



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

August 18, 2021

1:00 – 3:30 p.m.

-
- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (*2 minutes each*)**
 - 3. Approval of July 15, 2021 Meeting Minutes (*Page 2*)**
-

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates**

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEMS

No Items this Month.

PRESENTATIONS

No Items this Month.

DISCUSSION ITEMS

- | | |
|------------------------------------------------------------|------------|
| 2) 2021 Call for Projects Guidebook (<i>Page 7</i>) | Cunningham |
| 3) NFRMPO TDM Planning (<i>Page 57</i>) | Gordon |

PARTNER REPORTS

- | | |
|--------------------------------------------------------------|------------------------------|
| 4) NoCo Bike & Ped Collaborative (<i>Page 58</i>) | <i>Written Report</i> |
| 5) Regional Transit Agencies | |
| 6) Senior Transportation Updates | Schmitt |

REPORTS

- | | |
|--------------------------------------------------------------------|------------------------------|
| 7) August Planning Council Meeting Summary (<i>Page 59</i>) | <i>Written Report</i> |
| 8) Roundtable | All |

-
- 4. Final Public Comment (*2 minutes each*)**
 - 5. Next Month's Agenda Topic Suggestions**
 - 6. Next TAC Meeting: September 15, 2021**

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

Virtual Meeting

**July 21, 2021
1:01 p.m. – 3:04 p.m.**

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Richard Coffin – CDPHE-APCD
Jessica Ferko – RAQC
Josie Hadley – CDOT
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Adam Olinger - Town of Berthoud

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Alex Gordon
Hanna Johnson
Becky Karasko
Suzette Mallette
Cory Schmitt

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Pepper McClenahan – Milliken
Town of Eaton
Town of LaSalle

IN ATTENDANCE:

Cassie Archuleta – Fort Collins
Abdul Barzak – Severance
Jamie Grim - CDOT
Katie Guthrie – Loveland
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Kay Kelly – CDOT
Katrina Kloberdanz - CDOT
Lauren Light – Weld County
Evan Pinkham – Weld County
Skyler Potocek – Northern Colorado Clean Cities
Jan Rowe – CDOT
Carrie Tremblatt – CDOT
Rebecca White – CDOT

CALL TO ORDER

Chair Nelson called the meeting to order at 1:01 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JUNE 17, 2021 TAC MINUTES

Klockeman moved to approve the June 17, 2021 TAC minutes. Anderson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft stated the NFRMPO has submitted its Prehearing Statement and is working on rebuttal for the Employee Traffic Reduction Program (ETRP) rulemaking. APCD staff is revising rule to make ETRP more voluntary. Bornhoft noted employers would still be required to survey employees, but

employers will no longer be required to create a plan or meet targets. CDOT expects to have the Greenhouse Gas (GHG) Emissions rule text available soon. Bornhoft noted NFRMPO staff invited CDOT present to TAC on the GHG rule once the rule text has been released.

Ferko noted it has been a hot and dry summer, with three monitors above the 75 ppb standard and an additional five above 70 ppb.

CONSENT AGENDA

No items this month.

ACTION ITEM

July 2021 TIP Amendment – Cunningham stated this action will amend the FY2022-2025 TIP, which became effective July 1, 2021. There were two requests to add the *WCR13 Alignment Improvements* project and the *Transport Maintenance Facility Repairs* project. Public comment opened July 14 and closes August 13. Oberschmidt moved to approve the July 2021 TIP Amendment to the FY2022-2025 TIP. Baxter seconded the motion, which was approved unanimously.

PRESENTATIONS

GHG Roadmap Transportation Elements Update – Kay Kelly, CDOT Office of Innovative Mobility Chief, stated HB19-1261 set targets to reduce the State's Greenhouse Gas (GHG) Emissions compared to a 2005 baseline. HB19-1261 led to the GHG Reduction Roadmap, which includes strategies for a variety of industries and sectors to reduce emissions to meet the targets. Kelly noted to reach the targets set by HB19-1261, all sectors need to make reductions. Kelly provided more detail on the seven transportation strategies, including the creation of GHG pollution standards for MPO and Statewide plans, indirect source standards for new development, TDM/trip reduction requirements, expanding public transit, incentivizing certain land use decisions, a clean trucking strategy, and new revenue.

Colorado has undertaken a stakeholder process to develop a Clean Truck Strategy. Colorado has a low rate of vehicle turnover, meaning old trucks remain on the road for longer. Kelly explained the need to invest in electric vehicle charging along freight corridors; taking advantage of existing programs like SmartWay; having CDOT and the State lead by example by investing in electric fleets; and investigating the adoption of an Advanced Clean Truck standard. Kelly stated CDOT is nearing completion on the technical analysis on Colorado's medium and heavy-duty sector and will reconvene their Clean Truck Stakeholder Group.

Kelly noted SB21-260 will provide public investment to support the shift in fuel type.

Kelly stated there is a need to pair the investment in clean transportation technology with the reduction in the need to drive overall. CDOT will encourage TDM strategies. Kelly stated AQCC is working on the ETRP rulemaking, which will have co-benefits with the SIP that RAQC is developing. CDOT is investing in providing commuters with more choices, specifically through investments in mobility hubs, walking and biking, Front Range Passenger Rail, and Bustang expansion.

Rebecca White, CDOT Division of Transportation Development Director, explained CDOT will be meeting with recipients of the Revitalizing Main Streets grants to better understand how those investments impacted land use. White explained the GHG Pollution rulemaking will include a Greenhouse Gas standard for planning based on outreach. MPOs and CDOT will have a shared role. In July, the Transportation Commission (TC) gave approval to initiate the rulemaking process. TC noted the need for enough time to receive public input. CDOT anticipates releasing the rule for feedback in mid-August for a 60-day period with a minimum of five public hearings with adoption in late September.

Kelly explained Indirect Sources are defined as developments that generate and attract vehicle activity. These indirect sources require mitigation efforts like electrification, TDM, and combating idling. This strategy is expected to occur in 2022.

Bornhoft asked whether fleet turnover would account for approximately half of the 12.7M metric tons needed to meet the GHG Pollution Roadmap budgets, and Kelly agreed. Bornhoft asked if calculations have been done for each strategy to identify whether it could account for the other half of needed reductions. White noted each strategy would be needed to achieve the target, but CDOT does not know the exact amount reduced by each strategy. Each strategy will have to go through a similar process to identify what is feasible and how the regulation would work.

Klockeman asked to clarify whether the Greenhouse Gas Pollution standards apply to local or MPO plans. White stated the standards would apply to CDOT plans and for MPO plans and would not apply to local communities. Klockeman stated fleet replacements have been delayed due to budgets, and many companies are buying old fleet vehicles. Kelly responded CDOT has identified programs around the country, including fleet matching and other innovative strategies. Klockeman asked for clarification about the status of Front Range Passenger Rail. Karasko responded no alignment has been officially decided so future land use decisions have not been directly impacted.

DISCUSSION/ACTION ITEMS

US287 Intersection Improvements Scope Change – Cunningham stated Fort Collins is requesting to change the scope of the previously funded *US287 Intersection Improvements* project. Cunningham explained the updated policy is to have TAC decide whether a scope change is minor and can be completed as a TIP modification or if the scope change is major and must be reviewed by Planning Council and completed as an amendment. Buckman explained the Fort Collins Traffic Department determined Columbia Rd. and Harvard St. are a higher priority than Rutgers St. and Swallow Rd. Buckman noted funding has been appropriated by the Fort Collins City Council. TAC members agreed the scope change was minor because it contained the same number of intersections with no funding change. Klockeman moved to approve processing the scope change as a TIP modification without further review. Oberschmidt seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2021 Call for Projects Guidebook Elements Discussion – Cunningham stated Planning Council approved the \$5M CMAQ set-aside for North I-25, decided not to create the percentage allocation program for bicycle and pedestrian projects, and agreed to revise scoring criteria to help bicycle and pedestrian projects be more competitive. Planning Council also agreed to keep population limits for the STBG program while allowing each community to apply for at least \$1M. Cunningham noted there is approximately \$5.2M in CMAQ, \$10.1M for STBG, and \$602K for TA. Cunningham reviewed the proposed schedule, which will include more TAC and Council discussions, the Call being open for eight weeks, and Council approval in March 2022. Cunningham reviewed the STBG request limits and community targets based on updated population information and current funding estimates. Cunningham requested TAC feedback on whether the CMAQ request limits should be \$5M, half of the total CMAQ funding, or \$2.6M, half of what would be available after the I-25 Set-Aside. TAC agreed \$2.6M would create less confusion.

