



In-Person Attendance **Option**

Windsor Community Recreation
Center
250 N. 11th Street—Pine Room
Windsor, Colorado

Virtual Attendance **Option**

Call-in Number: +1 (408) 650-3123
Access Code: 947-231-917
Weblink: <https://bit.ly/2YPLKSY>

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—REVISED AGENDA **October 20, 2021** **1:00 – 3:30 p.m.**

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

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEM

- 1) FY2021 TIP Project Delay Review

Cunningham

ACTION/DISCUSSION ITEM

- 2) FY2021 Additional CMAQ Allocations

Cunningham

PRESENTATION

- 3) 2021 Call for Projects

Cunningham
Bryce Reeves, CDOT R4

PARTNER REPORTS

- 4) NoCo Bike & Ped Collaborative
- 5) Regional Transit Agencies
- 6) Mobility Updates

Written Report

Schmitt

REPORTS

- 7) October Planning Council Meeting Summary
- 8) Community Advisory Committee (CAC) Summary
- 9) Q3 TIP Modifications
- 10) Mobility Updates
- 11) CDOT Inactives Report
- 12) Roundtable

Written Report

Written Report

Written Report

Written Report

Written Report

All

-
4. **Final Public Comment (2 minutes each)**
 5. **Next Month's Agenda Topic Suggestions**
 6. **Next TAC Meeting: November 17, 2021**

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
October 20, 2021	UPDATED FY2021 CMAQ Additional Funding Allocations	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approve the allocation of additional Congestion Mitigation and Air Quality (CMAQ) funds to partially funded projects and North I-25.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none">During the FY2021 TIP Project Delay Review Planning Council and TAC discussed removing the funds for the <i>Weld County CNG Vehicles</i> project which was granted a 1st extension during the FY2020 TIP Project Delay review and requested a 2nd extension due to the suspension of Buy America Waivers.Removing the funds from the project results in \$2.2M CMAQ funding being returned to the NFRMPO CMAQ pool for allocation. These funds are eligible to be awarded to projects selected in the applicable Call for Projects which have been partially funded or waitlisted. The applicable Call for Projects for this funding is for FY2020-2021.		
Committee Discussion		
<ul style="list-style-type: none">This is the first time TAC is discussing the FY2021 CMAQ Additional Funding Allocations		
Supporting Information		
<ul style="list-style-type: none">The TIP Narrative identifies how additional funds are awarded for each Call for Projects.<ul style="list-style-type: none">FY 2020-2021 Call for Projects - If additional funding is allocated to CMAQ, STBG, or TA funding programs within the first two years of the TIP (FY 2020-2021), the following processes will be used to assign funds to projects:<ul style="list-style-type: none">CMAQ Program: Additional funding will be assigned to the next highest ranked, partially funded project. <i>Source: FY2020-2023 TIP</i>FY 2022-2023 Call for Projects - If additional funds become available, they will be distributed based on funding type as outlined below:<ul style="list-style-type: none">CMAQ Program: TAC will determine how to allocate additional funding. <i>Source: FY2022-2025 TIP</i> <p>The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.</p> <ul style="list-style-type: none">As of September 2021, there is a funding shortfall of \$1.25M for N I-25 Segment 6 and there is interest in funding southbound access to N I-25 from Johnson's Corner. Two Planning Council members have expressed interest in moving any available funding to the N I-25 project.During the discussion of the FY2021 TIP Project Delay review at their meeting on October 7, 2021 Commissioner James proposed allocating the funding to the two partially funded CMAQ projects from the FY2020-2021 Call for Projects and awarding the remaining funding to N I-25 Segment 6.Two partially funded projects from the FY2020-2021 Call have verified their ability to obligate additional funding as shown in Table 1.		
Advantages		
<ul style="list-style-type: none">The attached proposal allocates funding to eligible projects per the applicable TIP policies.		
Disadvantages		
<ul style="list-style-type: none">None		

Analysis/Recommendation

- Staff requests TAC discuss and recommend to Planning Council the allocation of additional CMAQ funding to the two partially funded projects from the FY2020-2021 Call for Projects and the remaining funding be awarded to North I-25 based on Planning Council's recommendation.

