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Overview



- **Funding Estimates**
- **Schedule**
- **Changes for all Funding Programs**
- **CMAQ**
- **STBG**
- **TA**
- **References**

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Funding Estimates



Program	Rolled Funding	FY2024	FY2025	Federal Funding Total	Set-Asides	Funding Available for Allocation
CMAQ	\$0	\$5,038,797	\$5,038,943	\$10,077,740	\$5,000,000*	\$5,077,740
STBG	\$2,276,057	\$3,911,925	\$3,932,558	\$10,120,540	\$50,000**	\$10,070,540
TA	\$85,264	\$258,536	\$259,824	\$603,624	\$0	\$603,624

*\$5M CMAQ Set-aside for North I-25

** \$25,000 per year set-aside for the Regional Air Quality Council (RAQC) for Ozone modeling.

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Proposed Schedule

Activity	Date
TAC Discussion on Call for Projects Process	Wednesday, August 18, 2021
Planning Council Discussion on Call for Projects Process	Thursday, September 2, 2021
TAC Action on Call for Projects Process	Wednesday, September 15, 2021
Planning Council Action on Call for Projects Process	Thursday October 7, 2021
Call for Projects Opens	Friday October 8, 2021
TAC Call for Projects Application Presentation	Wednesday October 20, 2021
CMAQ Project Descriptions and ITS Descriptions Due	Friday October 29, 2021
Mini-Applications Due to CDOT	Friday October 29, 2021
NFR Creates and Send AQ Data forms to Applicants	Wednesday November 3, 2021
CDOT provides review to applicants	Friday, November 12, 2021
CMAQ Air Quality Data Due	Wednesday, November 17, 2021
NFR Completes Emissions calculations and sends to applicants	Wednesday December 1, 2021
Applicants notify NFR of Concerns with Emissions Calculations	Friday, December 10, 2021
CMAQ, STBG, and TA Applications Due	Friday, December 10, 2021
CMAQ and STBG Scoring Committee	December 15-18, 2021 or January 4-7, 2022
Non-Motorized TA Project Scoring Meeting by NoCo Bike and Ped	December 15-18, 2021 or January 4-7, 2022
NFRMPO Develops Project Funding Phasing Plan	Wednesday January 12, 2022
TAC Discussion of Recommended Projects – Staff Presentation	Wednesday, January 19, 2022
Council Discussion of Recommended Projects – Applicant Presentations	Thursday, February 3, 2022
TAC Action on Recommended Projects	Wednesday, February 16, 2022
Council Action on Recommended Projects	Thursday, March 3, 2022

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Changes for All Funding Programs



- Scoring Committee will consist of one representative from each applicant community
- GHG Emission inputs for selected projects
- Environmental Justice Analysis
- Performance Measure Impact Analysis Worksheet

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Scoring Criteria: CMAQ

Scoring Criteria	Scoring Guidelines	Possible Points
Cost Effectiveness:		
	Cost of project divided by total emissions benefit during the life of the project	60
	<i>\$Lowest Cost/ton</i>	60
<i>or</i>	<i>\$/ton</i>	50
<i>or</i>	<i>\$/ton</i>	40
<i>or</i>	<i>\$/ton</i>	30
<i>or</i>	<i>\$/ton</i>	20
<i>or</i>	<i>\$ Highest Cost/ton</i>	10
Contribution to Achievement of Targets		30
	<i>Project will moderately contribute to the achievement of three or more targets OR project will substantially contribute to the achievement of one or more targets.</i>	30
<i>or</i>	<i>Project will moderately contribute to the achievement of <u>two</u> targets. The project may also minimally contribute to one or more targets.</i>	20
<i>or</i>	<i>Project will moderately contribute to the achievement of <u>one</u> target. The project may also minimally contribute to one or more targets.</i>	10
<i>or</i>	<i>Project will minimally contribute to the achievement of one or more targets.</i>	5
Congestion Management Process (CMP) Strategy		10
<i>or</i>	<i>Includes CMP Strategies Tier 1-4</i>	10
<i>or</i>	<i>Includes CMP Strategies Tier 5-6</i>	5
TOTAL		100