Cunningham reviewed proposed changes to the scoring criteria based on the survey TAC completed in September 2020. CMAQ projects would be scored in three sections: Cost Effectiveness and Project Effectiveness Life, Contribution to Achievement of Targets, and CMP strategies. Thresholds for cost effectiveness would be determined based on the projects that were submitted. Project effectiveness life as proposed in the handout is based on several sources, including FHWA guidance. Klockeman asked to clarify

some of the project lifetimes. Cunningham stated the years can be adjusted based on feedback from TAC. Baxter asked whether transit should be eligible for as many points. Klockeman suggested creating a level between greatly and marginally impacting targets and define what each level means. CMP Strategies are a new CMAQ criterion for this Call. Baxter and Klockeman suggested including Tier 4 CMP Strategies with Tiers 1-3.

STBG scoring is based on whether the applicant is a small or large community and would be scored under the following categories: Safety, Mobility, System Preservation, Partnerships, Environmental Justice, and Economic Development. Klockeman recommended eliminating the ability to provide zero points for projects that have no intention to improve safety, as those projects would not be proposed. TAC members preferred subcriteria for safety based on level of safety improvement. TAC members discussed combining the bicycle and pedestrian scoring subcriteria under the Mobility criteria with transit into one category or highlighting the increase in users; redistributing small community TAM points because no Small Communities have eligible transit; reducing the number of eligible points for EJ; and increasing points for partnerships. TAC members should reach out to Cunningham with suggestions to be incorporated. Baxter asked how project effectiveness would be impacted by a project with multiple improvements. Bornhoft responded there are different modules to use and calculate the benefits and each component could have its own project lifetime.

Cunningham noted only minor changes have been made to TA scoring based on NoCo priorities.

Cunningham reviewed the next steps for the Call for Projects. Staff will draft the Guidebook and there will be four meetings to discuss and approve the Guidebook and Call Process: TAC Discussion in August, Council Discussion in September, TAC Action in September, and Planning Council approval in October. The Call for Projects will open the day after the October Planning Council meeting.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – A written report was provided. Gordon stated he would be the interim NFRMPO staff working with the NoCo Bike & Ped Collaborative.

Regional Transit Agencies – Rowe stated Bustang Outrider from Sterling to Greeley/Denver should launch in mid-late August, and will include stops at the UCHHealth Greeley campus, North Colorado Medical Center (NCMC), and Greeley Regional Transportation Center. Mallette noted the Planning Council will nominate a representative to the Nonattainment Area Enterprise in August.

Mobility Program Updates – Schmitt stated the RideNoCo website is underway and is expected to go live in August. The Call Center will officially launch simultaneously. The Rider's Guides have been updated to match the RideNoCo branding. There will be a joint LCMC/WCMC meeting at the Windsor/Severance Library on August 24. Via Mobility Services is launching a pilot transit service in southern Larimer and southern Weld on August 2 through the end of the year. NFRMPO Mobility staff have been doing outreach. Via has registered the first rider from the Milliken Senior Center.

REPORTS

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

Community Advisory Committee (CAC) Summary – A written report was provided.

Mobility Committee Updates – A written report was provided.

Q2 2021 TIP Modifications – A written report was provided.

CDOT Inactives Report – A written report was provided.

ROUNDTABLE

Bornhoft stated there was a follow-up meeting held on July 12, 2021 to discuss the Regional Travel Demand Model RFP, which will go out later this month.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions

Meeting adjourned at 3:04 p.m.

Meeting minutes submitted by: Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 18, 2021 as a virtual meeting.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: August 18, 2021

Re: 2021 Call for Projects Guidebook

Background

The 2021 Call for Project to award FY2024 and FY2025 funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) programs, as well as remaining FY2021 SYBG and TA funds, will be held this fall. The Draft Guidebook for the Call for Projects is attached and linked below along with project application for all three funding programs. The Draft Guidebook identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program.

The [2021 Draft Call for Projects Guidebook](#) carries forward most of the policies from the [2018 Call for Projects](#). Substantial changes include:

- Inclusion of a \$5M CMAQ Set-Aside in FY2025 for North I-25 and setting the request limit for CMAQ to be 50 percent of the remaining CMAQ funds available for allocation.
- Revisions to CMAQ (p. 10) and STBG (p. 15) scoring criteria, including:
 - New scoring criteria categories;
 - Criteria weights for small and large communities; and
 - Addition of scoring subcriteria and scoring guidelines.
- Inclusion of Environmental Justice (EJ) criterion in the scoring for all three funding programs and requirement for each project applicant to submit an EJ Analysis with each application (p. 36).
- Addition of the requirement for each application to include a Performance Measure Impact Worksheet (p. 27).
- Requirement that the scoring committee for the CMAQ and STBG programs must include one representative from each agency applying for funding (p. 6).
- Additional references to assist with the application process (p. 33-40).
- Lessening TA application attachment requirements to match the requirements for STBG (p. 19).

At the July TAC meeting, TAC reviewed and discussed the scoring criteria, subcriteria, and scoring guidelines, possible point allocations for STBG projects for small and large communities, and project life effectiveness limits for CMAQ Cost Effectiveness analysis. TAC should review the updated scoring criteria tables (**Table 4**, **Table 7**, and **Table 10**) and Project Life Effectiveness Table (**Table 17**) and contact Staff to provide feedback.



Minor updates have been made to the CMAQ, STBG, and TA applications including provisions for FY2021 TA and STBG funds being rolled into the Call, and the Goals, Objectives, Performance Measures and Targets sections. Additionally, to lessen the burden of the TA project application, Staff and NoCo Bike and Ped Collaborative are requiring the same attachments for TA applications as are required for STBG applications.

Action

Staff requests TAC review the *Draft 2021 Call for Projects Guidebook* and be prepared to discuss during the meeting. Additional comments or feedback on the *Draft 2021 Call for Project Guidebook* can be submitted to AnnaRose Cunningham (arcunningham@nfrmpo.org) by **5:00 p.m. on August 31, 2021**. The Call for Projects Process and Guidebook will be a discussion item at the September 2, 2021 Planning Council meeting and an Action Item at the September 15, 2021 TAC Meeting and October 7, 2021 Planning Council meeting.

Attachments

1. *2021 Draft Call for Projects Guidebook*
2. Updated CMAQ, STBG, and TA Applications

2021 Call for Projects Guidebook

Draft

Project Selection for the NFRMPO CMAQ, STBG, and TA Programs in FY2024 and FY2025

8/11/2021



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Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will release a Call for Projects in the fall of 2021 for funding in FY2024 and FY2025. 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 FY2023-2026 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.

Section 1: Call Overview

1.1 Available Funding

A total of \$20.9 Million in federal funding is estimated to be available in FY2024 and FY2025, as shown in **Table 1**. The funding estimates will be updated, as necessary, based on current estimates of available funds.

In January 2021, the NFRMPO was allocated approximately \$4.3M in stimulus funds 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. In July 2021, the NFRMPO Planning Council allocated the unprogrammed STBG funds to partially funded and waitlisted projects from the FY2020-2021 Call for Projects and agreed the remaining unprogrammed STBG and TA funds would be rolled into the FY2024-2025 Call for Projects. The additional funding can be awarded to projects in FY2024, FY2025, or an earlier year if a local agency has a need.

The NFRMPO Planning Council has agreed to two funding set-asides in the FY2024-2025 Call for Projects. In 2018, the Planning Council agreed to set aside \$25,000 in STBG funding per year for four years, totaling \$50,000 from the FY2022-2023 Call for Projects and \$50,000 from the FY2024-2025 Call for Projects, to the Regional Air Quality Council (RAQC) for ozone modeling. In July 2020 the Planning Council agreed to set aside \$5,000,000 FY2025 CMAQ funding for North I-25. These totals are reflected in the Set-Aside column of **Table 1**. The total funding available during the FY2024-2025 Call for Projects including the additional funds available from 2021 and excluding the funds being set aside are reflected in the Funding Available for Allocation column of **Table 1**.

Table 1. Estimated Federal Funding for the 2021 Call for Projects

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

1.2 Schedule

The Call for Projects schedule is designed to allow Planning Council Action on the recommended projects in March 2022. Following Planning Council approval of the projects, the FY2023-2026 TIP and associated air quality conformity will be completed in March through May 2022. See **Table 2** for milestones for the 2021 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 orange 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 October 29, 2021 to ensure the project conforms to the Regional ITS Architecture as required by 23 CFR 940¹. Applicants with projects that touch a state highway must submit a mini-application to CDOT by October 29, 2021 and submit a CDOT letter of support with their final application to the NFRMPO. 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.

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

Table 2. 2021 Call for Projects 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

NFRMPO staff is available for technical assistance prior to Friday December 2, 2021.

1.3 Requirements for all Projects

NFRMPO staff is available for technical assistance prior to (date).