Attachment

- Proposed Additional Allocations

Proposed Additional Allocations

FY2020-2021 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on November 3, 2016

Additional FY2020-2021 funding due to return of Weld County CNG Vehicles funds:								\$2,200,000		
Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	\$430,500	-	-	\$0	-
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	\$640,000	-	-	\$0	-
Larimer Co. → Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$329,270	-	\$0	-
Weld Co.	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	\$1,050,000	\$1,150,000	-	\$976,400	Proposed return of funds to pool if not granted 2nd Delay due to suspension of Buy America Waivers.
Greeley	GET Diesel Bus Replacement	\$3,027,834	\$2,488,323	\$539,511	5	\$756,500	\$1,731,823	\$0	\$0	Sponsor identified other funds to make up for unfunded request. Project considered fully funded as of Sept. 2021
Loveland	COLT Diesel Bus Replacement	\$768,000	\$504,000	\$264,000	6	-	\$504,000	\$120,000	\$0	Sponsor able to accept an additional \$120,000 to consider project fully funded.
Loveland	Loveland Diesel Fleet Replacement**	\$663,600	\$384,000	\$279,600	7	-	\$384,000	-	\$279,600	-
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	\$950,000	\$950,000	\$46,000	\$0	Sponsor able to accept an additional \$46,000 to consider the project fully funded.
Total		\$12,894,234	\$9,374,723	\$3,519,511	-	\$4,325,630	\$5,049,093	\$166,000	\$0	-

Remaining CMAQ Funds

\$2,034,000

Note: Projects in gray are ineligible for additional funding.

* This project swapped all awarded CMAQ funds for local funds with the *North I-25: Design Build* project and is now 100% locally funded.



Local Agency Federal Aid Projects



Process Requirements:
What Every Project Manager
(and Applicant) Should Know

October 2021



Region 4 Local Agency Team



Jake O'Neal - Preconstruction
jake.oneal@state.co.us
970-515-2731



Brandon Johnson - Preconstruction
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Kyle Ralston - Construction
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Bryce Reeves - Resident Engineer
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970-350-2126

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Jake generally manages all projects north of CO 66

Brandon generally manages all projects north of CO 66

Kyle manages all projects once they go to construction

Bryce supervises Jake, Brandon, and Kyle



CDOT Local Agency Project Oversight

- What is CDOT's Role?
- What is the Process?
- What are Red Flags to Avoid?
- Cost & Schedule pitfalls

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CDOT provides oversight on LA projects.

CDOT is required to make sure the LA is following state and federal requirements

CDOT Local Agency Coordinators (LAC) are here to help you through the process



CDOT Local Agency Manual (July 2020 revision)

- Federal \$\$ come with requirements that can impact your:
 - Cost
 - Scope
 - Schedule
- Set realistic dates for project development and delivery
- Talk with CDOT early - Peer Reviews are Available



Preconstruction Project Schedule

- Typical Milestones:
 - Execute IGA
 - Consultant Selection
 - Kickoff/Scoping meeting
 - Field Inspection Review (30% Design)
 - Final Office Review (90% Design)
 - Clearances-ROW, Utility, Environmental, Railroad
 - Plans & Specs and Estimate Approval
 - Concurrence to Ad



CDOT/Local Agency IGA

- No federal reimbursement without an Intergovernmental Agreement (IGA) *and* executed Option Letter
- What does an IGA define?
 - Scope of Work-As per the approved TIP Application
 - Project responsibilities (Form 1243)
 - Funding Provisions (TIP Application and Cost Estimate for Exhibit C of IGA - Design, ROW, Utilities, Misc, Construction)
 - Payment obligations (FHWA authorizes phases of work, Allows spending of funds)
 - Phase and Project Deadlines (Start and end dates for phases are established as each phase receives FHWA authorization)

IGA and Option Letter execution is needed to reimburse.



Consultant Selection

- If you want to receive reimbursement with federal funds for the design consultant costs:
 - Follow the federal-aid selection process (Brooks Act)
 - Chapter 5 of the Local Agency Manual (Section 5.3)
 - Local Agency prepares documents stating the need for professional services and develops the RFP.
 - CDOT Reviews the RFP.
 - Local Agency advertises the RFP upon CDOT approval and inclusion of a DBE goal for a minimum of 15 days.
 - Selection is based on qualifications only (cost not a consideration)
 - After a consultant is selected, the LA negotiates costs with the consultant they execute a contract. The LA then issues the Notice of Proceed to the consultant and copies CDOT.

