



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
November 20, 2019
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of October 16, 2019 Meeting Minutes (Page 2)**
-

CONSENT AGENDA

No items this month.

ACTION ITEMS

- | | |
|---|------------|
| 1) November 2019 TIP Amendment (Page 7) | Cunningham |
| 2) Multimodal Options Fund (MMOF) (Page 11) | Karasko |

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- | | |
|---|----------------|
| 3) Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision (Page 27) | Dave Klockeman |
| 4) 2016-2020 NFRMPO Targets for Safety Performance Measures (Page 31) | Cunningham |
| 5) FY2019 TIP Project Delay Review (Page 37) | Bornhoft |
| 6) 10-Year Strategic Pipeline of Projects (Page 42) | Karasko |

OUTSIDE PARTNER REPORTS

- | | |
|--|-------|
| 7) NoCo Bike & Ped Collaborative (Page 46) | Dusil |
| 8) Regional Air Quality Council | |
| 9) Regional Transit Agencies | |
| 10) Senior Transportation | |

REPORTS

- | | |
|----------------|-----|
| 11) Roundtable | All |
|----------------|-----|
-

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month’s Agenda Topic Suggestions**
- 6. Next TAC Meeting: December 18, 2019**

DECEMBER TAC MEETING REMINDER:
Holiday Lunch will be served at 12:30 p.m.

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO
October 16, 2019
1:00 – 3:02 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Stephanie Brothers – Berthoud
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Marco Carani – Johnstown
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Randy Ready – Evans
Karen Schneiders – CDOT
Eric Tracy – Larimer County

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Jeff Schreier – Eaton
Amanda Brimmer – RAQC
Rick Coffin – CDPHE-APCD
Pepper McClenahan – Milliken
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Aaron Buckley – CSU
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Nicole Hahn – Fort Collins
Will Jones – Greeley
Mark Oberschmidt – Evans
Elizabeth Relford – Weld County
Jan Rowe – CDOT
Justin Scharton – Greeley
Kaley Zeisel – Transfort
Kelly Zuniga – Loveland

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE AUGUST 21, 2019 TAC MINUTES

Schneiders moved to approve the August 21, 2019 TAC minutes. Buckman seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Multimodal Options Fund (MMOF) – Bornhoft and Karasko presented the proposed process for awarding the \$5.58M in state funding available within the North Front Range region for multimodal projects. The

presentation provided an overview of the MMOF funding source and covered key information from the draft Call Guidelines in the TAC packet, including schedule, integration with the 2045 Regional Transportation Plan (RTP), eligible applicants, request minimums and maximums, project pools, and scoring. The MMOF Call for Projects is scheduled to be open from December 6, 2019 through January 31, 2020.

The state funding expires at the end of state fiscal year (FY) 2023, June 30, 2023, but to provide a buffer for potential project delays and encourage timely use of funding staff is proposing to award funding for FY2020 through FY2022.

The proposed project size minimums of \$150,000 for non-transit capital/infrastructure projects and \$50,000 for all other projects are the same or higher than the minimums recommended by CDOT. Karasko stated applicants could bundle projects to meet the minimum project size requirements. TAC members agreed the project size minimums were appropriate.

Bornhoft stated the match requirement for MMOF is 50 percent from any funding source other than MMOF. CDOT is allowing match relief reduction or exemption requests, but each request must be approved by the Transportation Commission. Karasko stated CDOT used population and poverty thresholds to determine who could apply for match relief. Within the NFRMPO, two communities are eligible to apply for match relief and seven are eligible to apply if they submit evidence of “extraordinary need or disadvantage.” Schneiders stated a project that serves a mobile home park could provide evidence of extraordinary need or disadvantage based on the impacted population. TAC agreed to let communities request match relief. Karasko stated the community should notify the NFRMPO to request match relief, and NFRMPO staff will forward the request to CDOT. Since the timeline for CDOT’s review of match relief requests is unknown, Karasko recommended communities submit match relief requests early. Mallette suggested sponsors identify how the project could proceed if the match relief request is denied.

Karasko stated each NFRMPO member government can have one voting member on the scoring committee, and non-voting membership is open to NFRMPO staff and members of TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee (LCMC), Weld County Mobility Committee (WCMC) who represent agencies other than local governments. Additionally, each applicant is required to have a voting representative on the scoring committee. Klockeman noted some scoring committee members from the previous Call for Projects were not prepared to score the wide variety of projects submitted to the Call and encouraged communities to ensure their voting representative is prepared.