Project applications must demonstrate how the project is consistent with current NFRMPO planning documents. Roadway projects must be on a federal-aid eligible portion of a Regionally Significant

Corridor (RSC) identified in the *2045 Regional Transportation Plan (RTP)*² and must be consistent with the 2045 RTP corridor vision. Bicycle and pedestrian trail projects must impact a Regional Active Transportation Corridor (RATC) identified in the *2021 Active Transportation Plan*. For maps of RSCs by federal-aid eligibility and RATCs, see **Figures 2-4** in **Section 5** (pages 30-32). All projects must be consistent with other local, state, and regional plans, as applicable.

The project must also support the 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 either an MPO-specific performance measure and/or a federally required 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.

In anticipation of the proposed CDOT rulemaking on Greenhouse Gas (GHG) emission budgets based on strategies identified in the *Colorado Greenhouse Gas Pollution Reduction Roadmap*³, all selected projects may be required to submit data inputs for GHG reduction analysis to be completed by NFRMPO staff.

1.4 Scoring Committees

TA applications related to active transportation infrastructure will be scored by the NoCo Bike and Ped Collaborative (NoCo) at a separate scoring meeting. Applications for CMAQ, STBG, and any environmental or historic TA project will be scored by a committee consisting of one representative from

² *2045 RTP*: Chapter 3, Section 2 - Vision plans, <https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>, 2019

³ *Colorado Greenhouse Gas Pollution Reduction Roadmap*, https://drive.google.com/file/d/1jzLvFcrDryhhs9ZkT_UXkQM_0LiiYZfq/view, January 14, 2021.

each agency applying for funding and interested members of the Technical Advisory Committee (TAC). Each NFRMPO member entity will only be allowed one vote on the Scoring Committee, any additional representatives will be non-voting. 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 Available Funding

Table 3: Available CMAQ Funding

Program	Rolled Funding	FY2024	FY2025	Federal Funding Subtotal	Set-Aside	Funding Available for Allocation
CMAQ	\$0	\$5,038,797	\$5,038,943	\$10,077,740	\$5,000,000	\$5,077,740

2.2 Eligible Applications

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.⁴

2.3 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

⁴ “Public-Private Partnerships”, **FHWA-HEP-18-017**, https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/, 2017

- 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

2.4 Project Requirements

All CMAQ project submissions must include a complete application, air quality data request form, air quality benefit worksheet, project location map, environmental justice (EJ) analysis worksheet, 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.
- ☐ Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway) or Regional Transit Corridor (RTC)(transit) as identified in the *2045 RTP* or Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the *2021 Active Transportation Plan (ATP)* (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 470.⁵
- ☐ Local match of 17.21 percent (*exceptions noted on page 9*)
- ☐ Address at least one federally required Performance Measure (see **Section 5**)
- ☐ Consistent with the *2045 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

⁵ 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.

- ☐ Sponsors can apply for up to \$2,538,870, which is 50 percent of the CMAQ funding available (\$5,077,740)
- ☐ **Sponsors must submit a project description to the NFRMPO no later than October 29, 2021 to receive CMAQ Emission Worksheets**
- ☐ **Project does not require the issuance of a vehicle Buy America waiver**
- ☐ ITS projects must conform to the Statewide ITS Architecture⁶ and Region 4 ITS Plan⁷ as required by 23 CFR 940⁸ and the CDOT Region 4 Smart Mobility Regional Plan⁹.

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.

⁶ CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

⁷ CDOT Region 4 ITS Plan, <https://nfrmpo.org/wp-content/uploads/Final-Region-4-ITS-Plan-Update-061120.pdf>, June 2020.

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

⁹ CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

2.5 Project Scoring

Table 4. Congestion Mitigation and Air Quality (CMAQ) Scoring

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>	<i>60</i>
<i>or</i>	<i>\$/ton</i>	<i>50</i>
<i>or</i>	<i>\$/ton</i>	<i>40</i>
<i>or</i>	<i>\$/ton</i>	<i>30</i>
<i>or</i>	<i>\$ /ton</i>	<i>20</i>
<i>or</i>	<i>\$ Highest Cost/ton</i>	<i>10</i>
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>	<i>30</i>
<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>	<i>20</i>
<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>	<i>10</i>
<i>or</i>	<i>Project will minimally contribute to the achievement of one or more targets.</i>	<i>5</i>
Congestion Management Process (CMP) Strategy¹¹		10
<i>or</i>	<i>Includes CMP Strategies Tier 1-4</i>	<i>10</i>
<i>or</i>	<i>Includes CMP Strategies Tier 5-6</i>	<i>5</i>
TOTAL		100

*Cost effectiveness scoring thresholds will be calculated based on cost effectiveness of submitted projects.

¹¹ 2019 Congestion Management Process, <https://nfrmpo.org/wp-content/uploads/2019-cmp.pdf>, July 2019.

2.6 CMAQ Emission Calculations

The Colorado Department of Transportation (CDOT) has developed the Congestion Mitigation and Air Quality (CMAQ) Guidebook for Air Quality Benefits Reporting which was updated in September 2020. The document describes the recommended process for calculating air quality benefits of projects funded with CMAQ federal funds. The Guidebook was developed in coordination with the Denver Regional Council of Governments (DRCOG), the Upper Front Range Transportation Planning Region (UFRTPR), the NFRMPO, and CDOT. The purpose of the document is to provide information required for consistent air quality benefits calculations needed by CDOT, the Planning Regions, and CMAQ project applicants.

The Guidebook outlines the tools to use for each of the different project types which are eligible for CMAQ funding as shown in **Table 5**. The full Guidebook for Air Quality Benefits Reporting which includes example calculations and input details is available upon request.

Table 5: Recommended Tools by Project Type

FHWA CMAQ Tools	Mobility Lab TDM ROI Calculator	GREET/AFLEET	EPA Diesel Emissions Quantifier
<ul style="list-style-type: none">• Bicycle and Pedestrian Facilities• Transit Bus Service and Fleet Expansion• Transit Bus Replacement/Retrofit• Carpooling/Vanpooling• Intersection Improvements• Traffic Signal Synchronization• Roundabouts	<ul style="list-style-type: none">• Travel Demand Management Programs (Combined with AFLEET)	<ul style="list-style-type: none">• Travel Demand Management Programs (Combined with TDM ROI Calculator)• Alternative Fuels• Idle Reduction• Truck Stop Electrification	<ul style="list-style-type: none">• Engine Replacements• Engine Retrofits• Nonroad, Locomotive, and Marine Engine Projects

Section 3: Surface Transportation Block Grant (STBG)

3.1 Available Funding

Table 6: Available STBG Funding

Program	Rolled Funding	FY2024	FY2025	Federal Funding Total	Set-Aside	Funding Available for Allocation
STBG	\$2,276,057	\$3,911,925	\$3,932,558	\$10,120,540	\$50,000	\$10,070,540

3.2 Eligible Applications

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.

3.3 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.

3.4 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
- ☐ Infrastructure projects must be on a Regionally Significant Corridor (RSC) (roadway), or Regional Transit Corridor (RTC)(transit) as identified in the 2045 RTP or Regional Active Transportation Corridor (RATC)(bike/ped/trail) as identified in the 2021 Active Transportation Plan (ATP) (see **Section 5**)
- ☐ Consistent with the *2045 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 470.¹²
- ☐ Local match of 17.21 percent (exceptions noted on page 14)
- ☐ 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**

¹² 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.

- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see **Table 8**)
- **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>.

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).

3.5 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 7: Surface Transportation Block Grant (STBG) Scoring

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, Daily 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

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
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

Point values in **bold indicate criteria which add up to total points possible. Subcriteria (points which cumulatively add up to criteria value) and scoring guideline (levels of scoring options) are indicated in *italics*.

3.6 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 2021 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 8**. 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 \$3,419,087 and the overall target for large communities is \$6,651,453. For all other eligible entities, the maximum request limit is the pool total (\$10,120,540) and there is no funding target.

Table 8. STBG Community Targets

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

Section 4: Transportation Alternatives (TA)

4.1 Available Funding

Table 9: Available TA Funding

Program	Rolled Funding	FY2024	FY2025	Federal Funding Total	Set-Aside	Funding Available for Allocation
TA	\$85,264	\$258,536	\$259,824	\$603,624	\$0	\$603,624

4.2 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.

4.3 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

4.4 Project Requirements

All TA project submissions must include a complete application, including description and benefits of proposed project, maps, plans and photographs; evidence of eligibility by project category; environmental review; detailed cost estimates; letters of approval or resolutions of support; and performance measure impact and environmental justice analysis worksheets. 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 active transportation facilities, it must impact a Regional Active Transportation Corridor from the *2021 NFRMPO Active Transportation Plan (ATP)*
- ☐ Local match of 17.21 percent
- ☐ Address at least one 2045 RTP Performance Measure
- ☐ If project is related to active transportation facilities, it must be consistent with the corridor visions from the *2021 ATP*
- ☐ Project must be within the NFRMPO Boundary
- ☐ 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: \$603,624
- ☐ **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>.