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CMAQ: Project Life Effectiveness



Category	Project Effectiveness Life (Years)
Traffic Flow Improvements - Infrastructure (intersection improvements, roundabouts, etc.)	20
Traffic Signal Coordination	5
ITS Improvements	5
Bicycle/Pedestrian – On-or Off-Street Facilities	20
Bicycle/Pedestrian – Underpass/Overpass	50
Transit – Cleaner heavy-duty transit/urban bus	12
Transit – Electric Bus	18
Transit Improvements – Operational/Amenities	1-2
Other Alternative Fuel Vehicles	8
Diesel retrofits/Diesel Anti-Idling	5
Programming (ridesharing, car/vanpooling, TDM, etc.)	Varies, based on number of years being funded

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STBG Community Targets							
	Community	2019 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population-based Target	Allowable Additional 30%	Maximum Federal Request
Small Communities	Berthoud	8,939	1.7%	-	\$171,023	-	\$171,023
	Eaton	5,707	1.1%	-	\$109,187	-	\$109,187
	Evans	21,104	4.0%	-	\$403,766	-	\$403,766
	Garden City	248	0.0%	-	\$4,745	-	\$4,745
	Johnstown	15,106	2.9%	-	\$289,011	-	\$289,011
	LaSalle	2,337	0.4%	-	\$44,712	-	\$44,712
	Milliken	8,113	1.5%	-	\$155,220	-	\$155,220
	Severance	6,235	1.2%	-	\$119,289	-	\$119,289
	Timnath	4,915	0.9%	-	\$94,035	-	\$94,035
	Weld County	14,620	2.8%	-	\$279,713	-	\$279,713
	Windsor	31,815	6.0%	-	\$608,691	-	\$608,691
	<i>Small Community Set-Aside Fund</i>						\$1,139,696
	Small Community Total	119,139	22.6%	-	\$2,279,391	-	\$3,419,087
Large Communities	Fort Collins	170,318	32.4%	41.8%	\$2,781,894	\$834,568	\$3,616,462
	Greeley	108,633	20.6%	26.7%	\$1,774,360	\$532,308	\$2,306,668
	Loveland	77,553	14.7%	19.0%	\$1,266,714	\$380,014	\$1,646,728
	Larimer County	50,723	9.6%	12.5%	\$828,485	\$248,546	\$1,077,031
	Large Community Total	407,227	77.4%	100.0%	\$6,651,453	\$1,995,436	\$8,646,889
	Total	526,366	100.0%	-	\$8,930,844	-	\$12,065,976
<p>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.</p>							
Small Communities Overall Target							\$3,419,087
STBG Funding Percent							34.0%
Population Percent							22.6%
Large Communities Overall Target							\$6,651,453
STBG Funding Percent							66.0%
Population Percent							77.4%
RAQC Ozone Modeling Set-Aside							\$50,000
Total STBG Funding Available							\$10,120,540
<p>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.</p>							

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Scoring Criteria: STBG



Criteria	Small Communities	Large Communities
Safety	30	30
Mobility	20	25
System Preservation	15	10
Environmental Justice	15	20
Partnerships	15	10
Economic Development	5	5