Schneiders noted the MMOF funding should be viewed as a one-time opportunity since there is no indication additional funding will be available. CDOT will administer the funding and projects must follow State rules. Relford stated Weld County is receiving MMOF funding through the Denver Regional Council of Government (DRCOG) Call and the checklist provided by CDOT includes federal requirements. Schneiders stated the federal requirements on the checklist could be answered with “N/A”.

Staff is proposing to limit bicycle and pedestrian infrastructure projects to those that impact a Regional Non-Motorized Corridor (RNMC) or provide a safe route to school. Baxter asked if projects that connect to an RNMC are eligible, and Dusil clarified that important local connections are eligible.

Mallette stated MMOF funding could be used for the One Call/One Click Center, which needs \$1M over three years to launch the project. The draft plan was just recently released. At the November 7 Planning Council meeting, NFRMPO staff will present next steps for the project including potential funding sources.

Bornhoft stated the proposed scoring criteria are a revised version of the scoring used in the 2018 Call for Transportation Alternatives (TA) funding. Schneiders suggested identifying what constitutes a low, medium,

and high score in each category. Bornhoft replied the TAC could identify sub-criteria, but it would likely be time intensive. Staff is recommending the scoring committee use their best judgment in assigning scores.

Schneiders stated bicycle and pedestrian projects are eligible to apply for the federal Transportation Alternatives Program (TAP) funding through CDOT's Call as well as MMOF funding. The TAP funding has a 20 percent match requirement, which could be met with MMOF funding, and conversely the 50 percent match requirement for MMOF could be met with TAP funding. Schneiders recommended communities still commit to a local contribution to demonstrate support for the project, and stated CDOT could help applicants identify packages.

The following suggestions were made during the TAC meeting and will be addressed by staff:

- Schneiders suggested agencies who submit more than one application identify their project priorities.
- Schneiders suggested the Guidelines should recommend applicants do not request the pool total in one application.
- Schneiders suggested including a question in the application on the minimum amount of funding the sponsor would accept if partial funding is available.
- Baxter suggested allowing funding to be transferred from one pool to the other two pools if the full pool amount is not requested by applicants.
- Zeisel suggested adding a scalability component to the application.
- Klockeman suggested changing "mixed-use trails" in the "Project Impact" section of the application to "mixed-use facilities."

TAC also discussed and approved of the proposed schedule, pool structure, the additional MMOF goal, integration with the 2045 RTP, minimum project size, scoring criteria, application process, and scoring process.

TAC will be asked to accept (recommend adoption of) the MMOF Call for Projects Guidelines at their November meeting.

WORK SESSION

10-Year Strategic List of Projects – Karasko stated the purpose of the work session was to identify projects for CDOT's 10-year pipeline of projects and regional priorities for consistent messaging. At the Planning Council work session on October 3, 2019 the Council directed staff and TAC to focus on the top priority corridors including I-25, US highways, and any other corridors of statewide significance in the region.

The Transportation Commission is working on approving the list of projects for SB267 and SB1 funding, which covers FY2020-2022 and will be included in the Statewide Transportation Improvement Program (STIP). The priorities identified by CDOT Region 4 for this funding include \$220M for I-25 Segments 7 & 8, \$20M for I-25 Segments 5 & 6, and \$30M for SH119.

Identifying projects for the pipeline in FY2024 through FY2029 will prepare the NFRMPO for any future funding opportunities. Karasko noted there is no funding currently available for projects added to the pipeline.

The NFRMPO identifies projects in two documents. The FY2020-2023 Transportation Improvement Program (TIP) identifies all programmed surface transportation projects through FY2023. The 2045 RTP identifies fiscally constrained and fiscally unconstrained capacity projects through 2045. The fiscally constrained projects in the RTP do not necessarily have a specific funding source assigned or guaranteed. Instead, these projects are considered priorities by their sponsors and are expected to be funded through one or more funding sources that are reasonably anticipated to be available over the lifetime of the Plan.

Project priorities are also presented in the CDOT 10-Year Development Program and Transit Development Program.

Karasko presented the projects on Interstates and US Highways from the [2045 RTP](#) and 10-Year Development Program, as well as priority projects submitted by TAC members. Mallette noted identifying top priority projects will allow elected officials to advocate for regional priorities, such as with I-25.

Relford suggested identifying project priorities within three categories: roads, transit, and freight. Jones suggested local funding commitments to projects should influence project ranking. Anderson suggested long-term needs be considered by including planning studies within the list of projects. Mallette stated planning should be conducted internally and not be on the list of projects.

Relford suggested forming a subcommittee to identify project priorities within each corridor.