4.5 Project Scoring

Non-motorized TA applications will be scored according to the criteria, subcriteria, and weighting in **Table 10**. These criteria were reviewed by the NoCo Bike and Ped Collaborative and are based on the criteria from the 2018 NFRMPO Call for Projects and the FY2021-FY2023 CDOT Transportation Alternatives Program (TAP) scoring system.¹³

Historic/Scenic transportation activities and environmental mitigation projects will be scored according to the criteria and weighting used in the FY2021-FY2023 CDOT TAP Call, as shown in **Table 11** and **Table 12**, respectively.

¹³ Transportation Alternatives Program Guidelines and Application <https://www.codot.gov/programs/planning/assets/grants/tap/TAP-guidelines.pdf>, 2019.

Table 10. 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 (12-foot paved path, protected bike lane = 8 points, 10-foot paved path = 6 points; less than 10-foot = 4 points)	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
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

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

Table 11. 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 12. 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 13** 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 13. 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 ¹⁴	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 ¹⁵	NHS

¹⁴ 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](#).

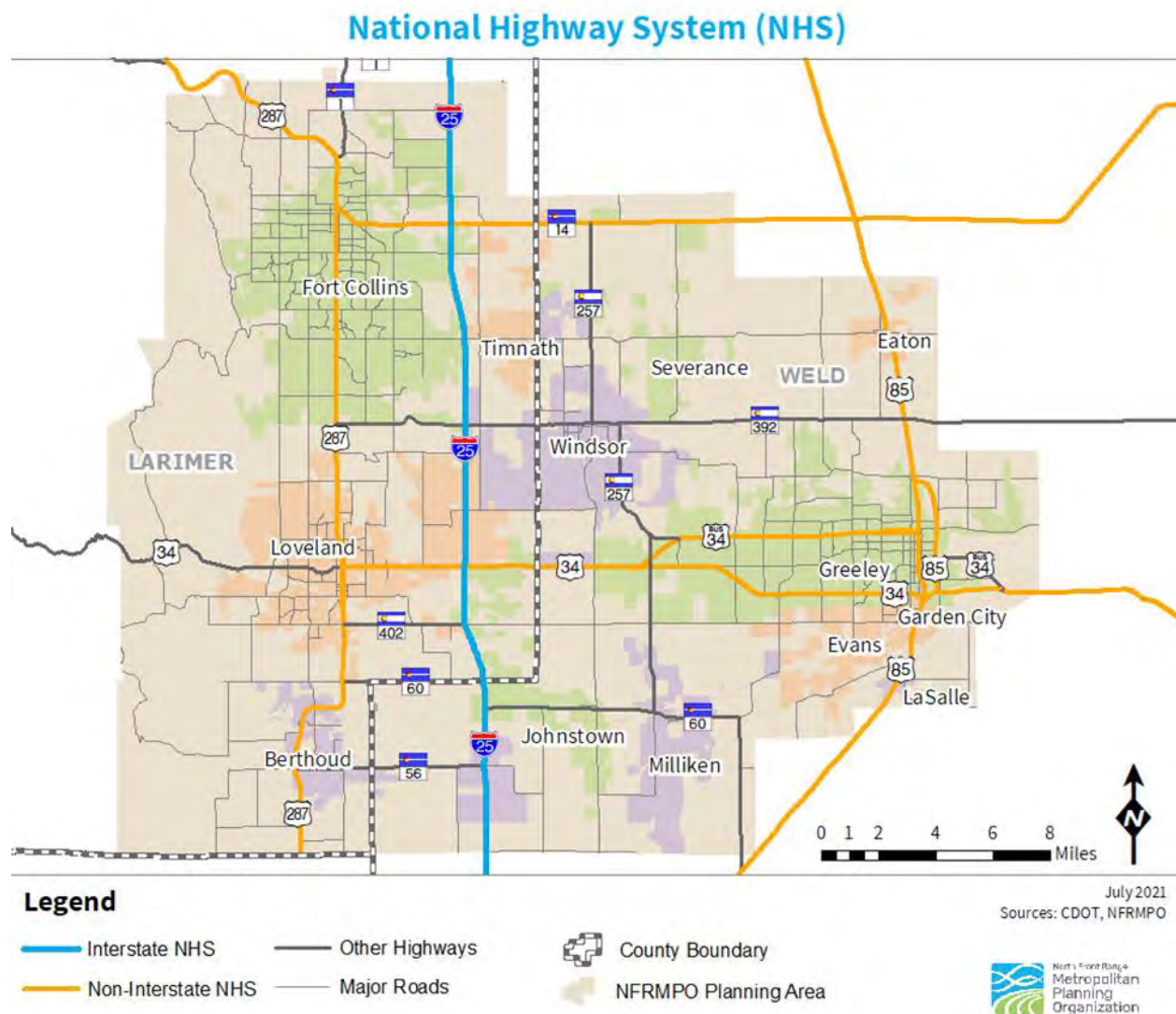
¹⁵ Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

Performance Area	Performance Measure	Coverage
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ¹⁶	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ¹⁷	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	

¹⁶A 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.

¹⁷ 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 support either an MPO-specific performance measure and/or a federally required performance measure. 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 14**.

Table 14. 2045 RTP MPO-Specific Measures and Targets

Performance Measure	Target
Population within Publicly-Operated paratransit and demand response service area within the NFRMPO Boundary	At least 75%
Fixed-route revenue hours per capita within service areas	Increase by 10%
Non-motorized facility miles	Increase by 50%
Percent of non-single occupant vehicle commute trips	At least 25%
Daily VMT per capita	Daily VMT per capita ≤ 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

To better integrate the performance measure impact into the Call for Projects and to prepare the scoring committee to assign scores relating to performance measures, applicants must complete a Performance Measure Impact Analysis with their application. **Table 15** for the Performance Measure Impact Worksheet.

Table 15: Performance Measure Impact Analysis Worksheet

Performance Measure	Level of Impact (Substantial, Moderate, Minimal)	Impact Description (Quantitative or Qualitative)
Highway Safety (all public roads)		
Number of Fatalities		
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 (NHS)		
Percentage of pavement on the Interstate System in Good Condition		
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 (NHS)		
Percentage of NHS bridges classified as in Good Condition		
Percentage of NHS bridges classified as in Poor Condition		
System Reliability (NHS)		
Percent of person-miles traveled on the Interstate System that are reliable		
Percent of person-miles traveled on the non-Interstate NHS that are reliable		
Freight Movement (Interstate)		
Truck Travel Time Reliability Index		
CMAQ Emissions (Non-attainment areas)		
VOC Reduction		
Carbon Monoxide Reduction		
Nitrogen Oxides Reduction		

Performance Measure	Level of Impact(Substantial, Moderate, Minimal)	Impact Description (Quantitative or Qualitative)
Transit Asset Management (System-wide)		
Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		
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 (system-wide)		
Number of reportable fatalities by mode		
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		
Regional		
Population within Publicly-Operated paratransit and demand response service area within the NFRMPO Boundary		
Fixed-route revenue hours per capita within service areas		
Non-motorized facility miles		
Percent of non-single occupant vehicle commute trips		
Daily VMT per capita		
Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters		
Travel Time Index on RSCs		
Miles of fiber for connected roadways		

CMAQ and STBG project applications must also identify one or more 2045 RTP goals supported by the project in the project application. 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 2045 Regionally Significant Corridors (RSCs)

Roadway projects must be on a federal-aid eligible portion of an RSC identified in the *2045 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 470.¹⁸

Figure 2 identifies the federal-aid eligible RSCs in black. For proposed roadways, shown in orange, please contact FHWA for eligibility.

¹⁸ 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.

