

# 2023 Call for Projects Guidebook

## **Project Selection for the NFRMPO CMAQ, STBG, CRP, and TA Programs in FY2026 and FY2027**

As of:

8/4/2023



North Front Range  
Metropolitan  
Planning  
Organization

**RESOLUTION NO. 2023-13**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE 2023 CALL FOR PROJECTS PROCESS AND GUIDEBOOK**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, the 2023 Call for Projects will award FY2026 and FY2027 Congestion Mitigation and Air Quality (CMAQ), Surface Treatment Block Grant (STBG), Carbon Reduction Program (CRP) and Transportation Alternatives (TA) funding to eligible entities; and

**WHEREAS**, the 2023 Call for Projects will award excess FY2024 and FY2025 STBG and CRP funding; and

**WHEREAS**, a set-aside of \$100,000 per year beginning in FY2024 extending through FY2027 to the NFRMPO TMO Incubator project will be created for a total of \$400,000; and

**WHEREAS**, the 2023 Call for Projects Guidebook identifies eligible entities, eligible project types, project requirements, and scoring criteria for the CMAQ, STBG, CRP, and TA programs that meet federal regulations and reflect input from planning partners; and

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the process for the 2023 Call for Projects as recommended.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of August 2023.

*Scott K. James*  
Scott K. James (Aug 4, 2023 07:23 MDT)

Scott James, Chair

ATTEST:

*Suzette Mallette*  
Suzette Mallette (Aug 4, 2023 08:08 MDT)  
Suzette Mallette, Executive Director

## Contents

Section 1: Call Overview .....	5
1.1 Available Funding.....	5
1.2 Schedule .....	5
1.3 Eligible Applicants .....	8
1.4 Local Match.....	8
1.4 Scoring Committees .....	9
1.5 NFRMPO Goals and Call for Projects Scoring Criteria.....	10
1.6 Requirements for all Projects .....	11
Section 2: Congestion Mitigation and Air Quality (CMAQ).....	12
2.1 Available Funding .....	12
2.2 Eligible Project Types .....	12
2.3 CMAQ Project Requirements .....	13
2.4 Project Scoring.....	14
2.5 CMAQ Emission Calculations .....	15
Section 3: Surface Transportation Block Grant (STBG).....	18
3.1 Available Funding .....	18
3.2 Eligible Project Types .....	18
3.3 STBG Project Requirements .....	19
3.4 STBG Request Limits .....	20
3.5 Project Scoring.....	21
Section 4: Transportation Alternatives (TA) .....	23
4.1 Available Funding .....	23
4.2 Eligible Project Types .....	23
4.3 Project Requirements.....	24
4.4 TA Project Scoring.....	24
Section 5: Carbon Reduction Program .....	27
5.1 Available Funding .....	27
5.2 CRP Eligible Project Types .....	27

5.3 CRP Project Requirements.....	28
5.4 CRP Project Scoring Criteria .....	29
Section 6: References .....	31
6.1 2050 RTP Regional Corridors .....	31
6.2 2050 RTP Performance Measures & Targets.....	34
6.3 Safety .....	41
6.4 Equity .....	43
6.5 Congestion Management Process (CMP).....	46
6.6 Data .....	50

## Tables and Figures

Table 1. Estimated Federal Funding for the 2023 Call for Projects .....	5
Table 2. 2023 Call for Projects Schedule.....	7
Table 3: 2050 RTP Goals and Call for Projects Scoring Criteria per Program .....	10
Table 4: Available CMAQ Funding.....	12
Table 5. Congestion Mitigation and Air Quality (CMAQ) Scoring.....	14
Table 6: Recommended Tools by Project Type.....	16
Table 7: Project Life Effectiveness.....	17
Table 8: Available STBG Funding.....	18
Table 9. NFRMPO Small and Large Community Populations .....	20
Table 10: Surface Transportation Block Grant (STBG) Scoring .....	21
Table 11: Available TA Funding .....	23
Table 12. TA Scoring Criteria .....	25
Table 13: Available Funding .....	27
Table 14. CRP Scoring Criteria .....	29
Table 15. Federally Required Performance Measures .....	34
Table 16. 2050 RTP Regional Performance Measures and Targets .....	37
Table 17: Performance Measure Impact Worksheet.....	37
Table 18: Equity Analysis Worksheet.....	45
Table 19: SOV Analysis Worksheet.....	47
Figure 1. 2050 Regionally Significant Corridor (RSC) Federal-Aid Eligibility.....	31
Figure 2. 2050 Regional Transit Corridors (RTCs).....	32
Figure 3. Regional Active Transportation Corridors (RATCs) .....	33
Figure 4. National Highway System (NHS).....	36
Figure 5: Equity Index Map of the NFRMPO .....	44
Figure 6: CMP Strategy Categories and Tiers.....	46
Figure 7: Call for Projects Capacity Screening Process .....	47

## Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will release a Call for Projects in the summer of 2023 for funding in FY2026 and FY2027. The Call includes funding in the Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. The funded projects will be included in the FY2024-2027 Transportation Improvement Program (TIP).

This Guidebook provides information to assist project sponsors in completing project applications. **Section 1** provides information pertinent to all four funding categories. **Sections 2-5** provide program-specific eligibility, requirements, and scoring information. **Section 6** provides reference material.

## Section 1: Call Overview

### 1.1 Available Funding

A total of \$22.7 Million in federal funding is estimated to be available in FY2026 and FY2027, as shown in **Table 1**. The funding estimates will be updated, as necessary, based on the most recent estimates of available funds.

The NFRMPO Planning Council has agreed to one funding set-aside in the 2023 Call for Projects. In May 2023 the Planning Council agreed to set aside \$100,000 per year of CRP funding starting in FY2024 for the TMO Incubator funding project facilitated by the NFRMPO. These totals are reflected in the Set-Aside column of **Table 1**. The total funding available during the 2023 Call for Projects including the additional previous fiscal year funds available from 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 2023 Call for Projects**

Program	Rolled Funding	FY2026	FY2027	Federal Funding Total	Set-Asides	Funding Available for Allocation
CMAQ	\$0	\$5,419,439	\$5,538,667	<b>\$10,958,106</b>	<b>\$0</b>	<b>\$10,958,106</b>
STBG	\$410,160	\$4,537,955	\$4,652,924	<b>\$9,601,039</b>	<b>\$0</b>	<b>\$9,601,039</b>
TA	\$0	\$466,728	\$466,046	<b>\$934,423</b>	<b>\$0</b>	<b>\$934,423</b>
CRP	\$1,290,991	\$821,802	\$839,882	<b>\$2,950,675</b>	<b>\$400,000</b>	<b>\$2,552,675</b>
<b>Total</b>	<b>\$1,701,151</b>	<b>\$11,245,924</b>	<b>\$11,497,519</b>	<b>\$24,444,594</b>	<b>\$400,000</b>	<b>\$22,044,594</b>

### 1.2 Schedule

The Call for Projects schedule is designed to allow Planning Council Action on the recommended projects in January 2024. Following Planning Council approval of the projects, the FY2024-2027 TIP will

be updated and associated air quality conformity will be completed. See **Table 2** for milestones for the 2023 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 the NFRMPO and CDOT by August 25, 2023 to ensure the project conforms to the Regional ITS Architecture as required by 23 CFR 940<sup>1</sup>. Applicants with projects that touch a state highway must submit also submit a project description to CDOT by August 25, 2023 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 project description to CDOT to receive feedback on the proposal.

NFRMPO staff is available for technical assistance through September 29, 2023. Email requests for technical assistance to [planning@nfrmpo.org](mailto:planning@nfrmpo.org).

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

**Table 2. 2023 Call for Projects Schedule**

Activity		Date
TAC Discussion on Call for Projects Process	Wednesday	June 21, 2023
Beginning of FY2024		July 1, 2023
Planning Council Discussion on Call for Projects Process	Thursday	July 6, 2023
TAC Action on Call for Projects Process	Wednesday	July 19, 2023
Planning Council Action on Call for Projects Process	Thursday	August 3, 2023
<b>Call for Projects Opens</b>	<b>Friday</b>	<b>August 4, 2023</b>
Call for Projects Application Training	Thursday	August 10, 2023
<b>Project Descriptions Due to NFRMPO and CDOT*</b>	<b>Friday</b>	<b>August 25, 2023</b>
<b>NFR Creates and Send AQ Data forms to Applicants</b> <b>NFR Notifies Applicants of SOV Analysis Requirement</b>	<b>Thursday</b>	<b>August 31, 2023</b>
2050 RTP Adopted	Thursday	September 7, 2023
CDOT provides review to applicants	Friday	September 8, 2023
<b>CMAQ &amp; CRP Air Quality Data Due</b> <b>SOV Analysis Due*</b>	<b>Friday</b>	<b>September 8, 2023</b>
NFR Completes Emissions calculations and review of SOV Analysis and sends to applicants	Friday	September 22, 2023
Applicants notify NFR of Concerns with Emissions Calculations	Friday	September 29, 2023
<b>Applications Due</b>	<b>Friday</b>	<b>October 6, 2023</b>
Questions to Project Sponsors Due	Thursday	October 26, 2023
<b>CMAQ, STBG, &amp; CRP Scoring Committee</b>	<b>Wednesday</b>	<b>November 1, 2023</b>
<b>TA Project Scoring Meeting by NoCo Bike and Ped</b>	<b>Wednesday</b>	<b>November 8, 2023</b>
NFRMPO Develops Project Funding Phasing Plan	Tuesday	November 14, 2023
TAC Discussion of Recommended Projects – Staff Presentation	Wednesday	November 15, 2023
Council Discussion of Recommended Projects – Applicant Presentations	Thursday	December 7, 2023
TAC Action on Recommended Projects	Wednesday	December 20, 2023
Council Action on Recommended Projects	Thursday	January 4, 2024

\*Select projects



### 1.3 Eligible Applicants

Eligible applicants include NFRMPO member agencies, transit providers, and NFRMPO partner organizations that can accept Federal transportation funds. Non-profits, education entities, and private sector entities may partner with an eligible applicant to complete a project.<sup>2</sup>

### 1.4 Local Match

Each project application must identify the required local match. The required local match for CMAQ, CRP, 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 the required 17.21 percent local match based on the federal request, use the following formula:

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

### 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.

### Funds Management

The expenditure of any funds prior to fully executing the Intergovernmental Agreement (IGA) and funds encumbering option letter (OL) with CDOT will not be reimbursed and those funds are not eligible for inclusion in the IGA project budget.

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<sup>2</sup> “Public-Private Partnerships”, FHWA-HEP-18-017, [https://www.fhwa.dot.gov/Environment/air\\_quality/cmaq/reference/public-private\\_partnerships/](https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/public-private_partnerships/), 2017

Please note: overages are the responsibility of the project sponsor and are not eligible for additional awards.

Funding awarded through the NFRMPO Calls for Projects is programmed into the current Transportation Improvement Program (TIP). The NFRMPO expects project funds to be moved to obligation during the fiscal year the funding is programmed. As a recipient of funding through NFRMPO Calls for Projects, the project is subject to the NFRMPO TIP Project Delay Procedure as defined in the TIP Narrative. Please view the most recent TIP Narrative at [www.nfrmpo.org/tip](http://www.nfrmpo.org/tip).