Mallette noted the CMAQ and STBG funding awarded by the NFRMPO has typically been used for local projects, but funds could be set aside for major corridors based on this effort.

Nelson asked if all projects on the top priority corridor would be prioritized above projects on lower priority corridors. Mallette replied they would not. Schneiders stated the list should be flexible based on need such as mobility, freight, safety, etc.

TAC recommended including SH392 and SH14 as corridors of statewide significance due to their importance to freight movement and agreed to the following priority order: I-25, US34, US85, and US287, followed by SH392 and SH14 tied for fifth. TAC recommended forming a subcommittee to identify project priorities within each of the prioritized corridors following Planning Council's concurrence with the corridor ranking at their November 7th meeting.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported NoCo held a walk audit in Berthoud and developed recommendations for improvements. Any communities interested in holding a walk audit should contact Dusil.

Regional Transit Agencies – Schneiders reported results are being compiled for the test run of Elkstang which provided bus service between Denver and Estes Park over the summer.

Senior Transportation Items – Gordon reported the draft recommendation from the [Larimer County Senior Transportation Implementation Plan](#) will be discussed at the LCMC meeting on October 23. On October 22, the WCMC will discuss how the One Call/One Click Center could be expanded into Weld County.

REPORTS

Bike/Ped Counters Updates – Written report was provided.

Mobility Committee Updates – Written report was provided.

Off-Cycle TIP Amendment – Bornhoft stated an off-cycle TIP Amendment was approved by Planning Council at their meeting on October 3, 2019. Due to time constraints, the Amendment was not provided to TAC for recommendation prior to Council action but is included in this month's TAC packet as an informational item.

Q3 TIP Modifications – Written report was provided.

2019 Public Involvement Summary – Written report was provided.

Federal Inactives Report – Schneiders stated entities in the red on this list are ineligible to apply for the CDOT TAP Call for FY2021-2023 unless they submit a billing.

ROUNDTABLE

Baxter stated the 10th Street Sidewalk Improvement project is halfway complete after experiencing some delay due to grade issues.

Bornhoft stated she will be requesting project status information for the 2019 project delay review.

Ready introduced Mark Oberschmidt, the new City of Evans City Engineer and TAC representative.

Schneiders announced the ribbon cutting on the SH402/I-25 Interchange is on October 18.

Anderson reported Weld County is developing its Capital Improvement Plan (CIP) and budget, updating the transportation master plan, creating a land use map for the first time since the 1970s, and has hired a consultant to work on modeling.

Malette stated a US34 Coalition meeting is scheduled prior to the Council meeting in November and Windsor is the sponsor for the Coalition this year.

Fuhrman announced Timnath is wrapping up the Harmony Road Widening project. Because the project was under budget, a mile of sidewalk was added to the scope.

Nelson stated Severance is close to wrapping up its first traffic signal and is working on updating the comprehensive plan and transportation plan.

Herrera stated the CO 257 & CO 392 Network Feasibility Study was presented at the Windsor Town Board meeting about a month ago. The consultant is working on incorporating the Board's feedback. Anderson requested the report go to the study's TAC for review. Malette stated the report could be presented at the December Planning Council meeting.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the agenda will include discussion on the strategic list of projects and the November TIP Amendment.

Meeting adjourned at 3:02 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 20, 2019 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By												
November 20, 2019	November 2019 TIP Amendment	AnnaRose Cunningham												
Objective/Request Action														
To recommend Planning Council approval of the November 2019 TIP Amendment to the <i>FY2019-FY2022 TIP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action												
Key Points														
<p>NFRMPO staff received one Amendment request for the November 2019 TIP Amendment cycle.</p> <p>Greeley-Evans Transit (GET) is requesting to add one project:</p> <ul style="list-style-type: none"> Adding the <i>Poudre Express Greeley-Fort Collins</i> project with \$600K state FASTER Transit funds and \$600K Local funds in FY20-22. <table border="1" data-bbox="272 779 802 957"> <thead> <tr> <th>Funding Source</th> <th>Requested Additions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>\$600K</td> <td>\$600K</td> </tr> <tr> <td>Local</td> <td>\$600K</td> <td>\$600K</td> </tr> <tr> <td>Total</td> <td>\$1,200K</td> <td>\$1,200K</td> </tr> </tbody> </table>			Funding Source	Requested Additions	Request Total	State	\$600K	\$600K	Local	\$600K	\$600K	Total	\$1,200K	\$1,200K
Funding Source	Requested Additions	Request Total												
State	\$600K	\$600K												
Local	\$600K	\$600K												
Total	\$1,200K	\$1,200K												
Committee Discussion														
This is the first and only time TAC is scheduled to see the November 2019 TIP Amendment.														
Supporting Information														
<p>The 30-day Public Comment period for the November 2019 TIP Amendment began on November 13, 2019 and concludes on December 12, 2019.</p> <p>An Environmental Justice analysis is provided for the project being added to the TIP.</p> <p>Following adoption, the November 2019 Amendment will be carried forward to the <i>FY2020-2023 TIP</i> once the TIP becomes effective by action from the State.</p> <p><u>Funding Types and Uses</u></p> <p>FASTER Transit funds are awarded competitively by CDOT for projects including, but not limited to purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.</p>														
Advantages														
TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.														
Disadvantages														
None noted.														
Analysis/Recommendation														
Staff supports the November 2019 TIP Amendment to the FY2019-2022 TIP.														
Attachments														
<ul style="list-style-type: none"> November 2019 Policy Amendment Form Environmental Justice Analysis and Map 														