Figure 2. 2045 Regionally Significant Corridor (RSC) Federal-Aid Eligibility

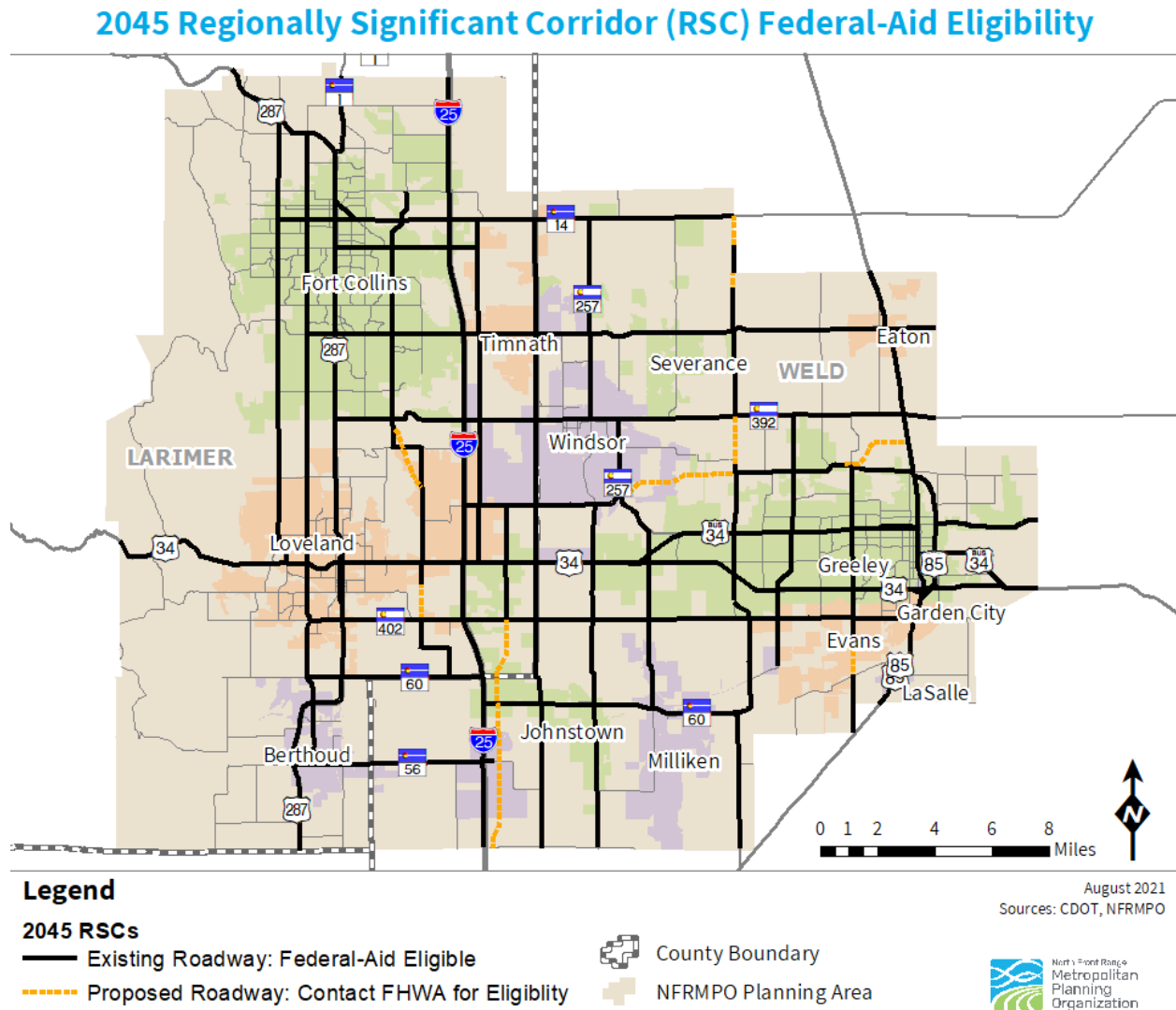


Figure 3. 2045 Regional Transit Corridors (RTCs)

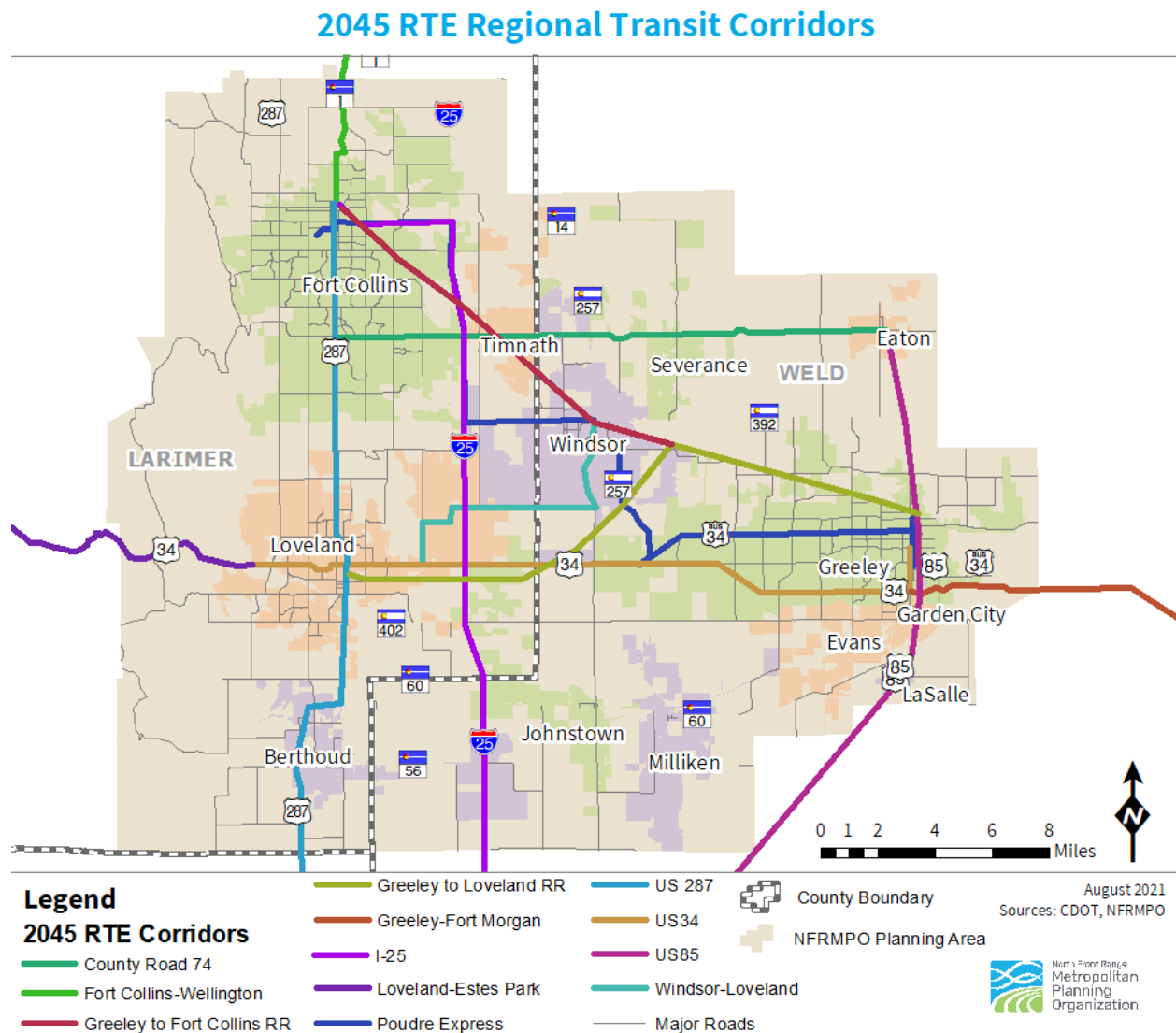
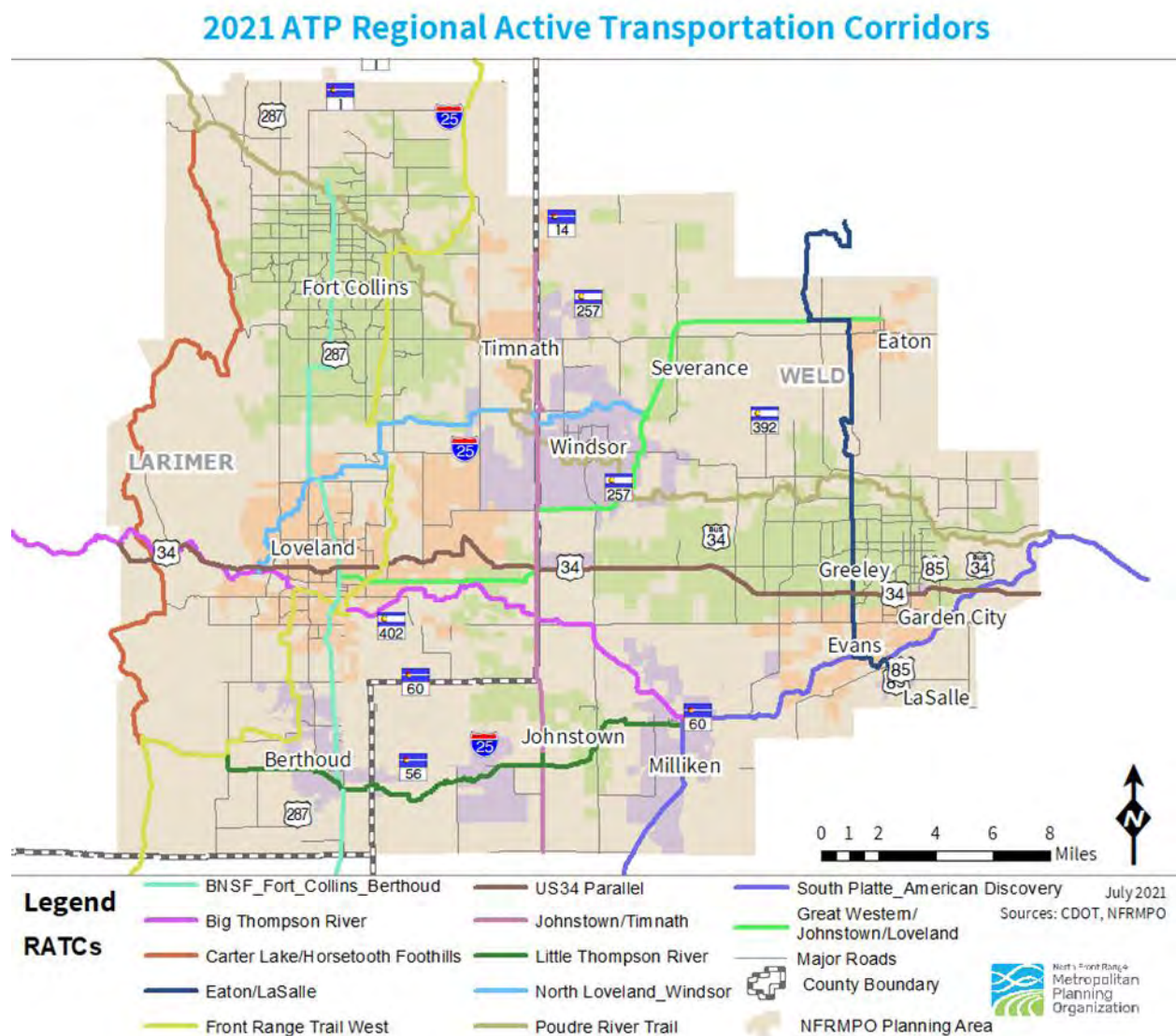