## 1.4 Scoring Committees

Applications for CMAQ, STBG, and CRP will be scored by a scoring committee comprised of voting and non-voting members as outlined below. TA applications will be scored by the NoCo Bike and Ped Collaborative (NoCo) at a separate scoring meeting. The scoring committee and NoCo Bike and Ped will make recommendations for funding to the TAC, which will then make a recommendation to the Planning Council. The Planning Council will make final decisions on projects recommended for funding.

Each local government applying for funding is required to have a representative on the scoring committee. Submitted applications will be sent to committee members to review and score prior to the scoring meeting. The scoring committee consists of both voting and non-voting members (each community may only have one voting member):

- Voting members of the scoring committee include NFRMPO member local governments. Each NFRMPO member local government has one vote.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments (including CDOT, RAQC, CDPHE), mobility committees, NoCo Bike and Ped, and any additional representatives from an NFRMPO member local government.

Applicants are encouraged to include subject matter experts from their community on the scoring committee such as experts from the non-motorized, transit, mobility, and public health domains. Applicants are also encouraged to consult their local community and county-level subject matter experts during application development.

Scoring committee members who have submitted a project application may not submit scoring worksheets for a project from the local agency they represent.

Both voting and non-voting scoring committee members are encouraged to submit questions about projects or project applications to NFRMPO staff at [planning@nfrmpo.org](mailto:planning@nfrmpo.org) by Thursday, October 26, 2023. NFRMPO staff will distribute the questions to project sponsors to be addressed at or before the scoring committee meetings.

## 1.5 NFRMPO Goals and Call for Projects Scoring Criteria

The NFRMPO Planning Council adopted the following Goals as part of the Goals, Objectives, Performance Measures, and Targets on June 1, 2023 for the 2050 Regional Transportation Plan (RTP).

- **Safety** - Reduce the number of roadway related fatalities and serious injuries within the region
- **Regional Health** - Improve economic development, resident's quality of life, and air quality
- **Mobility** - Moves people and goods efficiently and reliably on a continuous transportation system
- **Multi-Modal** - Improve accessibility of and access to transit and alternative modes of transportation
- **Operations** - Optimize operations, planning, and funding of transportation facilities

To improve alignment of the 2023 Call for Projects and the 2050 RTP, the scoring criteria for all funding programs have been structured to contribute to the achievement of the above goals.

**Table 3** illustrates the scoring criteria for each of the funding programs.

**Table 3: 2050 RTP Goals and Call for Projects Scoring Criteria per Program**

Goals	CMAQ/CRP	STBG	TA	CRP
<u>Safety</u>	10	30	30	10
<u>Operations</u>	10	20	15	10
<u>Mobility</u>	10	20	20	10
<u>Multimodal</u>	5	10	0	5
<u>Regional Health</u>	60	15	30	60
<u>Discretionary points</u>	5	5	5	5

In addition to the criteria aligned with the 2050 RTP goals, there are discretionary points allowable for all funding programs. These points will be awarded to projects based on the discretion of individual scoring committee members.

See the following sections for detailed scoring criteria information for each funding Program:

- CMAQ – [Table 5](#)
- STBG – [Table 10](#)
- TA – [Table 12](#)
- CRP – [Table 14](#)

## 1.6 Requirements for all Projects

The NFRMPO requires the following for all projects which receive federal funding through an NFRMPO Call for Projects:

- ✓ Project location must be within the NFRMPO Planning Area
- ✓ Roadway project must be located on a 2050 RTP Regionally Significant Corridor (RSC) ([Section 6.1](#))
- ✓ Transit projects must be on a Regional Transit Corridor (RTC) ([Section 6.1](#))
- ✓ Bicycle, pedestrian, and trail projects must be on a Regional Active Transportation Corridor (RATC) as identified in the 2021 Active Transportation Plan (ATP) ([Section 6.1](#))
- ✓ Projects must be consistent with Corridor Visions as outlined in the [2045 RTP](#)
- ✓ If a project touches a state highway, sponsors must submit a project description to CDOT and include the concurrence letter from CDOT within their project application.
- ✓ ITS projects must conform to the Statewide ITS Architecture<sup>3</sup> and Region 4 ITS Plan<sup>4</sup> as required by 23 CFR 940<sup>5</sup> and the CDOT Region 4 Smart Mobility Regional Plan<sup>6</sup>.
- ✓ Must provide local match of 17.21 percent (certain project types may qualify for exemptions as noted in [Section 1.4](#))
- ✓ Project must address at least one federally required performance measure as adopted in the [2050 RTP Goals Objectives Performance Measures & Targets \(GOPMT\)](#) listed in [Section 6.2](#) (TA project exceptions apply, see [TA Project Requirements](#))
- ✓ Project must comply with applicable local land use plans or current corridor studies.
- ✓ Project must complete a construction or implementation phase.
- ✓ Project sponsor must meet all required deadlines.
- ✓ **Eligible projects MUST NOT require the issuance of a vehicle Buy America waiver for implementation, due to the suspension of the Buy America waiver process.**
- ✓ Projects must include all required attachments:
  - Completed Application
  - Detailed Cost Estimate
  - Project Location Map
  - Letters or Resolution of Support
  - CDOT Letter of Concurrence
  - Additional Analysis Worksheets (See [Section 6](#))
    - Performance Measure Impact ([Section 6.2](#))
    - Equity Impact ([Section 6.4](#))
    - SOV Analysis ([Section 6.5](#))

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<sup>3</sup> CDOT Statewide ITS Architecture, <https://nfrmpo.org/wp-content/uploads/2019-SW-ITS-Architecture-FINAL.pdf>, 2019.

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

<sup>5</sup> 23 CFR 940, <https://www.ecfr.gov/cgi-bin/text-idx?SID=20c6d31dad7a8f9fb5a9244f6b9c7f85&mc=true&node=pt23.1.940&rgn=div5>, 2001

<sup>6</sup> CDOT Region 4 Smart Mobility Regional Plan, <https://nfrmpo.org/wp-content/uploads/CDOT-Smart-Mobility-Plan-Region.pdf>, April 2019.

## Section 2: Congestion Mitigation and Air Quality (CMAQ)

### 2.1 Available Funding

**Table 4: Available CMAQ Funding**

Program	Rolled Funding	FY2026	FY2027	Federal Funding Subtotal	Set-Aside	Funding Available for Allocation
CMAQ	\$0	\$5,419,439	\$5,538,667	<b>\$10,958,106</b>	<b>\$0</b>	<b>\$10,958,106</b>

#### **Maximum Request: \$5,479,053**

Project sponsors may apply for and be awarded 50 percent of the available CMAQ funding across all project applications.

#### **Minimum Request: \$100,000**

Federal funding request may not be less than \$100,000 per project application.

### 2.2 Eligible Project Types

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. As noted in [Section 1.6](#), projects must not require the issuance of a vehicle Buy America waiver for implementation. Eligible project types may include:

- Diesel engine retrofits and vehicle repowering
- Idle reduction strategies
- Park and ride lot construction
- Incident management
- Alternative fuel or electric vehicle/bus/station
- Purchase of diesel replacements, or medium-duty or heavy duty zero emission vehicles and related charging equipment
- in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations
- Transit service expansion
- Transit amenity improvements
- Extreme-temperature cold start technologies
- Bicycle and pedestrian facilities and programs
- Employee transit benefits
- Intermodal freight
- Intersection improvements

- Traffic signal synchronization
- Roundabouts
- Intelligent Transportation Systems (ITS), including Vehicle-to-Infrastructure (V2I)
- Congestion pricing
- Carpooling / vanpooling
- Carsharing
- Ridesharing
- Shared micromobility including bikesharing and shared scooter systems
- Subsidized transit fares
- Travel Demand Management (TDM) strategies and outreach
- Transit operating assistance (with no time limitation) in non-urbanized areas and urbanized areas with a population of less than 200,000

### 2.3 CMAQ Project Requirements

All CMAQ applications must meet the following requirements in addition to the requirements listed in [Section 1: Requirements for All Projects](#):

- Demonstrate an air quality benefit for the North Front Range region;
- Include with application the air quality data request form and air quality benefit worksheet;
- **Sponsors must submit a project description to the NFRMPO no later than August 25, 2023 to receive CMAQ Emission Worksheets; and**
- Project must contribute to the achievement of one or more federally required performance measure as outlined in [Section 6](#).

CMAQ funds cannot be used for:

- Projects requiring the issuance of a vehicle Buy America waiver;
- Transit operations beyond a five-year start-up (step down approach) for urban areas with a population of 200,000 or more; or
- Maintenance or roadway capacity projects.

For additional information on the CMAQ program, view the BIL CMAQ Fact sheet at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

## 2.4 Project Scoring

**Table 5. Congestion Mitigation and Air Quality (CMAQ) Scoring**

Regional Health	<b>Improve economic development, residents' quality of life, and air quality</b>		<b>60</b>
	<b>Air Quality Emissions Reductions</b>	<b>Project awarded points based on the following thresholds*:</b> <i>*Cost effectiveness scoring thresholds will be calculated based on cost effectiveness of submitted projects.</i>	<b>50</b>
		\$ Lower cost/ton; or	50
		\$/ton; or	40
		\$/ton; or	30
		\$/ton; or	20
		\$ Highest Cost/ton	10
	<b>Economic Development</b>	<b>Project awarded points based on the following criteria:</b>	<b>5</b>
		Project is within 1/4-mile of a 2050 RSC Activity Center; and	4
		Project is located on a Colorado freight Priority Corridor	1
Multimodal	<b>Equity</b>	<b>Projects awarded points based on the following thresholds:</b> <b>Cumulative Equity index score within 1/4-mile buffer of project location:</b>	<b>5</b>
		3 or higher - project receives 100% available equity points	5
		2 - project receives 75% available Equity points	3.75
		1 - project receives 50% available Equity points	2.5
		0 - project receives no equity points	0
	<b>Improve accessibility of and access to transit and alternative modes of transportation</b>		<b>5</b>
Safety	<b>Complete Streets</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		Project increases or expands access to transit service or adds transit facilities; or	
		Project constructs or expands access to active transportation facilities; or	
		Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context)	
Safety	<b>Reduce the number of roadway related fatalities and serious injuries within the region</b>		<b>10</b>
	<b>Countermeasures or Proactive Interventions</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>3</b>
		Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or	
		Project is implementing a proactive intervention to prevent anticipated issues; or	
		Provides safe crossing for bikes and peds at railroad, roadway, or waterway	
	<b>Crash Rate*</b>	<b>Project awarded points based on the following thresholds:</b>	<b>7</b>
		Highest crash rate; or	7
		Lowest crash rate	3
		No serious injury or fatalities crashes at project location within the last 5 years	0

