussion**
 - Requested TAC input on what the need is for additional bike and pedestrian project based on historical awards to these project types.
 - Implement changes to scoring criteria to ensure bike and pedestrian projects are competitive rather than creating a percentage allocation program.



- **Staff Recommendations**

- Staff recommends TAC discuss whether the local communities have projects which would be submitted for funding during this Call, using the percentage allocation or whether to pursue making changes to the scoring criteria to allow bike and ped projects to score better for STBG and CMAQ.

STBG Request Limits

In recent calls the STBG pool used population-based request limits to promote regional equity; however, there have been concerns this approach is not equitable for smaller communities. Three proposals for STBG request limits have been identified and are detailed in the presentation.

- **Council Discussion**

- Expressed concerns that the minimum request limit of \$1M is too high and would be unfair to small communities.
- Eliminated Proposal C for limits based on VMT and population, and requested feedback from TAC on Proposals A and B.

- **Staff Recommendation**

- Determine if having a minimum request of \$1M within proposal A (retaining the population-based request limits) is equitable to small communities.

Action

Staff requests TAC members discuss and evaluate the Council feedback and Staff recommendations to provide direction to Planning Council on the proposed changes for the next Call for Projects.

2021 Call for Projects Work Session

TAC

North Front Range
Metropolitan
Planning
Organization

June 16, 2021

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FY2024-2025 Funding Estimates*

Program	2024	2025	Total
CMAQ	\$5.0M	\$5.1M	\$10.1M
STBG	\$3.9M	\$3.9M	\$7.8M
TA	\$0.2M	\$0.2M	\$0.5M

*Exact funding amounts will be available closer to Call for Projects opening

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Survey Outcomes: \$10M I-25 Segment 5 Set-aside



Disadvantages

- \$10M is a fraction of funding needed for I-25
- Requires half of available funds
- Fewer projects funded
- Other needs around region not met
- Other projects could have more impact per \$
- Could induce congestion

Advantages

- Crucial
- Regional need
- Regional connectivity
- High priority project
- Continued momentum

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Staff Recommendations



- **I-25 Set Aside**
 - **Determine appropriate set aside amount**
 - **Discuss option of reassessing set aside closer to funding year**

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Survey Outcomes: \$1M-\$2M Bike/Ped Percentage Allocation Program



Disadvantages

- Biases one type of project; all modes are underfunded
- Other funding sources are available for bike/ped (e.g. GOCO, SRTS, and CDOT TAP)
- Scoring criteria should be revised instead of allocation program
- May delay funding for other critical needs such as safety

Advantages

- Increases funding for important goal
- Promotes regional equity
- Promotes regional connectivity
- Enormous opportunities for bike/ped at minimal cost to traditional project types
- Increases funding for regional trails
- Bike/ped projects have longer lifetime of benefits

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Staff Recommendations



- **Bike & Ped Project Percentage allocation**
 - **Discuss whether local agencies have need for the dedicated funding in this call**
 - **Determine if percentage allocation or revising scoring criteria is more appropriate**

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STBG Request Limits



- Discussion based on feedback from August 2019 TAC Work Session
 - Regional equity in both large and small communities
 - Ensuring the request limits do not hinder the ability for communities to apply for worthwhile projects

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STBG Request Limit Proposals



Proposals	Advantages	Disadvantages
A: Retain population-based STBG request limits; set floor of \$1M	<ul style="list-style-type: none"> • Ensures each community can apply for a worthwhile amount of federal funds • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Does not account for level of regional connectivity provided in smaller communities
B: Set STBG request limits to 50% of pool (~\$4M)	<ul style="list-style-type: none"> • Reflects fact that larger projects could be regionally beneficial even if located in smaller communities • Increases Call competitiveness and ensures only the highest performing projects receive funds 	<ul style="list-style-type: none"> • Increases the number of unfunded applications
C: Set community-specific limits based on multiple factors such as RSC VMT and population	<ul style="list-style-type: none"> • Accounts for level of regional connectivity provided in each community • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Time and effort to develop appropriate formulas

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Staff Recommendations



- **STBG Request Limits**
 - **Determine if having a minimum request limit of \$1M within proposal A is equitable to small communities**

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Tentative Timeline



- **Call for Projects Opens: October 2021**
- **Applications Due: November 2021**
- **Scoring Committee: December 2021**
- **Council Discussion on Recommended Projects: January 2022**
- **Council Action on Recommended Projects: February 2022**

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Questions?