Figure 4. Regional Active Transportation Corridors (RATCs)



5.4 Safety

2020-2023 Colorado Strategic Transportation Safety Plan

The Colorado Department of Transportation (CDOT) adopted the *2020-2023 Colorado Strategic Transportation Safety Plan*¹⁹ in April 2020. This plan outlines the vision and mission for transportation safety in the state and identifies strategies and countermeasures which have the highest potential to save lives and prevent injuries. Two of the strategies identified in the Plan are Prioritize and Promote Proven Safety Toolbox Strategies and Implement Systemic Infrastructure Safety Improvement Strategies. Among these strategies are the Federal Highway Administration (FHWA) Proven Safety Countermeasures.

The FHWA developed a list of infrastructure-oriented safety treatments and strategies which can be implemented by local agencies to reduce serious injuries and fatalities on American roadways. These treatments and strategies were chosen based on proven effectiveness and benefits and have been designated by FHWA as Proven Safety Countermeasures. The 20 treatments and strategies, listed below with links to details about each Countermeasure, address roadway departure, intersection, and pedestrian and bicycle crashes.

¹⁹ *2020-2023 Colorado Strategic Transportation Safety Plan*,
<https://www.codot.gov/safety/safetydata/safetyplanning/assets/strategictransportationsafetyplan.pdf>, 2020

Table 16: FHWA Proven Safety Countermeasures

Roadway Departure	Enhanced Delineation and Friction for Horizontal Curves
	Longitudinal Rumble Strips and Stripes
	SafetyEdgeSM
	Roadside Design Improvements at Curves
	Median Barriers
Intersections	Backplates with Retroreflective Borders
	Corridor Access Management
	Left-and Right-Turn Lanes at Two-Way Stop-Controlled Intersections
	Reduced Left-Turn Conflict Intersections
	Roundabouts
	Backplates with Retroreflective Borders
	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
	Yellow Change Intervals
Pedestrians/ Bicycles	Leading Pedestrian Intervals
	Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
	Pedestrian Hybrid Beacons
	Road Diets/Reconfigurations
	Walkways
Crosscutting	Local Road Safety Plans
	Road Safety Audits
	USLIMITS2

5.5 Project Life Effectiveness

During previous NFRMPO Calls for Projects, CMAQ emissions benefits have been calculated and scored based on short-term benefits (emissions benefits in the first year of the project) and long-term benefits (emissions benefits over years two through five of the project). This approach is being replaced in the 2021 Call for Projects as a result of discussions held by TAC, Planning Council, and the NoCo Bike and Ped Collaborative. **Table 17** outlines the effectiveness timeline of individual project types based on guidance outlined by FHWA²⁰, research conducted by other planning agencies in the United States²¹, and NFRMPO Staff and has been reviewed for accuracy by TAC. Projects with multiple categories will use the project effectiveness life for each component.

Table 17: 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

²⁰ *Congestion Mitigation and Air Quality Improvement (CMAQ) Program 2020 Cost-Effectiveness Tables Update*, https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/reference/cost_effectiveness_tables/fhwahep20039.pdf, 2020

²¹ *Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects*, Maricopa Association of Governments, https://www.azmag.gov/Portals/0/Documents/MagContent/MAG_Methodologies_Final_V11_02_26_2021.pdf?ver=2021-04-01-160113-300, 2021

Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects and Congestion Mitigation and Air Quality Improvement (CMAQ) Projects, CALTRANS, https://ww2.arb.ca.gov/sites/default/files/2020-06/Congestion_Mitigation_Air%20Quality_Improvement_Program_cost-effectiveness_methods_may2005.pdf, 2005

5.6 Environmental Justice

In April 2021, the NFRMPO Planning Council adopted the first *Environmental Justice (EJ) Plan*. The EJ Plan identifies the areas within the region having Census Block Groups with a higher percentage than the regional average of low income and/or minority residents. **Figure 5** identifies these areas.

The EJ Plan identified additional populations which have been historically disadvantaged, vulnerable, or faced hardships related to transportation. These Communities of Concern (COC) include limited English proficiency (LEP), older adults and youths, populations with a disability, female-headed households, the homeless and unhoused populations, and zero-car households. Although they are not considered EJ populations, the EJ Plan recommended these additional COC should be analyzed and considered alongside the minority and low income EJ categories as part of the Call for Project. **Figure 6** identifies the location and density of the COC in the NFRMPO region. More information on the COCs can be found within Section III: Demographic Analysis of the *EJ Plan*²².

The NFRMPO *Transportation Improvement Program* (TIP) includes an Environmental Justice Analysis performed by staff on all location specific projects included in the TIP. To better integrate EJ analysis into the Call for Projects and the TIP, the *EJ Plan* recommended including an EJ analysis in the Call for Projects Application process. In this Call for Projects, applicants must complete an EJ analysis identifying benefits, burdens, a description of outreach conducted to identify the project, and any mitigation strategies to offset undue burdens. See **Table 18** for the EJ Analysis Worksheet.

²² *Environmental Justice (EJ) Plan*, NFRMPO, <https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan.pdf>, 2021