Mobility	<b>Moves people and goods safely, efficiently, and reliably on a continuous transportation system</b>		<b>10</b>
	<b>Asset Management</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		<u>Roadway Projects:</u> <i>Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or RSCs; or</i> <i>Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or RSCs</i> <u>Transit Projects:</u> <i>Project contributes to Transit Asset Management Plans and targets</i> <u>Trails Projects:</u> <i>Project will include installation, maintenance, and monitoring of bike/ped counting device; or</i> <i>Project will fund maintenance or rehabilitation of existing trails</i>	
	<b>System Performance</b>	<b>Project awarded points based on the following criteria:</b>	<b>5</b>
		<i>Project is located on an NFRMPO Congested Corridor and includes CMP Strategy Implementation (Tier 1-5); or</i> <i>Project is <u>not</u> located on an NFRMPO Congested Corridor but includes CMP Strategy Implementation (Tier 1-5)</i>	5 3
Operations	<b>Optimize operations, planning, and funding of transportation facilities</b>		<b>10</b>
	<b>Partnerships</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>3</b>
		<i>Each financial contributor must provide at least 10 percent of the required local match.</i>	
	<b>ITS/Operational Improvements</b>		<b>4</b>
		<i>Project includes ITS devices connected by fiber on RSCs; or</i> <i>Project will increase the miles of fiber in the region</i> <i>Project includes operational improvements outlined in CMP strategies/ can demonstrate operational improvements to reduce congestion and improve traffic flow</i>	
	<b>Integration with Regional Plans</b>	<b>Projects awarded full points if it meets the following criteria:</b>	<b>3</b>
		<i>Location Specific Projects: Project is located on NFRMPO Priority Corridor</i> <i>Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans</i>	
<b>Discretionary Allowable points based on scoring member discretion</b>			<b>5</b>

\* Project locations with no crash rate history may substitute surrogate location data from a project site with similar characteristics. Project sponsors utilizing this method must coordinate with NFRMPO staff prior to submitting an application. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

## 2.5 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 6**. The full Guidebook for Air Quality Benefits Reporting, which includes example calculations and input details, is available upon request.

**Table 6: 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"> <li>• Bicycle and Pedestrian Facilities</li> <li>• Transit Bus Service and Fleet Expansion</li> <li>• Transit Bus Replacement/Retrofit</li> <li>• Carpooling/Vanpooling</li> <li>• Intersection Improvements</li> <li>• Traffic Signal Synchronization</li> <li>• Roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Demand Management Programs (Combined with AFLEET)</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Demand Management Programs (Combined with TDM ROI Calculator)</li> <li>• Alternative Fuels</li> <li>• Idle Reduction</li> <li>• Truck Stop Electrification</li> </ul>	<ul style="list-style-type: none"> <li>• Engine Replacements</li> <li>• Engine Retrofits</li> <li>• Nonroad, Locomotive, and Marine Engine Projects</li> </ul>

**Table 7** outlines the effectiveness timeline of individual project types based on guidance outlined by FHWA<sup>8</sup>, research conducted by other planning agencies in the United States<sup>9</sup>, and NFRMPO Staff and has

<sup>8</sup> *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](https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/reference/cost_effectiveness_tables/fhwahep20039.pdf), 2020

<sup>9</sup> *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](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](https://ww2.arb.ca.gov/sites/default/files/2020-06/Congestion_Mitigation_Air%20Quality_Improvement_Program_cost-effectiveness_methods_may2005.pdf), 2005

been reviewed for accuracy by TAC. Projects with multiple categories will use the project effectiveness life for each component.

**Table 7: 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 <sup>10</sup> – On-or Off-Street Facilities	Off-Street – 20 On-Street - 15
Bicycle/Pedestrian – Underpass/Overpass	50
Transit – Cleaner heavy-duty transit/urban bus	12
Transit – Electric Bus/ Charging Infrastructure	15
Electric Vehicle Charging Stations <sup>11</sup>	7
New Bus service	12
Transit Improvements – Operational/Amenities	1-2
Diesel retrofits/Diesel Anti-Idling	5
Programming (ridesharing, car/vanpooling, TDM, etc.)	Varies, based on number of years being funded
Park & Ride facilities	20

\*Other project types not identified in the table will be determined through consultation with applicants and Staff

<sup>10</sup> <https://www.kerncog.org/wp-content/uploads/2019/03/CMAQ-Cost-Effectiveness-presentation.pdf>

<sup>11</sup> [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/reference/cost\\_effectiveness\\_tables/#ftnref26](https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/#ftnref26)

## Section 3: Surface Transportation Block Grant (STBG)

### 3.1 Available Funding

**Table 8: Available STBG Funding**

Program	Rolled Funding	FY2026	FY2027	Federal Funding Total	Set-Aside	Funding Available for Allocation
STBG	\$410,160	\$4,537,955	\$4,652,924	<b>\$9,601,039</b>	<b>\$0</b>	<b>\$9,601,039</b>

- **Maximum Request:**
  - Small Community Request Limit: \$1,632,177
  - Large Community Request Limit: \$3,168,343

Project sponsors may only apply for and be awarded the amount request limit for their community across all project applications.

#### **Minimum Request: \$100,000**

Federal funding request may not be less than \$100,000 per project application.

### 3.2 Eligible Project Types

STBG is the most flexible funding source among all Federal-aid highway programs. In general, projects must be located on federal-aid eligible roadways; however, see 23 U.S.C.133 for exceptions. The NFRMPO requires projects to be located on a regional corridor (RSC, RTC, or RATC) or impact an RATC.

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](#) including maintenance and restoration of existing trails, 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 208](#).
- 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.
- Installation and deployment of current and emerging intelligent transportation technologies
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Replacement of low-water crossing with a bridge not on a Federal-aid highway.
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane.
- Measures to protect an eligible transportation facility from cybersecurity threats.
- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the date of enactment of the FAST Act, including projects described under Section 101(a)(29) as in effect on such day.

### 3.3 STBG Project Requirements

All STBG applications must meet the following requirements in addition to the requirements listed in [Section 1: Requirements for All Projects](#):

- Project must contribute to the achievement of one or more federally required performance measure as outlined in [Section 6](#).

For additional information on the STBG program, view the BIL STBG Fact sheet at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>.

### Local Match Exceptions

For STBG projects, the Federal share payable on any project, program, or activity with innovative project delivery methods, including those to improve work zone safety, improve the quality of or decrease maintenance costs of highways and bridges, accelerate project delivery, or reduce congestion related to highway congestion may, at the discretion of the State, be up to 100 percent. The authority of the State

to increase the federal share for innovative project delivery methods is limited to 10 percent of the combined apportionments for programs identified in 23 U.S.C.120(c)(3)(C)(ii).

### 3.4 STBG Request Limits

Request limits for the STBG program are determined separately for small and large communities. Small communities for the NFRMPO call for projects are those with a population of 50,000 or less. Large communities are those with a population over 50,000. As presented in **Table 9**, 34 percent of the NFRMPO population is within small communities and 66 percent is within large communities. To facilitate equitable distribution of funds within the region, the NFRMPO has set a target of awarding 34 percent of available STBG funds to small communities (\$3,264,353) and 66 percent to large communities (\$6,336,686). Request limits are set as 50 percent of the community target.

- Small Community Request Limit: **\$1,632,177**
- Large Community Request Limit: **\$3,168,343**

For all other eligible entities, the maximum request limit is \$1,000,000 and there is no funding target.

**Table 9. NFRMPO Small and Large Community Populations**

NFRMPO Small and Large Community Populations			
Community		2021 Population (DOLA)	Percent of Total Population
Small Communities	Berthoud	11,062	2.0%
	Eaton	5,933	1.1%
	Evans	22,760	4.2%
	Garden City	258	0.0%
	Johnstown	18,009	3.3%
	Larimer County	49,395	9.1%
	LaSalle	2,357	0.4%
	Milliken	8,679	1.6%
	Severance	9,410	1.7%
	Timnath	7,178	1.3%
	Weld County	13,583	2.5%
	Windsor	35,177	6.5%
	<b>Small Community Total</b>	<b>183,801</b>	<b>34.0%</b>
Large Communities	Fort Collins	170,755	31.5%
	Greeley	109,696	20.3%
	Loveland	77,016	14.2%
	<b>Large Community Total</b>	<b>357,467</b>	<b>66.0%</b>
<b>Total</b>		<b>541,268</b>	<b>100.0%</b>

### 3.5 Project Scoring

**Table 10** outlines the scoring criteria with corresponding subcriteria or scoring guidelines. The point value for each criterion, indicated in bold, add up to the total points possible. Subcriteria (points which cumulatively add up to the criterion value) and scoring guidelines (levels of scoring options) are indicated in italics. During the scoring process of applications, the scoring guidelines are intended to be used as listed in the table.

**Table 10: Surface Transportation Block Grant (STBG) Scoring**

Regional Health	<b>Improve economic development, residents' quality of life, and air quality</b>		<b>15</b>
	<b>Economic Development</b>	<b>Project awarded points based on the following criteria:</b>	<b>8</b>
		<i>Project is within 1/4-mile of a 2050 RSC Activity Center; and</i>	<i>7</i>
		<i>Project is located on a Colorado freight Priority Corridor</i>	<i>1</i>
	<b>Equity</b>	<b>Projects awarded points based on the following thresholds:</b>	<b>7</b>
		<b>Cumulative Equity index score within 1/4-mile buffer of project location:</b>	
		<i>3 or higher - project receives 100% available equity points</i>	<i>7</i>
		<i>2 - project receives 75% available Equity points</i>	<i>5.25</i>
Multimodal		<i>1 - project receives 50% available Equity points</i>	<i>3.5</i>
		<i>0 - project receives no equity points</i>	<i>0</i>
	<b>Improve accessibility of and access to transit and alternative modes of transportation</b>		<b>10</b>
	<b>Complete Streets</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
Safety		<i>Project increases or expands access to transit service or adds transit facilities; or</i>	
		<i>Project constructs or expands access to active transportation facilities; or</i>	
		<i>Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context)</i>	
	<b>Reduce the number of roadway related fatalities and serious injuries within the region</b>		<b>30</b>
	<b>Countermeasures or Proactive Interventions</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
		<i>Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or</i>	
		<i>Project is implementing a proactive intervention to prevent anticipated issues; or</i>	
		<i>Provides safe crossing for bikes and peds at railroad, roadway, or waterway</i>	
	<b>Crash Rate*</b>	<b>Project awarded points based on the following thresholds:</b>	<b>20</b>
		<i>Highest crash rate; or</i>	<i>20</i>
		<i>Lowest crash rate</i>	<i>5</i>
		<i>No serious injury or fatalities crashes at project location within the last 5 years</i>	<i>0</i>