Brooks Act cheat sheet included in Exhibit H of the IGA

Cost is not a consideration because cost must be fair and reasonable pursuant to CRS-24-30-140



Utilities



- Local Agency Responsibilities:

- Distribute plans and meeting invitations to owners for review. Provide plans to CDOT Utilities a minimum of 2 weeks prior to each milestone meeting.
- Draft, negotiate, and execute required agreements, including the Public Utilities Commission action for Railroads.
- Incorporate all elements of the agreements into the plans, Utilities specification, and Railroad requirements specification.



- Utilities Red Flags:

- Contact CDOT early to walk through the Utilities process.
- In application development, determine what utilities will be impacted, if there will be a potential conflict, if relocation are required, determine who will perform the work and how the work will be paid for.
- Build time into the project schedule - both for plan reviews and for Utility relocations.

Recommend not including the cost of utility relocation in reimbursements. A utility phase is required for utility relocations and must be completed before the construction phase can be initiated. Could impact schedule



Environmental



Environmental Federal vs. Non-Federal

Federal funding triggers the following laws not triggered with local or state funding:

- National Environmental Policy Act (NEPA)
- Section 4(f) Historic- if you have takings of buildings greater than 50 years old this substantive law applies
- Section 4(f) Parks & Recreation - if you are touching parks or recreation resources (trails) this substantive law applies

The above will impact your project in terms of scope, fee, and schedule

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NEPA applies with federal funding and requires some level of clearance with CDOT. The NEPA process takes additional time, scoping and budget. CDOT's environmental stewardship extends across all of its transportation projects and programs. Please see CDOT's NEPA Manual online and/or Categorical Exclusion form for an idea of what resource coverage to expect.

Section 4(f) - the challenge with this law is that it is a substantive law - which means that you may not be able to do your project without looking for other alternatives that include all possible planning to minimize harm - which include avoidance alternatives for both historic and recreation - which means you may not be able to build your project if there are impacts.

Because it can be confusing please check with CDOT to ensure that you are scoping your project for the right level of analysis for environmental resources.



Environmental Federal vs. Non-Federal

These items apply regardless of funding:

- Wetlands Section 404
- Migratory Bird Treaty Act
- Section 6(f) - Land & Water Conservation Fund
- Clean Air Act
- Endangered Species Act
- MS4 compliance

In addition, items apply on CDOT roadways:

- Noise Analysis
- Air Analysis
- Archaeo/Paleo
- Hazardous Materials



Environmental Success Tips for Federal Funding

- Environmental scoping meeting with CDOT
 - Provide environmental scope for consultants to CDOT for review
 - Identify red flag resources early
 - Engineers work in conjunction with environmental to avoid & minimize impacts
-
- **Coordinate with CDOT staff early and often!!**

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Environmental scoping meeting with CDOT - CDOT environmental staff are happy to work with you prior to initiating a project to identify initial resource concerns.

CDOT environmental managers (Jacqueline) are more than willing to review SOWs prior to them being released to consultants to make sure the level of analysis is appropriate

Work with environmental professionals early to identify potential red flag resources

During the project, make sure the engineers are working with environmental during all levels of design to avoid and minimize impacts to environmental resources



Right of Way



Right of Way

- Federal Funding requires the Uniform Act to be followed. CDOT local agency staff and ROW team can help advise.
- The ROW process takes time, money and paperwork and adds 9-12 months to your schedule, no matter your funding source, size of project or size of acquisitions.
- You must have environmental approval to submit plans for approval. Review and approval takes 1-2 months, depending on quality of plans submitted.

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Need to identify if ROW will be required at scoping

Environmental approval means the first page of the Form 128 signed by CDOT.