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A11

Prepared by: AnnaRose Cunningham

DATE: 11/13/2019

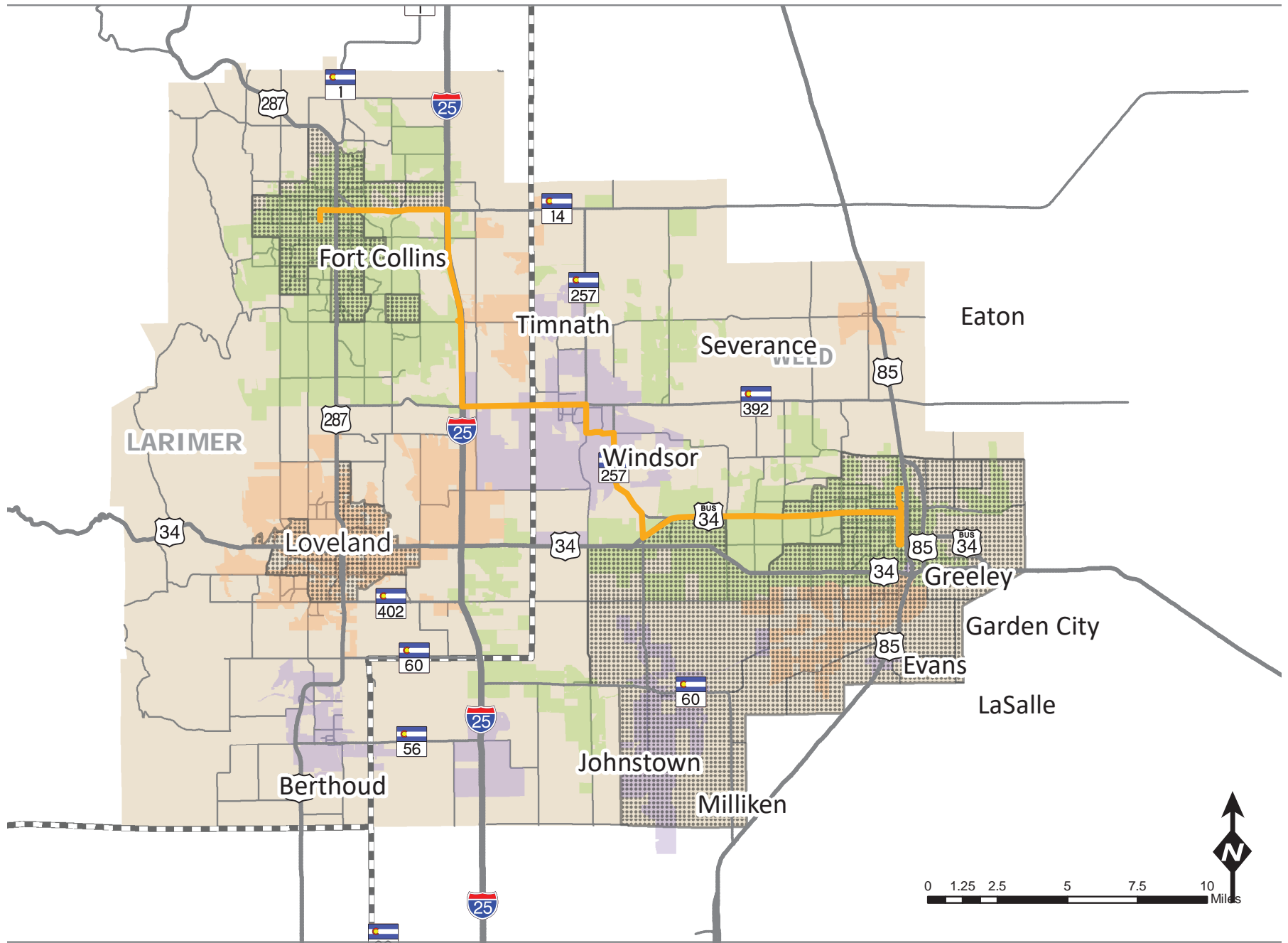
Submitted to: TAC and Planning Council for Approval