Mobility	<b>Moves people and goods safely, efficiently, and reliably on a continuous transportation system</b>		<b>20</b>
	<b>Asset Management</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
		<u>Roadway Projects:</u> Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or RSCs; or Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or RSCs	
		<u>Transit Projects:</u> Project contributes to Transit Asset Management Plans and targets	
		<u>Trails Projects:</u> Project will include installation, maintenance, and monitoring of bike/ped counting device; or Project will fund maintenance or rehabilitation of existing trails	
	<b>System Performance</b>	<b>Project awarded points based on the following criteria:</b>	<b>5</b>
		Project <u>is located on</u> an NFRMPO Congested Corridor and includes CMP Strategy Implementation (Tier 1-5); or	5
		Project <u>is not</u> located on an NFRMPO Congested Corridor but includes CMP Strategy Implementation (Tier 1-5)	3
	<b>Network Connectivity</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		Project closes a gap between existing facilities (RSC, RATC, RTC); or Project improves continuity of the transportation system; or	
Operations	<b>Optimize operations, planning, and funding of transportation facilities</b>		<b>20</b>
	<b>Partnerships</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		Each financial contributor must provide at least 10 percent of the required local match.	
	<b>ITS/Operational Improvements</b>		<b>5</b>
		Project includes ITS devices connected by fiber on RSCs; or Project will increase the miles of fiber in the region Project includes operational improvements outlined in CMP strategies/ can demonstrate operational improvements to reduce congestion and improve traffic flow <u>TA Projects Only:</u> Enhances wayfinding, includes signage or systems used to convey location and directions to active transportation users	
	<b>Integration with Regional Plans</b>	<b>Projects awarded full points if it meets the following criteria:</b>	<b>10</b>
			Location Specific Projects: Project is located on NFRMPO Priority Corridor Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans
<b>Discretionary Allowable points based on scoring member discretion</b>			<b>5</b>

\* Project locations with no crash rate history may substitute surrogate location data from a project site with similar characteristics. Project sponsors utilizing this method must coordinate with NFRMPO staff prior to submitting an application. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

## Section 4: Transportation Alternatives (TA)

### 4.1 Available Funding

**Table 11: Available TA Funding**

Program	Rolled Funding	FY2026	FY2027	Federal Funding Total	Set-Aside	Funding Available for Allocation
TA	\$0	\$466,728	\$466,046	<b>\$934,423</b>	<b>\$0</b>	<b>\$934,423</b>

**Maximum Request: \$934,423**

Project sponsors may only apply for and be awarded 100 percent of the available TA funding across all project applications.

**Minimum Request: \$50,000**

Federal funding request may not be less than \$50,000 per project application.

### 4.2 Eligible Project Types

TA funds may be used for the following project types:

- Pedestrian and Bicycle / Active 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
  - Projects eligible under the recreational trails program ([23 U.S.C 206](#))
  - Infrastructure and non-infrastructure related projects eligible under the safe routes to school program ([23 U.S.C. 208](#))
  - Activities in furtherance of a vulnerable road user safety assessment ([23 U.S.C. 133\(h\)\(3\)\(C\)](#))
- Historic / Scenic Transportation Activities
  - Construction of turnouts, overlooks, and viewing areas
  - Control and/ or removal of outdoor advertising
  - Historic preservation and rehabilitation of transportation facilities
- Environmental Mitigation
  - Mitigation of water pollution due to highway runoff
  - Reduction of vehicle-caused wildlife mortality
  - Vegetation management practices



- Archaeological activities relating to impacts from a transportation project

### 4.3 Project Requirements

All STBG applications must meet the following requirements in addition to the requirements listed in [Section 1: Requirements for All Projects](#):

- If project is related to active transportation facilities, it must impact a Regional Active Transportation Corridor from the *2021 NFRMPO Active Transportation Plan* (ATP) and be consistent with the corridor visions;
- Address at least one federal or Regional [2050 RTP](#) Performance Measure; and
- Comply with applicable local land use, bike, or current corridor studies, if available.

For additional information on the TA program, view the BIL TA Fact sheet at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>.

### 4.4 TA Project Scoring

TA applications will be scored according to the scoring criteria in **Table 12**. These criteria were reviewed by the NoCo Bike and Ped Collaborative. Previous NFRMPO Calls for Projects have utilized separate scoring criteria for Bicycle/pedestrian projects, environmental mitigation projects, and Historic/Scenic transportation activities based on scoring criteria developed by the CDOT TAP scoring criteria. The 2023 Call for Projects will utilize the scoring criteria outlined in **Table 12** for all eligible TA project types.

**Table 12. TA Scoring Criteria**

Regional Health	<b>Improve economic development, residents' quality of life, and air quality</b>		<b>30</b>
	<b>Economic Development</b>	<b>Project awarded points based on the following criteria:</b>	<b>15</b>
		<i>Project is within 1/4-mile of a 2050 RSC Activity Center; and</i>	<i>8</i>
		<i>Project is located on a Colorado freight Priority Corridor</i>	<i>0</i>
		<i><u>TA projects only:</u> Project facilitates access to a school, park, library, or 'main street' area</i>	<i>4</i>
		<i><u>TA projects only:</u> Project supports tourism activities</i>	<i>3</i>
	<b>Equity</b>	<b>Projects awarded points based on the following thresholds:</b>	<b>15</b>
		<b>Cumulative Equity index score within 1/4-mile buffer of project location:</b>	
		<i>3 or higher - project receives 100% available equity points</i>	<i>15</i>
		<i>2 - project receives 75% available Equity points</i>	<i>11.25</i>
Safety		<i>1 - project receives 50% available Equity points</i>	<i>7.5</i>
		<i>0 - project receives no equity points</i>	<i>0</i>
	<b>Reduce the number of roadway related fatalities and serious injuries within the region</b>		<b>30</b>
	<b>Countermeasures or Proactive Interventions</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
		<i>Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or</i>	
		<i>Project is implementing a proactive intervention to prevent anticipated issues; or</i>	
		<i>Provides safe crossing for bikes and peds at railroad, roadway, or waterway</i>	
	<b>Crash Rate*</b>	<b>Project awarded points based on the following thresholds:</b>	<b>20</b>
		<i>Highest crash rate; or</i>	<i>20</i>
		<i>Lowest crash rate</i>	<i>5</i>
		<i>No serious injury or fatalities crashes at project location within the last 5 years</i>	<i>0</i>

\* Project locations with no crash rate history may substitute surrogate location data from a project site with similar characteristics. Project sponsors utilizing this method must coordinate with NFRMPO staff prior to submitting an application. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

Mobility	<b>Moves people and goods efficiently and reliably on a continuous transportation system</b>		<b>20</b>
	<b>Asset Management</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
		<u>Trails Projects:</u> <i>Project will include installation, maintenance, and monitoring of bike/ped counting device; or</i> <i>Project will fund maintenance or rehabilitation of existing trails</i>	
	<b>Network Connectivity</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>10</b>
		<i>Project closes a gap between existing facilities (RSC, RATC, RTC); or</i> <i>Project improves continuity of the transportation system; or</i> <u>TA Projects Only:</u> <i>Project constructs strategic local connection to an RATC</i>	
Operations	<b>Optimize operations, planning, and funding of transportation facilities</b>		<b>15</b>
	<b>Partnerships</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		<i>Each financial contributor must provide at least 10 percent of the required local match.</i>	
	<b>ITS/Operational Improvements</b>		<b>5</b>
		<u>TA Projects Only:</u> <i>Enhances wayfinding, includes signage or systems used to convey location and directions to active transportation users</i>	
	<b>Integration with Regional Plans</b>	<b>Projects awarded full points if it meets the following criteria:</b>	<b>5</b>
		<i>Location Specific Projects: Project is located on NFRMPO Priority Corridor</i> <i>Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans</i>	
<b>Discretionary</b> <b>Allowable points based on scoring member discretion</b>			<b>5</b>

## Section 5: Carbon Reduction Program

### 5.1 Available Funding

**Table 13: Available Funding**

Program	Rolled Funding	FY2026	FY2027	Federal Funding Total	Set-Aside	Funding Available for Allocation
CRP	\$1,290,991	\$821,802	\$839,882	<b>\$2,952,675</b>	<b>\$400,000</b>	<b>\$2,552,675</b>

**Maximum Request: \$2,552,675**

Project sponsors may only apply for and be awarded the up to 100 percent of the available CRP funding across all project applications.

**Minimum Request: \$100,000**

Federal funding request may not be less than \$100,000 per project application.

### 5.2 CRP Eligible Project Types

The purpose of CRP funding is to reduce transportation emissions by funding projects designed to reduce transportation emissions. As established under the CRP, *transportation emissions* is defined as ‘carbon dioxide emissions from on-road highway sources of those emissions’.

Eligible project types may include:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act including the construction, planning, and design of on-road and offroad trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;

- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
  - development of a carbon reduction strategy;
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project to support deployment of alternative fuel vehicles, including:
  - the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

### 5.3 CRP Project Requirements

All CRP applications must meet the following requirements in addition to the requirements listed in [Section 1: Requirements for All Projects](#):

- Project must contribute to the achievement of one or more federally required performance measure as outlined in **Section 6**;
- Demonstrate a greenhouse gas emissions reduction benefit for the North Front Range region; and
- Project does not require the issuance of a vehicle Buy America waiver.

## 5.4 CRP Project Scoring Criteria

Table 14. CRP Scoring Criteria

Regional Health	<b>Improve economic development, residents' quality of life, and air quality</b>		<b>60</b>
	<b>Air Quality Emissions Reductions</b>	<b>Project awarded points based on the following thresholds*:</b> <i>*Cost effectiveness scoring thresholds will be calculated based on cost effectiveness of submitted projects.</i>	<b>50</b>
		\$ Lower cost/ton; or	50
		\$/ton; or	40
		\$/ton; or	30
		\$/ton; or	20
		\$ Highest Cost/ton	10
	<b>Economic Development</b>	<b>Project awarded points based on the following criteria:</b>	<b>5</b>
		Project is within 1/4-mile of a 2050 RSC Activity Center; and	4
		Project is located on a Colorado freight Priority Corridor	1
Multimodal	<b>Equity</b>	<b>Projects awarded points based on the following thresholds:</b>	<b>5</b>
		<b>Cumulative Equity index score within 1/4-mile buffer of project location:</b>	
		3 or higher - project receives 100% available equity points	5
		2 - project receives 75% available Equity points	3.75
		1 - project receives 50% available Equity points	2.5
		0 - project receives no equity points	0
Multimodal	<b>Improve accessibility of and access to transit and alternative modes of transportation</b>		<b>5</b>
	<b>Complete Streets</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		Project increases or expands access to transit service or adds transit facilities; or	
		Project constructs or expands access to active transportation facilities; or	
		Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context)	
Safety	<b>Reduce the number of roadway related fatalities and serious injuries within the region</b>		<b>10</b>
	<b>Countermeasures or Proactive Interventions</b>		<b>3</b>
		<b>Project awarded full points if it meets the following criteria:</b>	
		Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or	
		Project is implementing a proactive intervention to prevent anticipated issues; or	
		Provides safe crossing for bikes and peds at railroad, roadway, or waterway	
Safety	<b>Crash Rate*</b>	<b>Project awarded points based on the following thresholds:</b>	<b>7</b>
		Highest crash rate; or	7
		Lowest crash rate	3
		No serious injury or fatalities crashes at project location within the last 5 years	0