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Scoring Criteria: STBG

STBG Scoring Criteria**	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
Safety:			
	Project achieves a reduction in traffic fatalities and serious injuries	30	30
	<i>The project scope's primary intent is to address the most prevalent crash types resulting in fatalities or serious injuries by implementing countermeasures that proven to reduce the indicated crash type</i>	30	30
or	<i>The project scope includes elements that will likely reduce crashes resulting in fatalities or serious injuries but does not include proven countermeasures</i>	20	20
or	<i>The project scope includes countermeasures proven to reduce the most prevalent crash type causing Property Damage only crashes.</i>	10	10
or	<i>The project may help reduce crashes but does not include countermeasures to specifically reduce crash types causing fatalities, serious injuries, or property damage only crashes.</i>	5	5
or	<i>The project has no intention to improve the safety of the transportation system.</i>	0	0
Mobility:			
	Project improves the multi-modal system and/or addresses congestion, reliability, and continuity.	20	25
	<i>Project increases the share of people using active transportation or adds to active transportation facilities in accordance with strategies and guidance within the Active Transportation Plan</i>	6	5
	<i>Project increases the share of people using transit by investing in projects that improves existing transit facilities or adding new transit facilities</i>	2	5
	<i>Project improves efficiency through ITS or operational improvements (contributes to Regional Performance Measure: Miles of Fiber for Connected Roadways)</i>	2	3
	<i>Project contributes to the achievement of Regional Performance Measures: Non-motorized facility miles, percent of Non-Single Occupant Vehicle Miles, Dily VMT Per Capita, travel time index on RSCs, Fixed Route Revenue Hours per Capita within Service Areas</i>	3	4
	<i>Project contributes to PM 3: System Performance</i>	3	4
	<i>Includes CMP Strategies Tier 1-4</i>	3	3
	<i>Includes CMP Strategies Tier 5-6</i>	1	1
	<i>Project improves multimodal access in an equity emphasis area (i.e. EJ area)</i>	4	5
	<i>Project contributes to environment and health and provides vulnerable populations with active transportation options and mitigate negative environmental impacts</i>	4	5

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Scoring Criteria: STBG	STBG Scoring Criteria**	Scoring Guidelines or Subcriteria	Small Communities	Large Communities
	System Preservation:			
	Project maintains the current system based on current pavement and bridge condition or contributes to state of good repair targets for transit		15	10
		<i>Project contributes to PM 2: Pavement and Bridge Condition on NHS</i>	0	5
		<i>Project contributes to maintaining or increasing the pavement or bridge condition on non-NHS roads</i>	15	0
		<i>Project contributes to Transit Asset Management Targets</i>	0	5
	Partnerships:			
	Project sponsored by at least two agencies contributing at least 10% of Federal funding request plus local match (excluding local overmatch)		15	10
		<i>Partnerships meet or exceed the 10% requirement</i>	15	10
		<i>Project includes partnerships that are below the 10% requirement</i>	5	2
11	Environmental Justice:			
	Project has positive impact on Census Tracts identified as higher than regional average of minority or low-income populations		15	20
		<i>Project addresses transportation issues in Environmental Justice (EJ) Areas or Communities of Concern (COC)</i>	4	5
		<i>Project scope includes mitigation strategies to offset undue burdens and/or has been vetted through local public involvement processes</i>	3	5
		<i>Project improves multimodal access in an equity emphasis area (i.e. EJ area)</i>	4	5
		<i>Project contributes to environment and health and provides vulnerable populations with active transportation options and mitigate negative environmental impacts</i>	4	5
	Economic Development:			
	Project leads to improvements for businesses and the freight network		5	5
		<i>Project located/addresses congestion on Colorado Freight Corridors (CFCs)</i>	2.5	2.5
		<i>Project addresses top segments for truck delay in the state (See Freight Northern Colorado (FNC))</i>	2.5	2.5
	Total		100	100

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Scoring Criteria: TA	TA Evaluation Criterion – Non-Motorized Projects		Possible Points
	Enhance Safety		20
	Provides a shared use path or enhanced separation from motorized vehicles <i>(12-foot paved path, protected bike lane = 8 points, 10-foot paved path = 6 points; less than 10-foot = 4 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 2011-2020 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
12	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

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TA Evaluation Criterion – Non-Motorized Projects - Continued		Possible Points
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 an EJ Low Income AND Minority Block Group (Yes = 3, No = 0)		3
Project is located within a ½ mile of an EJ Low Income OR Minority Block Group (Yes = 3, No = 0)		3
Project is located within a ½ mile of a designated Community of Concern (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 FY2024 and FY2025, 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 Active Transportation Corridor Visions in Chapter 4 of the 2021 Regional Active Transportation Plan (ATP) (including preferred and alternative alignments, key local connection needs, crossing needs, etc.)		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