Figure 5. Environmental Justice (EJ) Areas

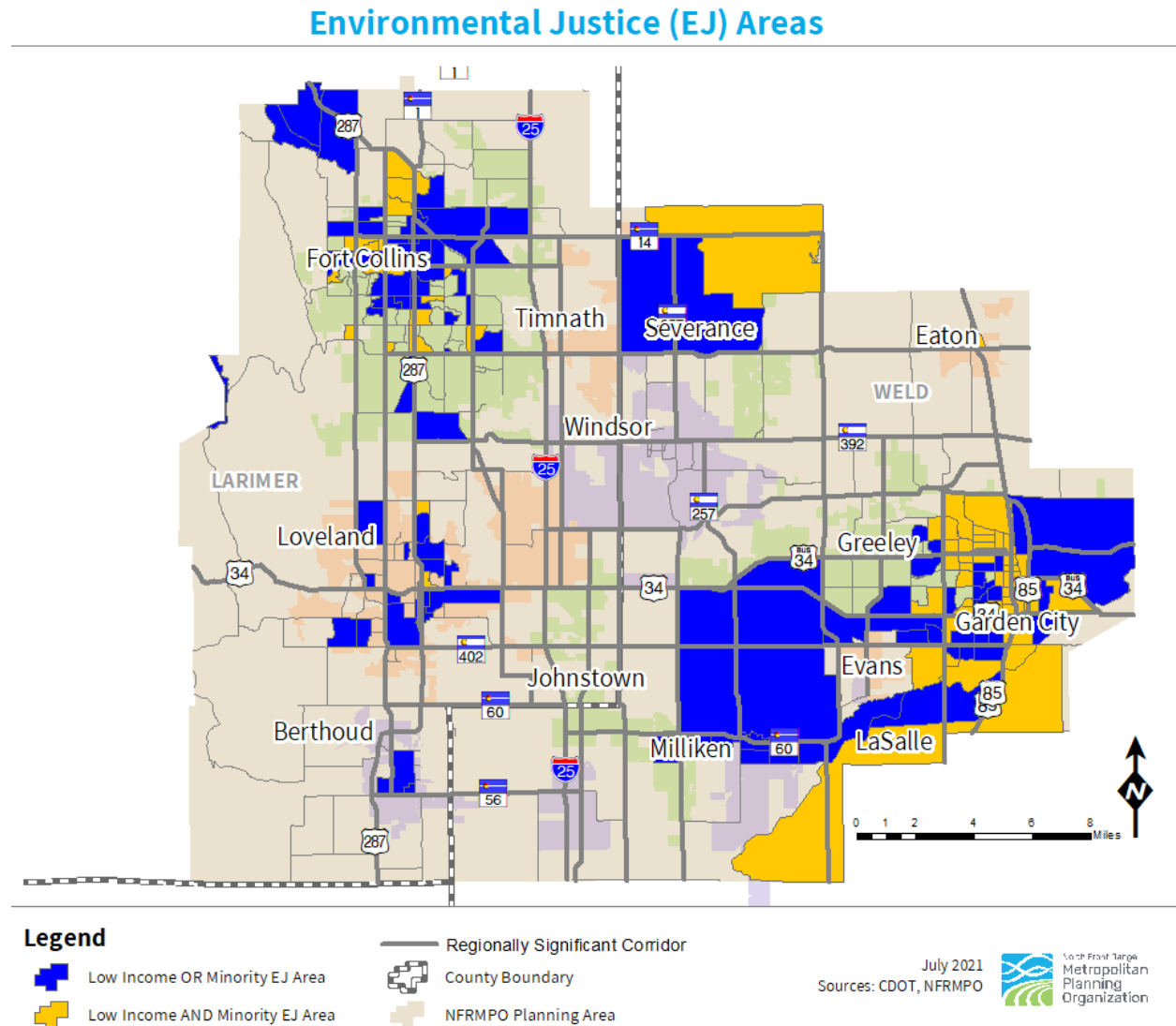


Figure 6. Communities of Concern (COCs)

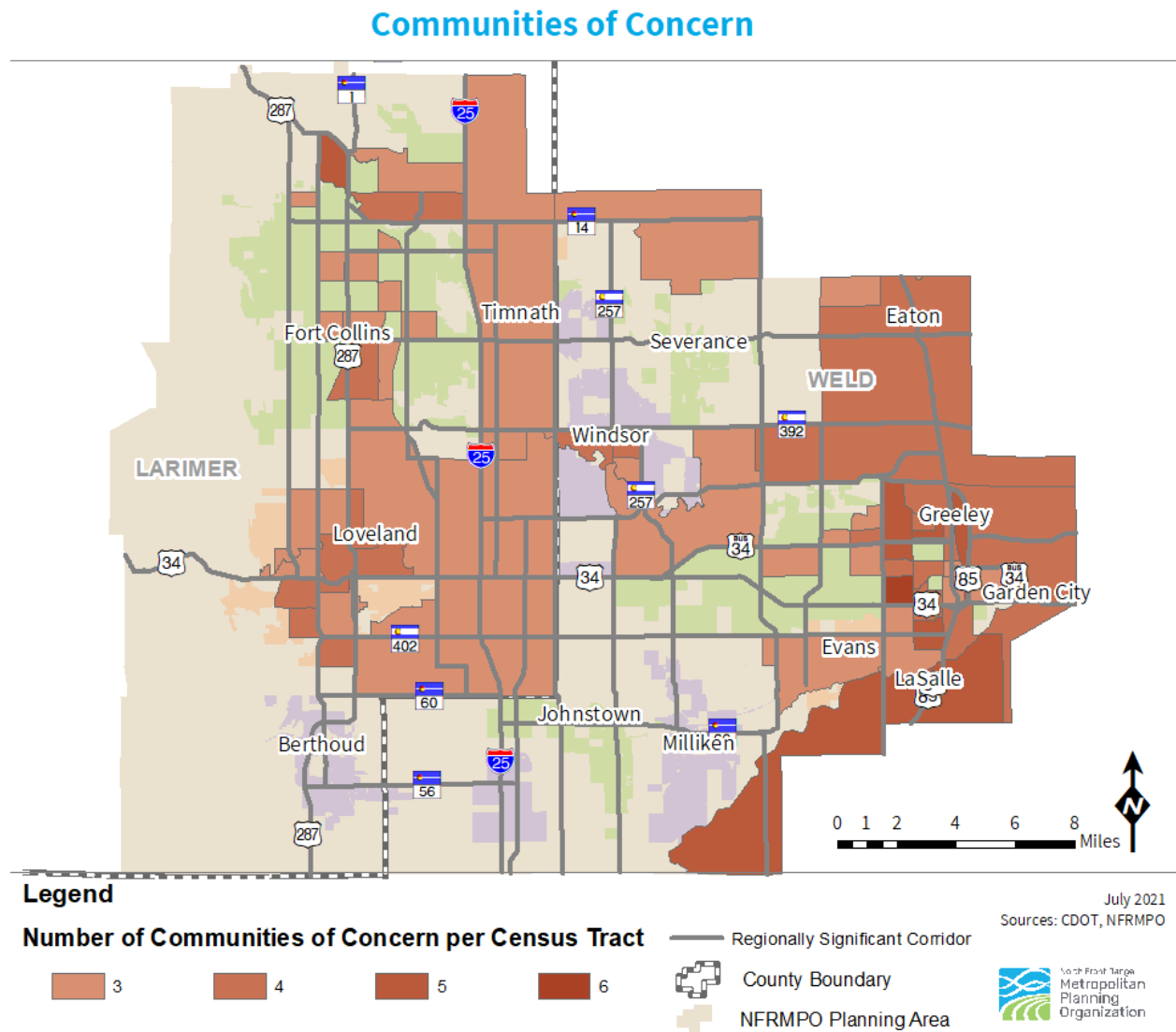


Table 18: Environmental Justice Worksheet

Project Information	Yes/No
EJ Project: Project located in an EJ Area or within 1/4 mile of an EJ Area	
Anticipated Project Burdens	
Bodily impairment, infirmity, illness, or death	
Air, noise, and water pollution and soil contamination	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	
Adverse impacts on community cohesion or economic vitality	
Noise and vibration	
Increased traffic congestion, isolation, exclusion, or separation	
Please describe any other additional anticipated burdens.	
Anticipated Project Benefits	
Decrease in travel time	
Improved air quality	
Expanded access to employment opportunities	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	
Please describe any other additional anticipated benefits.	
Outreach	
Please briefly describe the outreach or public involvement that went into choosing this project and/or any planned outreach	

5.7 Data

The NFRMPO will provide the following data to aid local communities on the application process. For additional data or further technical assistance please contact NFRMPO Staff. Technical assistance is available up to December 2, 2021.

The following shapefiles can be downloaded from the [GIS Data Download](#) section of the NFRMPO website:

- Fatal and Serious Injury Crash Data 2011-2019
- Environmental Justice (EJ) Areas
- Communities of Concern (COC)
- Regionally Significant Corridors
- Regional Active Transportation Corridors
- Regional Transit Corridors
- RTDM Volumes

Congestion Mitigation and Air Quality (CMAQ) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Description:

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

2045 RTP Goals

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	
Mobility	
Multi-modal	
Operations	

2045 RTP Performance Measures and Targets

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (**Section 5.1** in Guidebook)

☐ PM 1: Highway Safety

☐ PM 2: Pavement and Bridge Condition

☐ PM 3: System Performance

☐ Transit Asset Management

☐ Transit Safety

☐ Regional Performance Measures

Funding

	Source	FY2024	FY2025	Total
Federal Request	CMAQ		\$5M Set Aside for North I-25 to be reevaluated in FY2023	
Local Match				
Other Funding / Local Overmatch				

Total Project Cost

Total Local Funding

Total CMAQ Funding Request

Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

Eligibility for CMAQ Funding

Briefly describe how the project provides air emissions benefits:

Project Type (refer to Section 2.2 in the Guidebook for eligible project types):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right of Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

☐ Air quality data request form

☐ Letter of Support from Mayor/Town Administration*

☐ Air quality benefit worksheet

☐ Performance Measure Impacts Worksheet

☐ Project location map

☐ Environmental Justice Analysis Worksheet

☐ Detailed cost estimate per unit (if applicable) and by phase

*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.

Surface Transportation Block Grant (STBG) Project Application



2021 Call for Projects

Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:		City:	State: Zip Code:
Additional Financial Sponsors (if applicable):			

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe:	

Project Description:

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?
Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)		
Economic Development/ Quality of Life			
Mobility			
Multi-modal			
Operations			
Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (Section 5.1 in Guidebook)	<input type="checkbox"/> PM 1: Highway Safety	<input type="checkbox"/> PM 2: Pavement and Bridge Condition	<input type="checkbox"/> PM 3: System Performance
	<input type="checkbox"/> Transit Asset Management	<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Regional Performance Measures

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes:

Time Period of Crash
Data (at least three
years):

Data Source:

ADT on facility (if intersection, please provide ADT on all legs):

Time Period of ADT:

Data Source:

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Economic Development

Please describe qualitatively how the project supports economic development:

Environmental Justice

Please complete Environmental Justice (EJ) attachment.