Mobility	<b>Moves people and goods safely, efficiently, and reliably on a continuous transportation system</b>		<b>10</b>
	<b>Asset Management</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>5</b>
		<u>Roadway Projects:</u> <i>Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or RSCs; or</i> <i>Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or RSCs</i> <u>Transit Projects:</u> <i>Project contributes to Transit Asset Management Plans and targets</i> <u>Trails Projects:</u> <i>Project will include installation, maintenance, and monitoring of bike/ped counting device; or</i> <i>Project will fund maintenance or rehabilitation of existing trails</i>	
	<b>System Performance</b>	<b>Project awarded points based on the following criteria:</b>	<b>5</b>
		<i>Project is <u>located on</u> an NFRMPO Congested Corridor and includes CMP Strategy Implementation (Tier 1-5); or</i> <i>Project is <u>not</u> located on an NFRMPO Congested Corridor but includes CMP Strategy Implementation (Tier 1-5)</i>	5 3
Operations	<b>Optimize operations, planning, and funding of transportation facilities</b>		<b>10</b>
	<b>Partnerships</b>	<b>Project awarded full points if it meets the following criteria:</b>	<b>3</b>
		<i>Each financial contributor must provide at least 10 percent of the required local match.</i>	
	<b>ITS/Operational Improvements</b>		<b>4</b>
		<i>Project includes ITS devices connected by fiber on RSCs; or</i> <i>Project will increase the miles of fiber in the region</i> <i>Project includes operational improvements outlined in CMP strategies/ can demonstrate operational improvements to reduce congestion and improve traffic flow</i>	
	<b>Integration with Regional Plans</b>	<b>Projects awarded full points if it meets the following criteria:</b>	<b>3</b>
		<i>Location Specific Projects: Project is located on NFRMPO Priority Corridor</i> <i>Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans</i>	
<b>Discretionary Allowable points based on scoring member discretion</b>			<b>5</b>

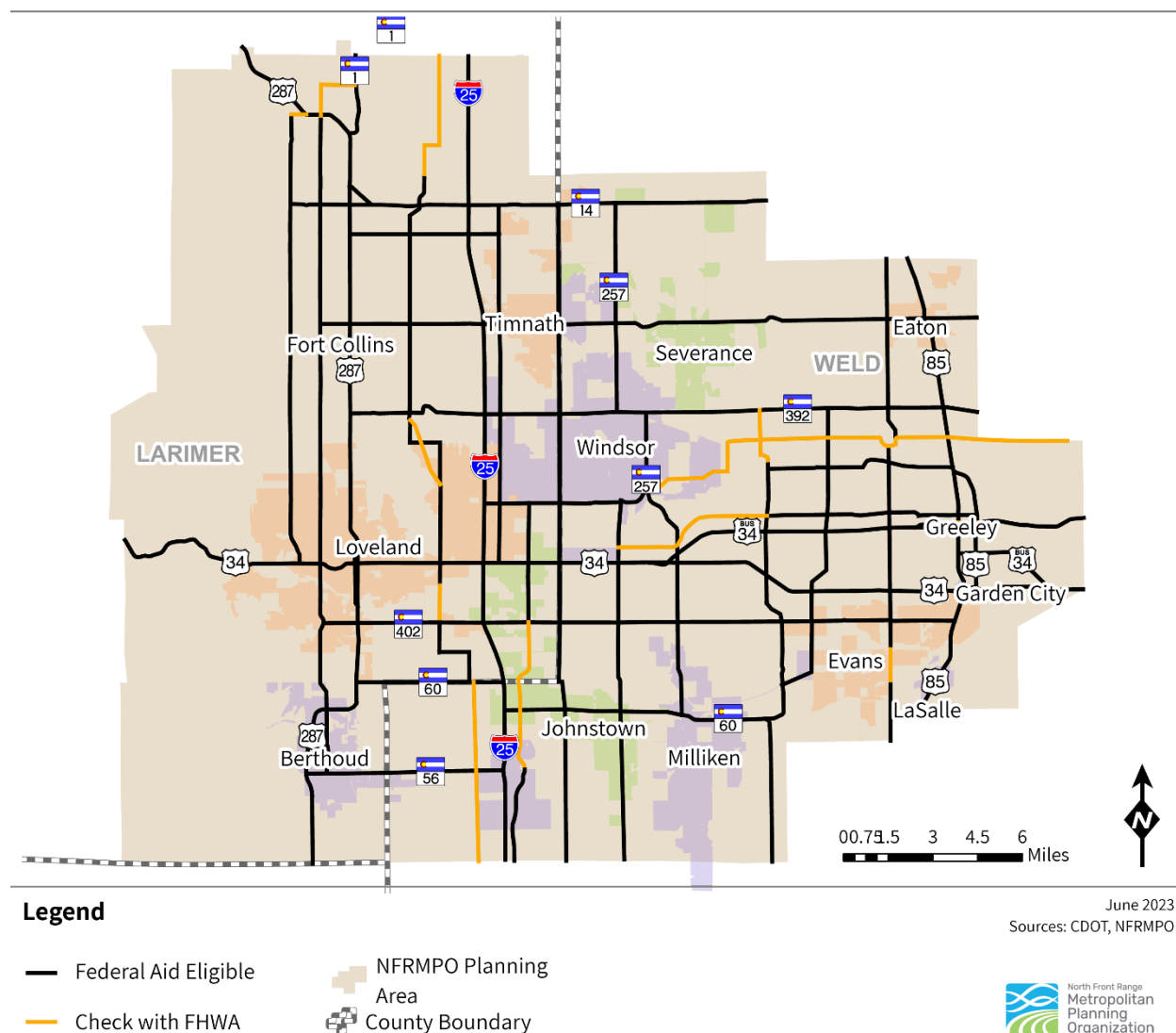
\* Project locations with no crash rate history may substitute surrogate location data from a project site with similar characteristics. Project sponsors utilizing this method must coordinate with NFRMPO staff prior to submitting an application. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

## Section 6: References

### 6.1 2050 RTP Regional Corridors

Roadway projects must be on a federal-aid eligible portion of an RSC identified in the 2050 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.<sup>12</sup> **Figure 1** identifies the federal-aid eligible RSCs in black. For proposed roadways, shown in orange, please contact FHWA for eligibility.

**Figure 1. 2050 Regionally Significant Corridor (RSC) Federal-Aid Eligibility**

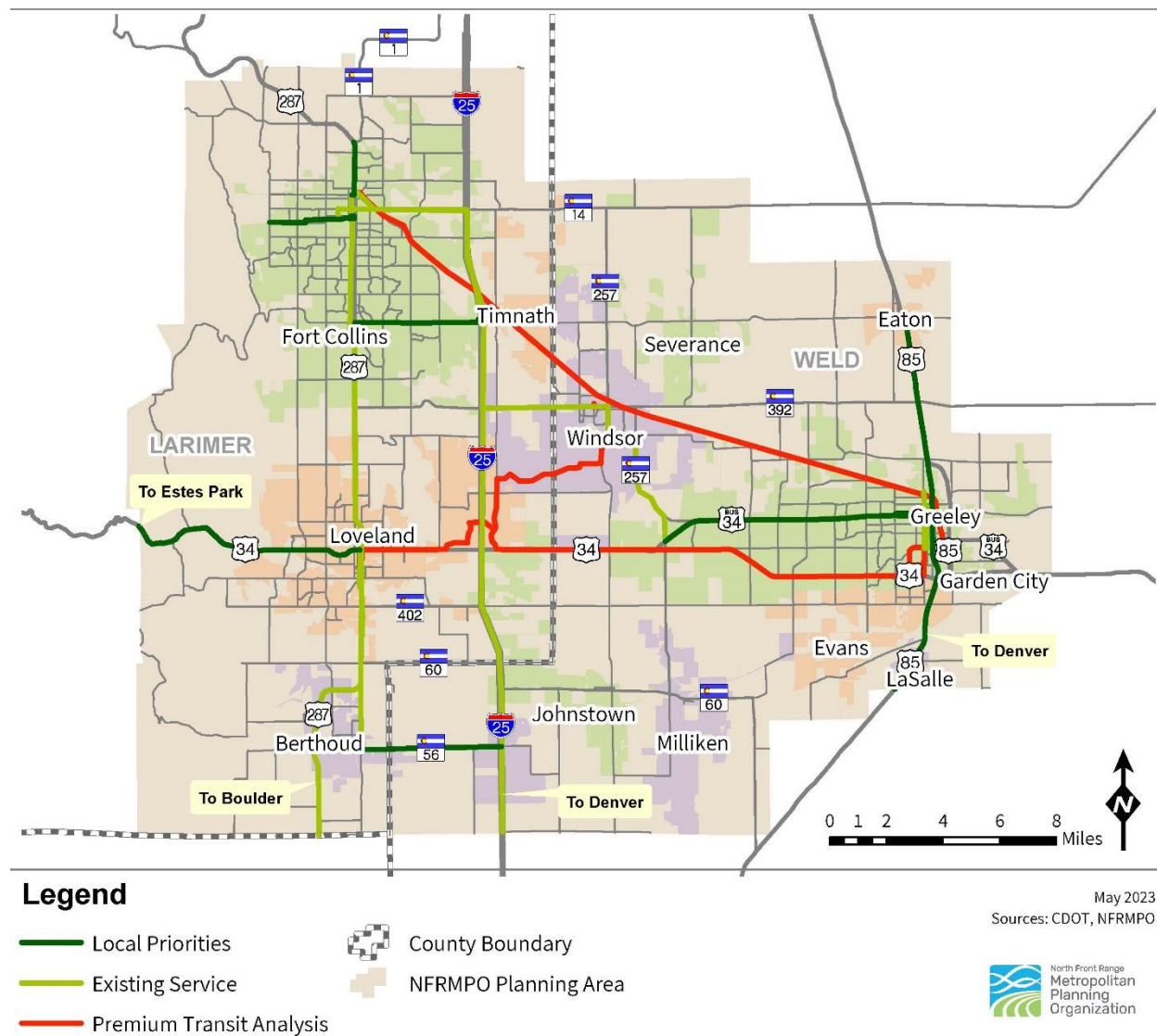


<sup>12</sup> 23 CFR 470, [https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470\\_1103](https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103), 1997.