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Call for Projects

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Medora Bornhoft
Date: June 16, 2021
Re: NFRMPO Regional Travel Demand Model Update

Background

The NFRMPO and member jurisdictions use the NFR Regional Travel Demand Model (RTDM) as a tool to forecast traffic and travel in communities throughout the region. The primary purposes of the travel model are to support the Regional Transportation Plan (RTP) and air quality conformity analysis. Additionally, the model can support evaluation of proposed roadway and transit projects, help evaluate potential impacts of proposed development projects, and support various other studies of the region, subareas, corridors, and other planning activities.

The NFRMPO's current RTDM is a four-step model, also known as a trip-based model. The RTDM has a base year of 2015 and was finalized in 2019. This summer, NFRMPO staff will release an RFP to update the RTDM to a base year of 2018 or 2019 with a completion date in late 2022 or early 2023. The proposed timeline will enable the updated model to be used for the next RTP, which will be adopted by Planning Council in September of 2023.

Several improvements are being considered for the NFRMPO's travel model update, including:

- Opening the possibility of converting from a four-step model to an Activity-Based Model (ABM), using CDOT's statewide model as a basis, by requesting the consultant submit proposals for both a four-step model and an ABM;
- Enabling adjustable work-from-home percentages to facilitate scenario planning;
- Enhancing the modeling of non-recreational bicycle trips by developing a more comprehensive measure of "bicycle level of traffic stress" and including planned improvements to the on-road bicycle network; and
- Including consultant support for scenario development.

Action

Staff is requesting TAC members discuss and provide feedback on improvements to the NFRMPO's RTDM to be included in the RFP.

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
June 3, 2021**

Move to Approve Agenda and Minutes:

James **moved** to *APPROVE THE JUNE 3, 2021 MEETING AGENDA AS SUBMITTED* and *APPROVE THE MAY 6, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Stephens and **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

NFRMPO Air Quality Program Updates

Bornhoft highlighted the NFRMPO will apply for party status for the ETRP rulemaking. Stephens volunteered to help coordinate what is included in the pre-hearing statement with staff, and James volunteered to be on the witness list. Karspeck volunteered to help as needed. James, Stephens, and Mallette will meet offline prior to the July meeting. Bornhoft reviewed the EPA announcement regarding the 2015 ozone standard expanding to include all of Weld County. James stated Weld County will be providing public comments and will be requesting data regarding how EPA decided to modify the boundary. Council is considering if they will provide public comment.

REPORT OF THE CHAIR

Karspeck stated Planning Council will host hybrid meetings going forward, starting with the July 1, 2021, meeting in Berthoud.

ACTION ITEMS

May 2021 TIP Amendment

Cunningham presented the proposed revisions to the FY2020-2023 Transportation Improvement Program (TIP) from CDOT, Transfort, and the NFRMPO. D. Clark **moved** to *APPROVE RESOLUTION 2021-14 APPROVING THE MAY 2021 AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

2021 UPWP Budget Amendment #2

Kimsey stated the budget amendment will approve the use of VanGo exchange funds to hire an air quality attorney. Stephens **moved** to *APPROVE RESOLUTION 2021-15 APPROVING THE SECOND AMENDMENT TO THE FY2021 BUDGET OF THE FY2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)*. The motion was **seconded** by James and **passed** unanimously.

2020 NFRMPO Audit

Gruber and Herr reviewed major highlights from the audit, including the increase in VanGo revenue due to the CARES Act and having no findings. The NFRMPO had a clean audit. D. Clark **moved** to *APPROVE the 2020 NFRMPO Audit*. The motion was **seconded** by James and **passed** unanimously.

DISCUSSION ITEMS

FY2021 STBG and TA Additional Funding Allocations

Cunningham noted the NFRMPO received stimulus funds at the beginning of 2021. Planning Council approved exchanging these funds with the STBG and TA projects programmed in FY2021. TAC recommended that the additional \$3.9M be allocated to a partially funded project in Greeley and an unfunded project in Windsor. There are currently no unfunded TA projects in FY2021 or 2022. D. Clark and James supported rolling the unprogrammed funds into the next funding cycle. Stephens requested more information about the partially and unfunded projects that could be approved.

2021 Call for Projects Discussion

NFRMPO staff has held discussions with TAC and distributed a survey about ways to improve the next Call. The three discussions points for Council input were an I-25 set aside, a bike/ped set-aside, and STBG request limits. There was robust discussion on these items with the request for more information on each area.

Active Transportation Plan (ATP)

Dusil provided an overview of the ATP that is currently out for public comment that closes on June 11, 2021.

Premium Transit Analysis

Gordon gave an update on the Transit Analysis and asked for Councilmember involvement in a policy group to guide the work.