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TA Application Changes



2018 Required Attachments

- A – Description of proposed project
- B – Maps, plans and photographs
- C – Evidence of eligibility by project category
- D – Benefits of proposed project
- E – Environmental Review
- F – Budget and implementation schedule signed by CDOT
- G – Proposed maintenance plans, agreements, covenants
- H – Resolutions of community financial support and letters of approval
- I – Right-of-way or legal property description

2021 Proposed Attachments

- Project location map (plans and photographs may also be included)
- Environmental Review
- Detailed cost estimate per (if applicable) and by phase
- Letter of Support from Mayor/Town Administration
- Environmental Justice Analysis Worksheet

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References



- **Goals and Performance Measures**
 - Regional Corridors
 - Federal Aid Eligibility
 - Performance Measure Impact Worksheet
- **Safety**
- **Project life Effectiveness**
- **Environmental Justice**
 - EJ Area map
 - Community of Concern Map
 - Environmental Justice Analysis Worksheet
- **Data**
 - Crash Data 2011-2019
 - EJ Areas and Communities of Concern
 - RSC/RATC/RTC

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Next Steps



- **Comments on Guidebook Due – 5:00 PM August 31**
- **September Planning Council**
 - **Guidebook review and Call process discussion**
- **September TAC/October Planning Council**
 - **Action on Call for Projects process**
- **October 8, 2021**
 - **Call for Projects opens**

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[Call for Projects: Guidebook Elements](#)


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Questions?



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		<h2>What is TDM?</h2>	 <p>North Front Range Metropolitan Planning Organization</p>
<ul style="list-style-type: none">• A set of strategies aimed at maximizing traveler choices while minimizing congestion• Adaptable and flexible, not one-size-fits-all• Offering choices, not mandating requirements• More than <i>Employee Traffic Reduction Programs (ETRP)</i>			
2			Title

What are examples of TDM?



Image credit: [TDOT](#)
Title

3

What are overarching benefits to TDM?



- Reduce Overhead Costs
- Enhance Employee Recruitment and Retention
- Expand Employee Benefits at Low/No Cost
- Enhance Corporate Image
- Solve Localized Transportation Problems
- Expand service hours
- Lower absenteeism and tardiness
- Increase employment opportunities for individuals with disabilities and others unable to meet traditional work hours
- Reduce employee stress
- Enhance employee productivity

Taken from [Quantifying the Business Benefits of TDM](#)

4

Title

Financial Incentives



Commuter Tax Benefits

Employees can have the monthly cost of their commute deducted from pay before taxes

- Reduced federal payroll taxes
- More take-home pay for employees
- More info:
<https://commutingsolutions.org/wp-content/uploads/Pre-tax-benefit-FAQ-sheet1.pdf>



Reduced parking costs

Building and maintaining parking can be expensive:

- A single surface parking space costs about \$3,000 to build, plus annual maintenance, taxes, and opportunity costs
- A space in a covered parking structure costs a minimum of \$20,000 per space to build and at least another \$150/year to maintain.

5

Title

Economic Benefits



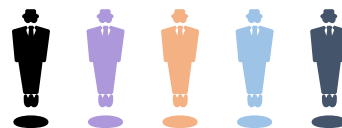
Enhanced Corporate Image

Employers with environmental image problems and/or difficulties with their neighbors often seek to mitigate the problems with TDM strategies

Diverse Workforce

Increase employment opportunities for those unable to meet traditional work hours or commutes

- Opens up workforce to individuals with disabilities, people who live farther away, etc.
- Expands hours of operation if people can work at different hours, availability