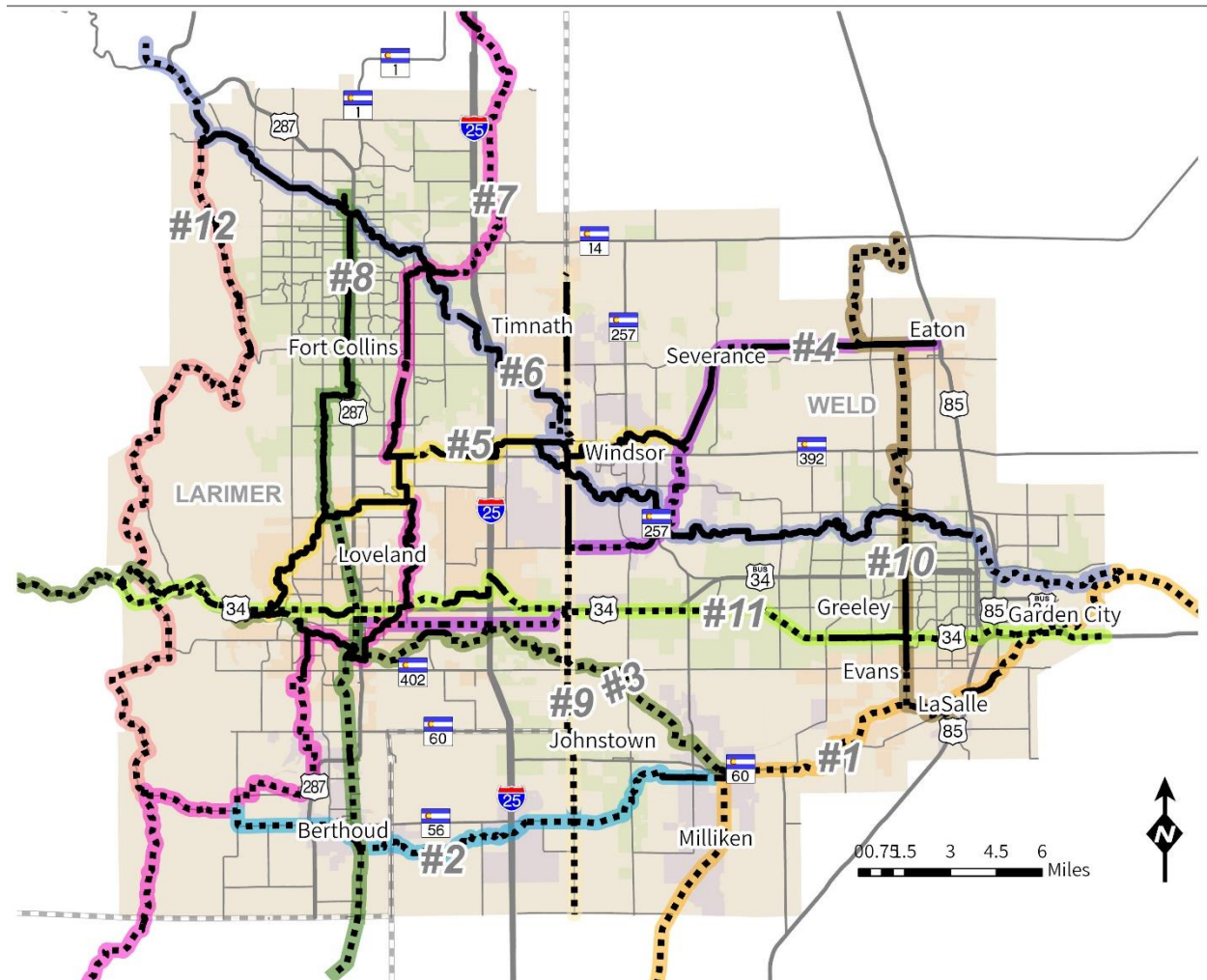
Transit projects must be on a Regional Transit Corridor (RTC).

**Figure 2. 2050 Regional Transit Corridors (RTCs)**



Bicycle, pedestrian, and trail projects must be on a Regional Active Transportation Corridor (RATC) as identified in the 2021 Active Transportation Plan (ATP)

**Figure 3. Regional Active Transportation Corridors (RATCs)**



### Legend

— Existing or Interim Alignment	4: Great Western/Johnstown/Loveland	9: Johnstown/Timnath
- - - Proposed Alignment	5: North Loveland/Windsor	10: Eaton/LaSalle
1: South Platte/American Discovery Trail	6: Poudre River Trail	11: US34 Parallel
2: Little Thompson River	7: Front Range Trail West	12: Carter Lake/Horsetooth Foothills
3: Big Thompson River	8: BNSF Fort Collins/Berthoud	

May 2023  
Sources: CDOT, NFRMPO



North Front Range  
Metropolitan  
Planning  
Organization

## 6.2 2050 RTP Performance Measures & Targets

All CMAQ, STBG, and CRP project applications must identify at least one federally required performance measure for which the project would contribute toward target achievement. **Table 15** 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 4**.

**Table 15. 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 <sup>13</sup>	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 <sup>14</sup>	NHS
	Percentage of NHS bridges classified as in Poor Condition	

<sup>13</sup> 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](#).

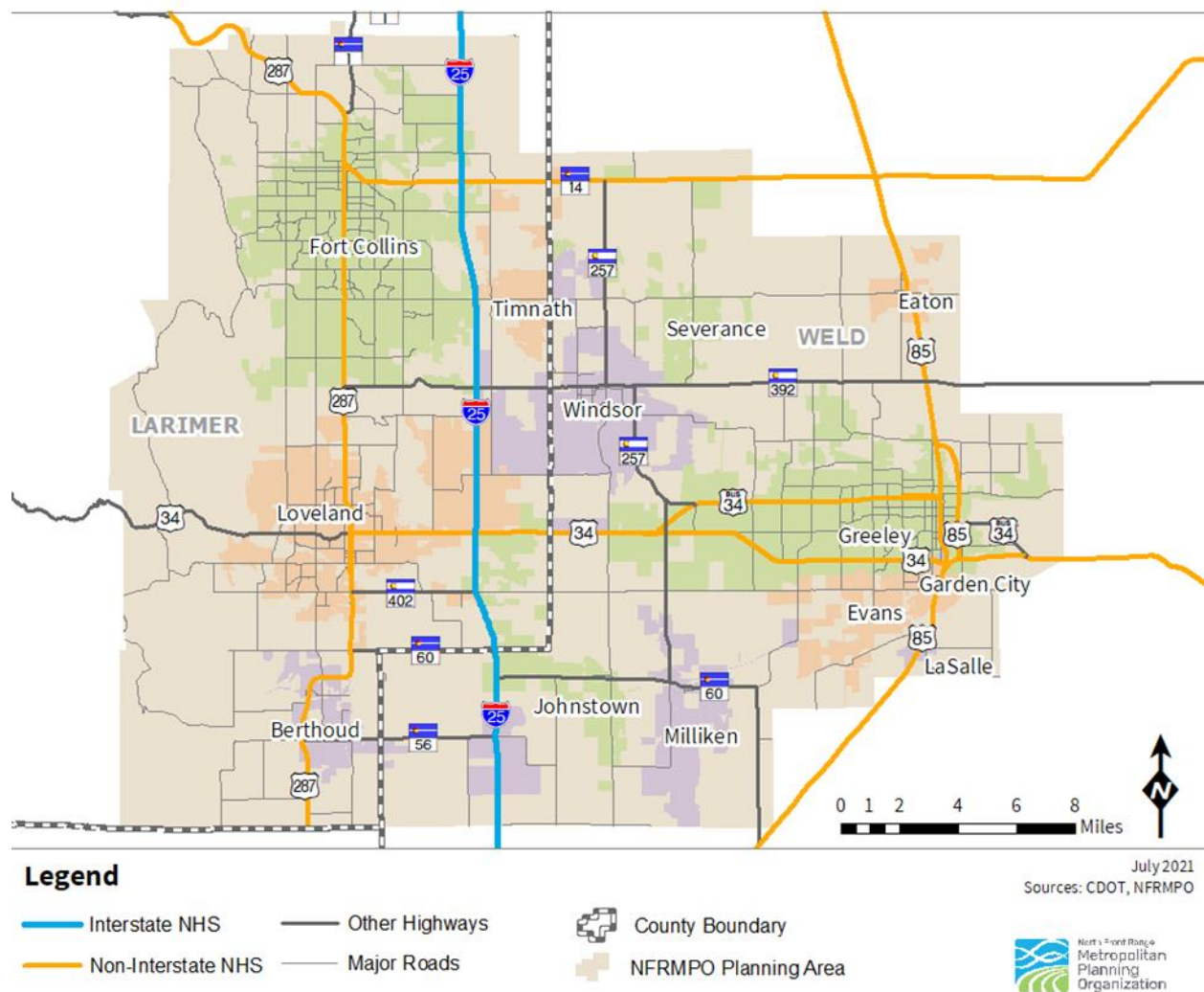
<sup>14</sup> Good and poor bridge conditions are assessed based on the National Bridge Inventory (NBI) condition ratings as described in [23 CFR Part 490 Subpart D](#).

Performance Area	Performance Measure	Coverage
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable <sup>15</sup>	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index <sup>16</sup>	Interstate
Traffic Congestion	Annual hours of peak hours excessive delay (PHED)	Fort Collins TMA
	Non-Single Occupant Vehicle (SOV) Travel	
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	

<sup>15</sup>A 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.

<sup>16</sup> The Truck Travel Time Reliability (TTTR) Index measures the 95<sup>th</sup> percentile truck travel time against the 50<sup>th</sup> percentile truck travel time.

**Figure 4. 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 April 6, 2023<sup>17</sup>. TA applications must support either an MPO-specific performance measure and/or a federally required performance measure. Project applications for CMAQ, STBG, and CRP 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 16**.

<sup>17</sup> The 2050 RTP GOPMT was adopted on April 6, 2023 and readopted on June 1, 2023 to amend in an additional Goal.



**Table 16. 2050 RTP Regional Performance 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 30%
Non-motorized facility miles	7.62 miles per 1,000 people
Percent of non-single occupant vehicle commute trips	At least 40%
Daily VMT per capita	24
Projects requiring more than one extension	≤22%
Travel Time Index on RSCs	90%
Percent of devices connected by fiber on RSCs	≤87%

To better integrate the performance measure impact into the Call for Projects applicants must complete a Performance Measure Impact Analysis with their application.

**Table 17: Performance Measure Impact Worksheet**

Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)	Impact Description (Quantitative and/or Qualitative)
<b>Federally Required Performance Measures</b>			
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			

Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)	Impact Description (Quantitative and/or Qualitative)
Pavement Condition			
Percentage of pavement on the Interstate System in Good Condition	National Highway System (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	NHS		
Percentage of NHS bridges classified as in Poor Condition			
System Reliability			
Percent of person-miles traveled on the Interstate System that are reliable	Interstate		
Percent of person-miles traveled on the non-Interstate NHS that are reliable	NHS		
Freight Movement			
Truck Travel Time Reliability Index	Interstate		
CMAQ Emissions			
VOC Reduction	CMAQ Projects Only		
Carbon Monoxide Reduction			

Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)	Impact Description (Quantitative and/or Qualitative)
Nitrogen Oxides Reduction			
Traffic Congestion			
Annual Hours of Peak Hour Excessive Delay	Fort Collins TMA Only		
Non-Single Occupant Vehicle travel			
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			



Performance Measure	Extent	Project Contributes to Achievement of Target (Yes/No)	Impact Description (Quantitative and/or Qualitative)
Mean distance between major mechanical failures by mode			
<b>Regional Performance Measures</b>			
Population within Publicly-Operated paratransit and demand response service area within the NFRMPO Boundary	System Wide		
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			
Projects requiring more than one extension			
Percent of devices connected by fiber on RSCs	Regionally Significant Corridors		
Travel Time Index on RSCs			

## 6.3 Safety

### Crash Rate

The crash rate for safety scoring criteria is based off fatalities and serious injuries over a five-year time period. For the purpose of the NFRMPO projects the following definitions will be used

- **Fatal Crash:** A fatal injury is any injury that results in a death within 30 days of the crash
- **Serious Injury:** A serious injury crash results in an evident incapacitating injury and is any injury (other than a fatal injury) that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury.
- **Vulnerable Road User (VRU):** A crash which involved one or more pedestrian or bicyclist.