Acquisitions require a CDOT approved appraiser



Right of Way

- Are you willing to condemn?
 - Can you condemn?
 - Are you ready to condemn?
- If relocation is involved, start early.
 - Talk to CDOT ROW ASAP
- Always assume worst case when scheduling, relocation and condemnation can add 9-18 months

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Observations:

- **ROW Process is a system of handoffs**
- **ROW Process interacts with other disciplines, e.g. Engineering, Environmental, Utilities, Etc.**

If you decide to purchase ROW with your own \$, there may be time savings.

Talk to CDOT as early as possible to see how ROW will impact the project schedule & costs.



Construction



Construction

- Allocate sufficient local agency staff / resources to manage and document the project.
- Local agency must complete Owner Acceptance (QA) testing to do required testing - sometimes this is overlooked.
- Keep the CDOT project manager informed throughout construction.
- Buy America required for all steel/iron
- Change Orders (CMOs)

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Highly recommend hiring construction management services. Can be reimbursed if procurement rules are followed. CDOT documentation requirements take a considerable amount of time and experience to get right.

The local agency and the contractor are required to complete testing in accordance with CDOT specifications.

CDOT construction local agency coordinator needs to be invited to the preconstruction meeting and all project meetings.

Buy America must be followed, or you risk all project funding

Keep up with change orders and keep the CDOT LAC in the loop so they can help you with CMOs.



Questions?

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

October 14, 2021

Attendees: AnnaRose Cunningham, Alex Gordon, Brooke Bettolo, Kimberly Baker, Diego Lopez

Public Involvement Plan (PIP) Update

The group discussed ways to improve outreach for the NFRMPO. The discussion focused on the following themes:

- Focus on intentionality and being specific in what is meant and expected
- Build capacity for feedback overtime like with the CAC
- How can you properly reimbursement or compensate people for their time knowing it is not within their job responsibilities – what are the requirements/laws?
- Be deliberate about closing the feedback loop, specifically through evaluation
- Do a stakeholder and gap analysis
- Do listening sessions
- Do more work with community groups, including panel surveys, go to where people are, and visit more boards and commissions
- Share resources with CSU and the school districts
- Use project ambassadors to build relationships and increase public presence

CAC members were asked to provide additional feedback using the Google Form:

<https://forms.gle/GGugMvezgHDmBMu66>

The meeting adjourned at 7:11 p.m. The next meeting date will be November 11.



Press Release

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- For Immediate Release -

Press Release

NFRMPO seeking feedback for premium transit study that will link communities across the North Front Range through a robust regional transit network

Larimer County and Weld County, Colorado— October 2021 – Earlier this summer, the [North Front Range Metropolitan Planning Organization](#) (NFRMPO) launched [LINKNoCo](#), a future-focused study to advance a network of transit corridors with the greatest potential to support premium transit service. Premium transit refers to a level of service that offers more amenities, more frequent service, or more reliable service than most local buses and can even include rail.

Some of the tools and amenities associated with premium transit include:

- Near level boarding platforms or bus bump outs, which make boarding the bus faster and easier
- Dedicated transit-only lanes, which can improve transit speed and reliability
- Traffic signal enhancements which give transit a head start at intersections
- Integration with the bike and trail network
- Transit stop amenities like signage, overhead shelters, benches, and real time information display boards

Community members may already be familiar with the current regional premium transit services in the North Front Range, including Bustang, FLEX, MAX, and the Poudre Express.

“Through LINKNoCo, we are excited to work with stakeholders and community members to advance key regional transit connections that will link communities within the North Front Range,” said Alex Gordon, Transportation Planner with the NFRMPO. “Premium transit planning has long focused on the need to connect our communities to Denver and Boulder. The North Front Range’s population is expected to grow 83% by 2045, increasing many residents’ distance from home to work and adding vehicular congestion to our roadways. The time has come to focus attention on developing robust regional transit connections within the North Front Range itself.” The study will result in a recommended network of corridor connections that haven shown to be the best candidates for enhancement.

The NFRMPO has launched an online questionnaire to gain community insight on which corridors should be advanced for premium transit service. *The questionnaire is available at <https://bit.ly/LINKNoCo> and will be open through November 9, 2021.*



As the study advances, there will be additional opportunities for public and stakeholder input. To learn more about the study and to stay up to date with public involvement opportunities, visit the study's website at nfrmpo.org/transit/linknoco. Questions or feedback can be shared through info@linknoco.com or the study's hotline at (970) 387-8058.