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	STBG				
Local Match					
Other Funding / Local Overmatch					
*The NFRMPO has \$2,276,057 STBG funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$2,276,057. Ability to take these funds does not impact the overall project's score.			Total Project Cost		
			Total Local Funding		
			Total STBG Funding Request		
Operations					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:					
Environmental Considerations					
Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):					
Anticipated Project Milestone Dates					
					Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)					
FIR (Field Inspection Review) (Minimum of 3-12 months)					
FOR (Final Office Review) (Minimum of 3 months)					
Utility Clearance (Minimum of 1 month)					
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)					
Environmental Clearance (Minimum of 6-8 months)					
Advertisement Date (Minimum of 3 months)					
Attachments					
<input type="checkbox"/> Project location map <input type="checkbox"/> Detailed cost estimate per unit (if applicable) and by phase <input type="checkbox"/> Letter of Support from Mayor/Town Administration* <input type="checkbox"/> Performance Measure Impacts Worksheet <input type="checkbox"/> Environmental Justice Analysis Worksheet					
<i>*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.</i>					

Transportation Alternatives (TA) Project Application



2021 Call for Projects

APPLICANT INFORMATION

1. ELIGIBLE APPLICANT AGENCY – indicate ONE

☐ Municipality ☐ County ☐ State Agency ☐ Federal Agency ☐ Other _____

2. AGENCY NAME

3. ADDITIONAL SPONSORS OR CO-SPONSORS

4. CONTACT PERSON

TITLE

PHONE

5. AGENCY MAILING ADDRESS

CITY

STATE

ZIP

PROJECT DESCRIPTION

6. PROJECT NAME (60-character limit)

7. PROJECT LOCATION/ADDRESS

8. PROJECT LIMITS (mileposts, intersecting roadways, rivers, other geographic features)

9. COUNTY

10. MUNICIPALITY

11. PROJECT LENGTH

12. PROJECT DESCRIPTION

ELIGIBILITY

13. PROJECT CATEGORY – check all that apply

PEDESTRIAN & BICYCLE/ NON-MOTORIZED TRANSPORTATION

☐ Bicycle & 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

PLAN INTEGRATION

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

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

16. Is your project part of a Governor's Initiative for the State of Colorado? Y ☐ or N ☐ If yes, please identify the initiative:

FUNDING

PROJECT COST	Source	FY2023*	FY2024	FY2025	TOTAL (\$)
17. FEDERAL REQUEST	TA				
18. LOCAL MATCH					
19. OTHER FUNDING SECURED					
20. TOTAL PROJECT COST					

*The NFRMPO has \$85,264 TA funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$85,264. **Ability to take these funds does not impact the overall project's score.**

FHWA INACTIVE LIST

21. Has your agency had any project or project phase listed on the FHWA inactive list? Y ☐ or N ☐ (Check One)

If yes, please provide details:

REQUIRED INFORMATION

22. REQUIRED 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*

Performance Measure Impacts Worksheet

Environmental Justice Analysis Worksheet

*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.

SIGNATURE

20. AUTHORIZED AGENCY REPRESENTATIVE	TITLE
21. SIGNATURE	DATE

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Alex Gordon

Date: August 18, 2021

Re: TDM Program Discussion

Background

The Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD) plans to make ETRP entirely voluntary and has withdrawn the rulemaking. Because of this shift to being a voluntary program, members of the NFRMPO Planning Council have asked staff to investigate what resources are needed to support businesses and reduce single-occupancy vehicle (SOV) trips.

NFRMPO staff has started having conversations with local, regional, state, and national groups to identify potential strategies and suggestions to adapting a TDM plan or program for the region. Part of this initiative is identifying the NFRMPO's role in TDM. No funding has been identified, but potential strategies include creating a regional TDM Action Plan, creating a regional project list for potential new funding from SB260, supporting the development of TMAs in the region, and improving communication about potential funding.

Action

Staff request TAC input on potential resources, contacts, and input on the development of a regional TDM program or plan.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, August 11, 2021

GoToMeeting Virtual Meeting

September Shift Your Ride Month

Geary (Fort Collins) suggested postponing a regional Shift Your Ride Month to 2022. As part of that effort, she suggested involving more businesses and outside organizations to sign up and pledge to shift a ride each week. Barzak (Severance) asked for this item to be added to a future NoCo meeting agenda.

Brighton will hold moonlight bike rides through late September. Evans will be holding a Bike to Work Day event on September 22, 2021. The Poudre Trail will be doing a moonlight bike ride on September 20, 2021. Fort Collins will be holding a Bike/Walk to School Day event.

Premium Transit Analysis

Gordon (NFRMPO) presented about the Premium Transit Analysis. The group discussed tying together the multimodal needs with the project.

Cycling without Age

Hinderaker (Poudre Trail) presented Cycling without Aging, which provides trishaw rides to older adults in Windsor and Greeley. Cycling without Aging was set up under the Poudre Trail non-profit structure. The group has bought multiple electric assist trishaws, has 20 volunteers, and has provided around 100 rides since starting. Those interested in volunteering or having a ride can go to poudretrail.org to sign up.

Call for Projects

Cunningham (NFRMPO) reviewed some updates to the scoring criteria and applications. She asked NoCo whether the TA application attachments should be reduced to match the STBG application. NoCo stated they should be reduced. Cunningham will bring this to TAC for their approval.

NoCo discussed potential TA projects and next steps: regional wayfinding on the Poudre Trail, sponsored by Windsor; trail and environmental mitigation improvements between the Prospect Underpass and the BNSF in Fort Collins; and new trail/improvements and potential underpasses in Loveland. Interested project sponsors will bring a presentation to the September NoCo meeting to discuss which projects NoCo recommends moving forward.

Upcoming Agenda Items

- Call for Projects Project Discussion

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
August 5, 2021**

Move to Approve Agenda

James **moved** to *APPROVE THE AUGUST 5, 2021, MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Clark and **passed** unanimously.

Move to Approve Minutes

Isbell **moved** to *APPROVE THE JULY 1, 2021, MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

REPORTS

NFRMPO Air Quality Program Updates

Bornhoft reviewed the three items in the memo: the withdrawal of the Employee Traffic Reduction Program (ETRP) from the Air Quality Control Commission (AQCC) August rulemaking, the ongoing work on GHG budgets for transportation plans, and the submittal of the NFRMPO's public comment letter to the EPA regarding the proposed expansion of the ozone nonattainment area to include the entirety of Weld County.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

PRESENTATIONS

Front Range Passenger Rail Update

Spencer Dodge, CDOT public liaison for the Southwest Chief & Front Range Passenger Rail Commission (SWC & FRPR), presented on recent staff efforts and next steps for front range passenger rail. CDOT staff conducted a preliminary alternatives analysis and will be developing a preliminary service development plan. SB21-238 creates the Rail District which will replace the SWC & FRPR and will begin meeting in 2022. The Board of the District will include 10 representatives from MPOs along the corridor and six appointees from the Governor. The Director of the Board will be appointed by the CDOT Executive Director. SB21-238 also identifies the boundaries of the District, the powers of the District, and transparency measures. Prior to submitting a question to electors to establish any district tax, the District must create a Service Development Plan, an Operating Plan, and a detailed Financing Plan and the Board must approve sending the question through a super majority (two-thirds) vote.

SB21-238 identifies a preferred alignment through Boulder based on cost and ridership; however, several corridors are still considered technically feasible and will be reviewed further. In addition, Amtrak has identified service from Cheyenne to Pueblo as a potential route.

GHG Transportation Planning Budgets

Rebecca White, CDOT Director of the Division of Transportation Development (DTD), explained the concept and approach for creating greenhouse gas (GHG) budgets for transportation plans. CDOT is developing a proposal on GHG budgets for adoption into the state planning rule by the Transportation Commission (TC). The rule would apply to CDOT and MPO transportation plans. Stakeholder engagement began in January 2021 and CDOT anticipates noticing the rulemaking with the Secretary of State on August 13, 2021. The sixty-day written public comment period begins August 13 and concludes October 12. There will be five rulemaking hearings held around the state. Discussion focused on the substantial growth forecasted for Northern Colorado, the need to provide more transportation options, the need for a per capita budget, and the need for creative, multi-pronged solutions.

CONSENT AGENDA

2021 Q2 Unaudited Financial Statements

James **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Clark and **passed** unanimously.

ACTION ITEMS:

July 2021 TIP Amendment

Rennemeyer **moved** to approve RESOLUTION 2021-18 *APPROVING THE JULY 2021 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Clark and **passed** unanimously.