The NFRMPO will provide project sponsors with five-year crash data for 2016-2020. Project sponsors which have more recent crash data may provide more recent data so long as the same severity thresholds are used.

Crash values will be assigned to each crash instance based on the number of fatalities, serious injuries, and the presence of a VRU. A VRU multiplier will be used to elevate fatal and serious injury crashes which involved a pedestrian or bicyclist. A weighted value of 0.5 will be added to fatal crashes involving a VRU and a weighted value of 0.25 will be added to serious injury crashes involving a VRU.

The cumulative crash value within ¼ mile of the project location will be used to calculate the crash rate. Crash rates will be calculated using the following formulas.

$$\text{Intersection Crash Rate} = \frac{\text{Number of Crashes in the 5-year period}}{\text{MEV for the 5-year period}}$$

Where:

$$\text{Million Entering Vehicles (MEV)} = \frac{\text{TEV per day} \times 365 \times \text{number of years}}{1,000,000}$$

Total Entering Vehicles (TEV)= Average of the Average Annual Daily Traffic (AADT) of each leg of an intersection.

$$\text{Segment Crash Rate} = \frac{\text{Number of Crashes in the 5-year period}}{\text{MVM for the 5-year period}}$$

Where:

$$\text{Million Vehicle Miles (MVM)} = \frac{\text{AADT} \times \text{Segment length} \times 365 \times \text{number of years}}{1,000,000}$$

The NFRMPO will use AADT data for 2018 (midpoint of the five years of crash data) as provided by CDOT for volume within the crash rate calculations.

Project locations which have a crash rate of zero based on no history of crashes within the last five years may be permitted to substitute crash data for a location with similar characteristics as a surrogate measure. The substitute location must be comparable in volume and have similar characteristics to the project location. Project sponsors which intend to include a surrogate crash rate must consult with NFRMPO staff prior to submitting their project application to determine eligibility of surrogate project location. If surrogate data is unavailable, the Scoring Committee may award a portion of the crash rate points based on the information included in the project application and discussion at the Scoring Committee meeting.

### **Countermeasures and Proactive Interventions**

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 28 countermeasures and strategies address are designed to address at least one safety focus area – speed management, intersections, roadway departures, pedestrians and bicyclists, or crosscutting strategies.

Project sponsors are requested to identify either a countermeasure to address an existing safety issue at the project location, or a proactive intervention to address anticipated safety concerns. Project sponsors may utilize the FHWA Proven Safety Countermeasures to fulfill the requirement for this section by identifying the most prevalent crash type at the project location and the countermeasures which will specifically address that crash type. FHWA provides a tool to help filter countermeasures by roadway and crash characteristics. The Proven Safety Countermeasure Filter Toll and Keyword Search can be found at <https://highways.dot.gov/safety/proven-safety-countermeasures/search>.

Project sponsors are not required to use the Proven Safety Countermeasures but are requested to provide a description of the safety intervention (countermeasure or proactive) as well as a justification as to why that specific intervention was selected for the project location.

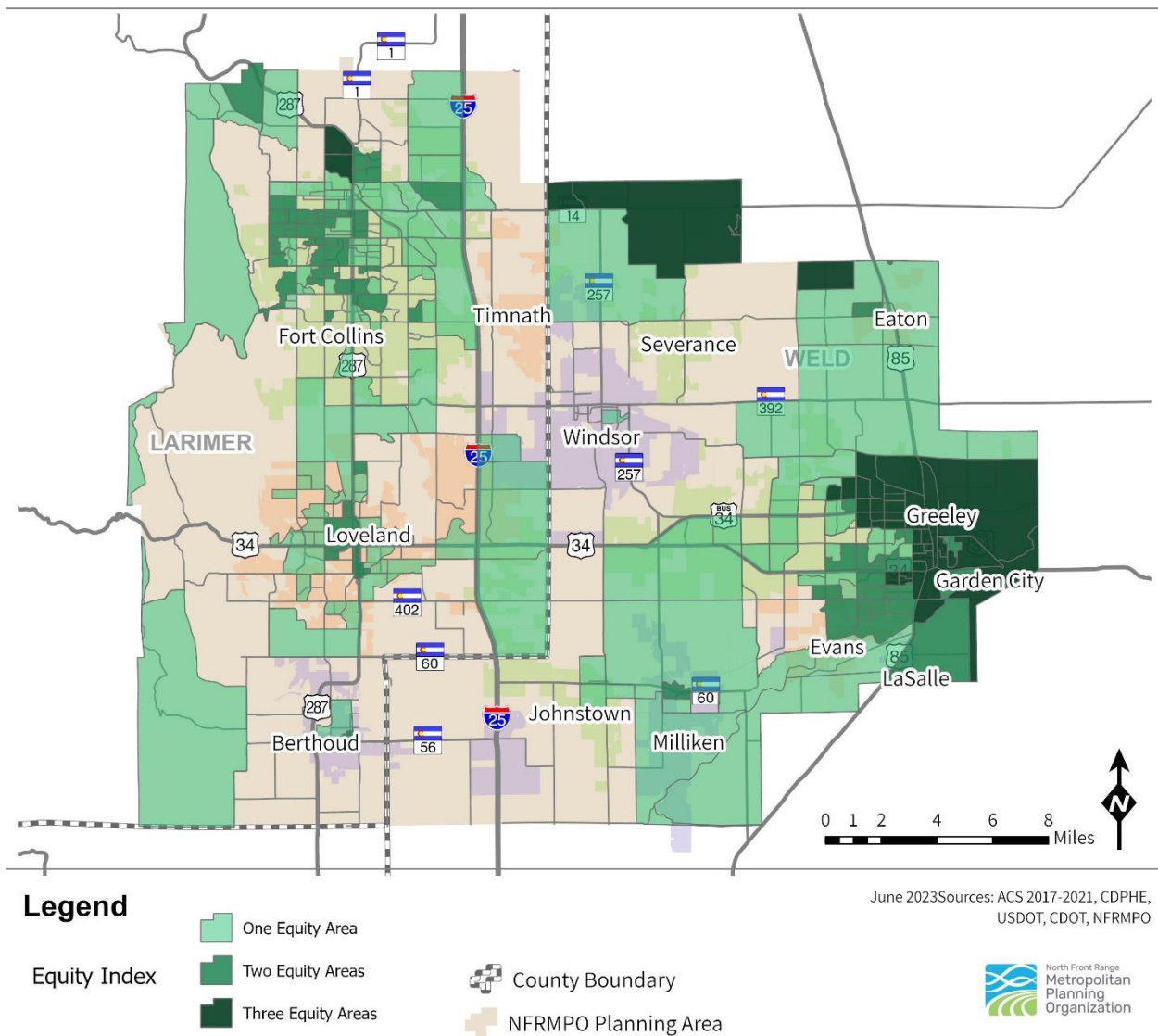
## 6.4 Equity

Considerations for equity are a requirement for the STBG and TA programs as outlined in the BIL<sup>18</sup> and are reflected in the scoring criteria for all the funding programs as outlined in each of the preceding scoring criteria sections. The NFRMPO has created an Equity Index of census block groups within the NFRMPO area which qualify as disadvantaged based on one or more equity areas. The Equity Index map (**Figure 5**) illustrates the census block groups in the region which qualify as disadvantaged based on the overall Justice40, DI Community, or EJ definitions. Each qualifying census block group is given a score of one to three based on if it qualifies under one or more definition. The Equity Index will allow for the NFRMPO to look more holistically at the disadvantaged areas within the region during the planning process and the evaluation of projects within 2023 Call for Projects.

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<sup>18</sup> 23 U.S.C. 133(h)(4)(D), <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section133&num=0&edition=prelim>

**Figure 5: Equity Index Map of the NFRMPO**



All project sponsors will be required to prepare an Equity Impact Analysis to be included with the project application. The Equity Index Analysis assist the NFRMPO track progress on impact within the region as well as assists in the development of the TIP.