About NFRMPO:

The North Front Range Metropolitan Planning Organization (NFRMPO) is an association of 15 local governments working together to improve regional transportation and air quality. The NFRMPO provides short and long-range planning while prioritizing projects in those plans for state and federal funding. The NFRMPO develops cooperative relationships and financial partnerships among our member governments, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the private sector

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- Para distribución inmediata –

Comunicado de Prensa

NFRMPO busca comentarios para un estudio de transporte público premium que vinculará a las comunidades de North Front Range a través de una sólida red de transporte público regional

Condado Larimer y Condado Weld, Colorado— Octubre 2021 – A principios del Verano pasado, la [North Front Range Metropolitan Planning Organization](#) (NFRMPO, Organización de Planificación Metropolitana del Front Range Norte) lanzó [LINKNoCo](#), un estudio enfocado en el futuro para promover una red de corredores de transporte público con el mayor potencial para respaldar el servicio de transporte público premium. El transporte público premium se refiere a un nivel de servicio que ofrece más comodidades, un servicio más frecuente o un servicio más confiable que la mayoría de los autobuses locales e incluso puede incluir trenes.

Algunas de las herramientas y comodidades asociadas con el tránsito premium incluyen:

- Plataformas de embarque o zona de acceso casi a nivel, lo que hace que subir al autobús sea más rápido y fácil.
- Carriles exclusivos para transporte público, que pueden mejorar la velocidad y confiabilidad del transporte público.
- Mejoras en las señales de tráfico que le dan al transporte público una ventaja en las intersecciones.
- Integración con la red de bicicletas y senderos
- Servicios de parada de transporte público como señalización, refugios elevados, bancos y paneles de visualización de información en tiempo real

Es posible que los miembros de la comunidad ya estén familiarizados con los servicios de transporte público premium regionales actuales en North Front Range, incluidos Bustang, FLEX, MAX y Poudre Express.

“A través de LINKNoCo, estamos entusiasmados de trabajar con las partes interesadas y los miembros de la comunidad para promover conexiones de transporte público regionales claves que unirán a las comunidades dentro de North Front Range”, dijo Alex Gordon, planificador de transporte de NFRMPO. “La planificación de transporte público premium se ha centrado durante mucho tiempo en la necesidad de conectar nuestras comunidades con Denver y Boulder. Se espera que la población de North Front Range crezca un 83% para 2045, lo que aumentará la distancia de muchos residentes de su hogar al trabajo y agregará congestión vehicular a nuestras carreteras. Ha llegado el momento de centrar la atención en el desarrollo de sólidas conexiones de tránsito regional dentro de la propia North Front Range.” El estudio dará como resultado una red recomendada de conexiones de corredores que han demostrado ser los mejores candidatos para mejoras.

La NFRMPO ha lanzado un cuestionario en línea para obtener información de la comunidad sobre qué corredores deben avanzar para el servicio de tránsito premium. El cuestionario está disponible en <https://bit.ly/LINKNoCo> y estará abierto hasta el 9 de noviembre de 2021.

A medida que avanza el estudio, habrá oportunidades adicionales para las aportaciones del público y las partes interesadas. Para obtener más información sobre el estudio y mantenerse al día con las oportunidades de participación pública, visite el sitio web del estudio en nfrmpo.org/transit/linknoco. Las preguntas o los comentarios pueden enviarse a info@linknoco.com o se puede llamar a la línea directa del estudio al (970) 387-8058.

Sobre la NFRMPO:

La Organización de Planificación Metropolitana de North Front Range (NFRMPO) es una asociación de 15 gobiernos locales que trabajan juntos para mejorar el transporte regional y la calidad del aire. La NFRMPO proporciona planificación a corto y largo plazo al mismo tiempo que prioriza proyectos en esos planes para financiamiento estatal y federal. La NFRMPO desarrolla relaciones de cooperación y asociaciones financieras entre nuestros gobiernos miembros, el Departamento de Transporte de Colorado (CDOT), la Administración Federal de Carreteras (FHWA), la Administración Federal de Tránsito (FTA) y el sector privado