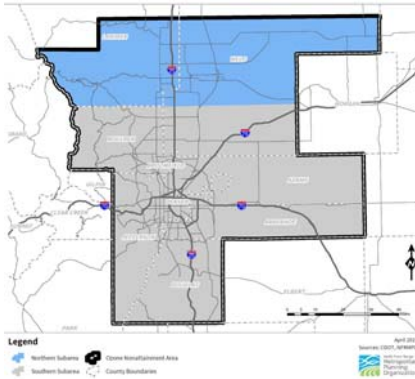
6

Title

Regional Benefits

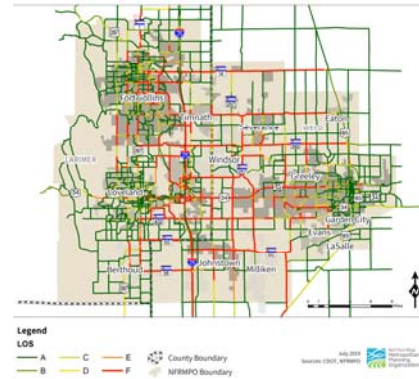


Air Quality



Congestion

(Choices)



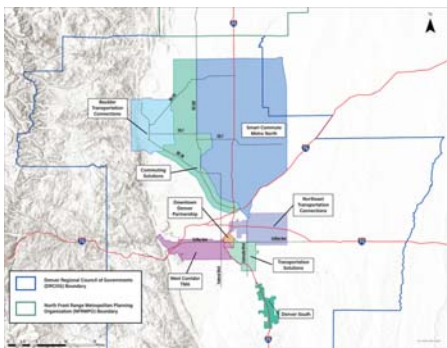
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Title

Examples of TDM in Colorado



Transportation Management Areas



waytogo
A program of DRCOG

EcoPass



VanGo



8

Title

TDM in our Region Discussion



- Needs to be a partnership between communities and businesses
- What is the MPO's role?
- How do we define success? How do we measure success?
- Can we position our region for funding from SB260 and federal programs?

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Title

Conversation so far



- NFRMPO staff met with:
 - CDOT
 - Fort Collins Chamber of Commerce
 - Weld County, Upstate Colorado, Greeley Chamber of Commerce, NCLA
 - NFRMPO TAC
 - CAMPO (Austin, TX)

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Title

Questions



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**Executive Summary of the
North Front Range Metropolitan Planning Organization
Long Range Planning Subcommittee of the
Community Advisory Committee**

August 12, 2021

Attendees: Louisa Andersen, AnnaRose Cunningham, Alex Gordon, Kathleen Mitchell, Cliff Moore, Gary Strome

What is the RTP?

Gordon presented an overview of the Regional Transportation Plan (RTP) is, highlighting that it is federally required to be updated every four years with a minimum 20-year planning horizon. The upcoming update to the RTP is scheduled to kick off in October 2021 and be adopted in September 2023. Gordon outlined the structure of the RTP, the timeline for plan development, and the associated plans which will be adopted during the development of the RTP.

The first step in RTP development is outlining the value statement and goals which will guide the plan. The value statement and goals are intended to reflect the priorities of the region and the group discussed how multimodal priorities are leveraged against available funding and local needs. Gordon presented an overview of how the RTP will be organized and stated this plan will focus on trends; what the transportation system looks like now and what the transportation will look like in the future. The group expressed support for focus areas such as safety, incident management, resiliency, initiatives, and technology.

Role of the Long Range Planning Subcommittee?

Gordon stated the vision for the Long Range Planning Subcommittee is to help refine the values and goals to help identify regional priorities and to provide input on topics people in the community would like to focus as well as helping identify how outreach can be conducted during the development of the plan.

Outreach

Gordon outlined the four proposed phases of outreach for the RTP: Goal and Problem Identification, Goal Ranking and Corridor Visions, Scenarios and Projects, and Education. Further discussion of outreach tools and methods will take place at later Long Range Planning and Outreach and Inclusive Planning Subcommittee meetings.

Next Steps

NFRMPO staff will create a Google Document identifying the values and goals for the Subcommittee to provide detailed feedback on. The Document will be sent out the week of August 16 giving the Subcommittee three weeks prior to the next Community Advisory Committee to provide feedback.

The meeting adjourned at 7:01 p.m. The next Community Advisory Committee (CAC) meeting will be held on September 9, 2021.