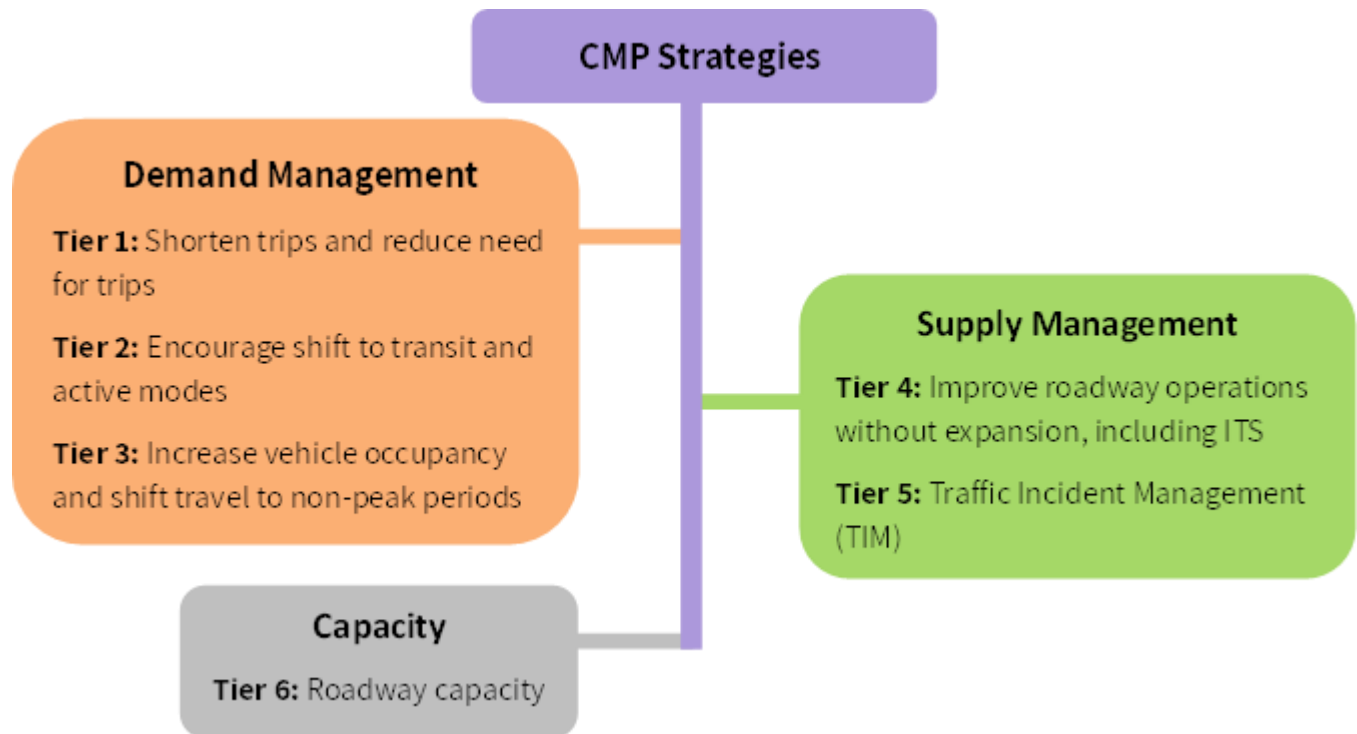
**Table 18: Equity Analysis Worksheet**

Criteria		
<b>Project Information</b>	<b>Project Title</b>	
Project included in the FY 2023-2026 TIP	Yes/No	
Project located 1/4 mile from NFRMPO Equity Index Area	Yes/No	
Project Sponsor		
Project Type		
Funding Source		
Call Awarded		
<b>Burdens</b>	<b>Short Term (Construction)</b>	<b>Long Term (Post Construction)</b>
Bodily impairment, infirmity, illness, or death	Yes/No	Yes/No
Air, noise, and water pollution and soil contamination	Yes/No	Yes/No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes/No	Yes/No
Adverse impacts on community cohesion or economic vitality	Yes/No	Yes/No
Noise and vibration	Yes/No	Yes/No
Increased traffic congestion, isolation, exclusion, or separation	Yes/No	Yes/No
<b>Additional Anticipated Burdens</b>		
<b>Benefits</b>		
Decrease in travel time	Yes/No	
Improved air quality	Yes/No	
Expanded access to employment opportunities	Yes/No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes/No	
<b>Additional Anticipated Benefits</b>		
<b>Outreach</b>		

## 6.5 Congestion Management Process (CMP)

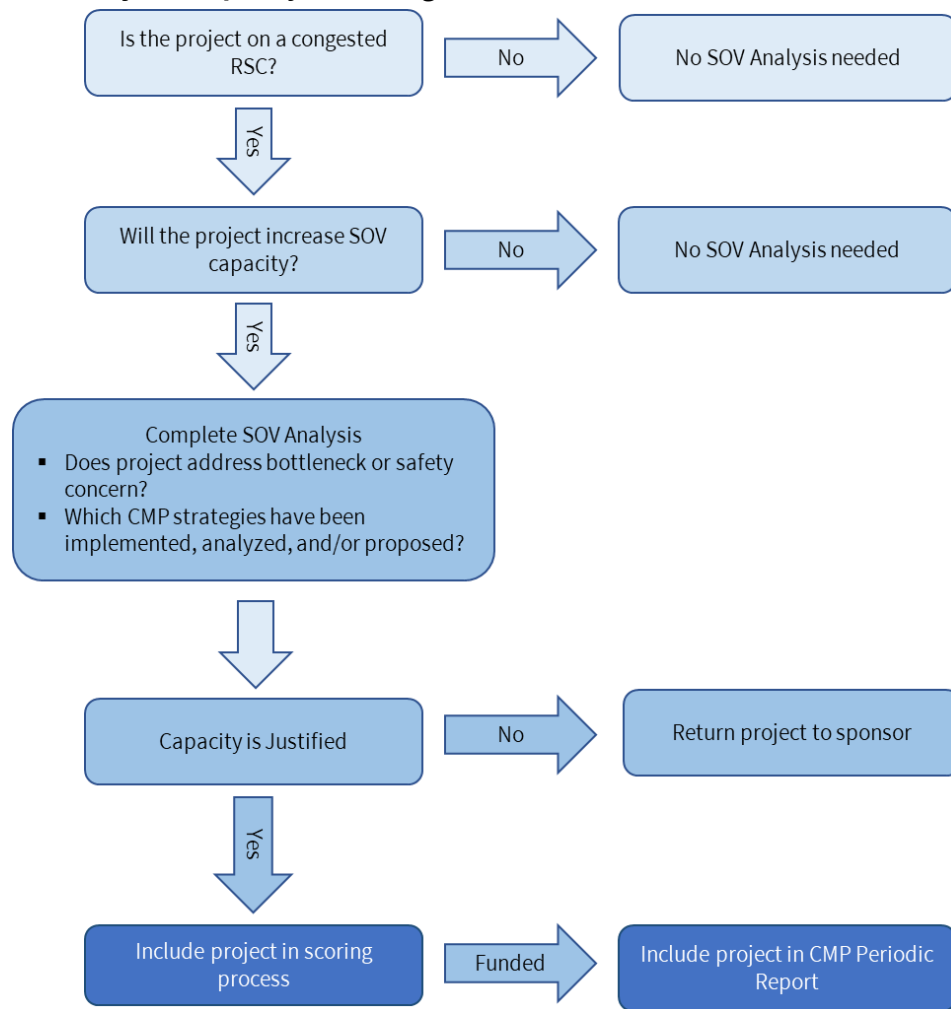
Projects awarded funding through the NFRMPO Call for Projects must comply with the [2023 Congestion Management Process \(CMP\)](#) adopted on June 1, 2023. Project sponsors will be required in the project application to identify which CMP strategies are included in the scope of the project. CMP Strategies are illustrated in **Figure 6**.

**Figure 6: CMP Strategy Categories and Tiers**



NFRMPO Staff will review project descriptions following the Capacity Screening Process as illustrated in **Figure 7**.

**Figure 7: Call for Projects Capacity Screening Process**



If review of the project description results in the need for an SOV Analysis, NFRMPO staff will notify the project sponsor and the SOV Analysis worksheet will be required to be submitted to NFRMPO staff by September 8, 2023. Following a staff review of the SOV analysis, project sponsors will be notified by September 22, 2023 if the capacity is justified and may proceed to the final application and scoring process.

**Table 19: SOV Analysis Worksheet**

<b>1</b>	<b>Is your project on a CMP Congested Corridor:</b>	Yes/No	
<b>2</b>	<b>Is your project implementing any of the following project types:</b>		
	Auxiliary Lanes	Yes/No	
	Climbing Lanes	Yes/No	
	Grade-Separated Crossings/Intersections	Yes/No	
	New Lanes/Roads	Yes/No	



	Roundabouts	Yes/No	
	Toll/Express Lanes	Yes/No	
3	<b>If you answered yes to any project types within question 2, does the project address a bottleneck or safety concern?</b>	Yes/No	
4	<b>If you answered yes to question 3, please explain why additional capacity is needed on the facility. Please include information related to the causes and severity of current and future congestion. To the extent possible, describe congestion in terms of congestion related performance measures established within the <u>2050 RTP</u> and the <u>2023 CMP</u></b>		
5	<b>For each strategy, please indicate if the strategy is currently implemented within the project boundaries or will be implemented within the scope of the project application.</b>		
<b>CMP Strategies</b>		<b>Currently Implemented</b>	<b>Implemented within Project Scope</b>
<b>Tier 1:</b>	<b>Shorten Trips and Reduce the Need for Trips</b>		
	Efficient Land Use and Development Practices	Yes/No	Yes/No
	Telecommuting	Yes/No	Yes/No
<b>Tier 2:</b>	<b>Encourage Shift to transit and Active Modes</b>		
	Bicycle Infrastructure	Yes/No	Yes/No
	Bicycle and Scooter Share Service	Yes/No	Yes/No
	Bus Rapid Transit (BRT)	Yes/No	Yes/No
	Car Sharing	Yes/No	Yes/No
	Complete Streets Policies	Yes/No	Yes/No
	Mobility Hubs	Yes/No	Yes/No
	Parking Pricing or Parking Restrictions	Yes/No	Yes/No
	Pay-As-You-Drive Insurance	Yes/No	Yes/No
	Pedestrian Infrastructure	Yes/No	Yes/No
	Transit Incentives	Yes/No	Yes/No
	Transit Service Quality Factors	Yes/No	Yes/No
	Transit Service Quantity Factors	Yes/No	Yes/No
<b>Tier 3:</b>	<b>Increase Vehicle Occupancy and Shift Travel to Non-Peak Periods</b>		
	Alternative/Flexible Work Schedules	Yes/No	Yes/No
	Congestion Pricing	Yes/No	Yes/No
	Guaranteed Ride Home	Yes/No	Yes/No
	High Occupancy Vehicle (HOV) Lanes	Yes/No	Yes/No
	Ridesharing	Yes/No	Yes/No

<b>Tier 4:</b>	<b>Improve Roadway Operations without Expansion, including ITS</b>		
	Access Management	Yes/No	Yes/No
	Advanced Traveler Information System	Yes/No	Yes/No
	Automatic Road Enforcement	Yes/No	Yes/No
	Dynamic Parking Management	Yes/No	Yes/No
	Electronic Toll Collection	Yes/No	Yes/No
	Fiber-Optic Communications	Yes/No	Yes/No
	Maintenance Decisions and Support System (MDSS)	Yes/No	Yes/No
	Ramp Metering	Yes/No	Yes/No
	Signage Improvements	Yes/No	Yes/No
	Traffic Operations Center	Yes/No	Yes/No
	Traffic Signal Timing Adjustments	Yes/No	Yes/No
	Transit Signal Priority	Yes/No	Yes/No
	Variable Speed Limits	Yes/No	Yes/No
	<b>Tier 5:</b>	<b>Traffic Incident Management (TIM)</b>	
	Courtesy Patrol	Yes/No	Yes/No
	TIM Plans	Yes/No	Yes/No
<b>6</b>	<b>Please provide specific information on how the project will implement the strategies included in the scope of the project.</b>		

## 6.6 Data

The following data is provided for applicants:

### 1. [Call for Projects Hub Site](#)

Access all the information and data related to the 2023 Call for Projects including all the links below and the Application Workbook.

### 2. [NFRMPO Open Data Site](#)

Shapefiles Available for Download:

- 2050 RTP Corridors
  - Regionally Significant Corridors (RSC)
    - Includes CMP Congested Corridor Status, NFRMPO Priority Corridor status, and Federal Aid eligibility status
  - Regional Active Transportation Corridors (RATC)
  - Regional Transit Corridors (RTC)
- AADT (Average Annual Daily Traffic) – 2018
- Activity Centers
- 2016-2020 Crashes
- Equity Index Areas 2023
- National Highway System (NHS)
- NRMPO Boundary
- Colorado Freight Corridors (CFC)

### 3. [Call for Projects Application Data Tool](#)

The mapping application is intended to be a useful tool to aid project sponsors in filling out the application for the 2023 Call for Projects. Spatial analysis required to fill out the project application can all be completed within the Application Data Tool. Within the tool, project sponsors may upload a shapefile or draw their project location on a map. The tool will then provide statistics relevant to the application within a ¼ mile buffer of the project location. These statistics can be used to fill in the Project Justification tab of the Call for Projects Application Workbook.

### 4. [Application Data Tool User's Guide](#)

Step by step guide on how to use the [Call for Projects Application Data Tool](#)

**Please contact NFRMPO Planning Staff to request additional data: [planning@nfrmpo.org](mailto:planning@nfrmpo.org)**