Dollars Listed in Thousands


Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	<i>Dollars Listed in Thousands</i>					FY 19-22 TIP TOTAL	
								FY19 Rolled Funding	FY 19	FY20 Rolled Funding	FY 20	FY 21		FY 22
FASTER Transit														
NEW ENTRY	2020-018	Poudre Express Greeley-Fort Collins	GET	Operating	State	FASTER	-	-	-	-	200	200	200	600
					Local	Local	-	-	-	200	200	200	600	
					Total		-	-	-	400	400	400	1,200	
Project Description:		Operating assistance for Poudre Express regional route for FY20-22.												
Reason:		New project award												

NFRMPO November 2019 Policy Amendment - Environmental Justice Analysis
Project is identified by Name, Project Sponsor, Improvement Type, and Funding Program

	Poudre Express Greeley-Fort Collins, GET, Operating Expenses, FASTER Transit
Project already in the TIP - Yes or No	No
Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes
Bodily impairment, infirmity, illness, or death	No
Air, noise and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources	No
Destruction or diminution of aesthetic values	No
Destruction or disruption of community cohesion or a community's economic vitality	No
Destruction or disruption of the availability of public and private facilities and services	No
Vibration	No
Adverse employment effects	No
Displacement of persons, business, farms or non profit organizations	No
Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community	No
Denial of, reduction in, or significant delay in the receipt of benefits of DOT programs policies, or activities.	No



Legend

 Poudre Express



Environmental Justice Areas



County Boundary
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 NFRMPO Boundary



North Front Range
Metropolitan
Planning
Organization
November, 2019
Sources: CDOT, NFRMPO

MEMORANDUM

To: Technical Advisory Committee (TAC)
From: Becky Karasko
Date: November 20, 2019
Re: Multimodal Options Fund (MMOF) - Action

Background

The process for awarding \$5.58M in FY2019 MMOF state funding was a Discussion Item at the October 16, 2019 TAC meeting and at the November 7, 2019 Planning Council meeting.

Feedback from TAC and Planning Council was incorporated into the *2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines* (“Guidelines”) and MMOF Application, attached. Major updates based on this feedback include:

- Definition of key scoring criteria terms based on MMOF Goals and CDOT Transportation Alternatives Program (TAP) scoring criteria (Guidelines, page 7).
- Requiring agencies who submit more than one application per pool to identify their project priorities in an attachment (Guidelines, page 5).
- Additional sections on acceptability of partial awards and project scalability in the application (Application, page 3).

In addition, staff made the following updates and clarifications to the Guidelines and application:

- To allow time for Transportation Commission approval of any match relief requests, the deadline for submitting a match relief request to NFRMPO Staff is **December 20, 2019** (Guidelines, pages 2 and 4).
- Scoring Committee can recommend moving fund between pools to account for a lack of requests or for applications that do not meet criteria or are otherwise low scoring (Guidelines, page 3).
- Local governments may designate a different voting member for each pool but still only have one vote per pool (Guidelines, page 7).
- The Guidelines now include an explanation of integration with CDOT TAP Call (Guidelines, pages 4-5).
- The application references the scoring criteria and point system and requests additional information on project funding contingencies (Application, pages 1-4).
- Partnership redefined as financial contribution of 2 percent of total project cost instead of 10 percent of Local Match requirement. The change accounts for the higher Local Match requirement of MMOF and more closely aligns with the partnership threshold from previous Calls for Projects (Guidelines, page 8).

Action

Staff requests TAC members approve the 2019 MMOF Call for Projects process as defined in the *MMOF Call for Projects Guidelines* and MMOF Application.

DRAFT 2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Guidelines

November 13, 2019

Introduction

The North Front Range Metropolitan Planning Organization (NFRMPO) will select projects to receive State funding from the Multimodal Options Fund (MMOF), a funding source established with Senate Bill (SB) 18-001. A total of \$5.58M in State funding is available for projects within the North Front Range (NFR) metropolitan planning area.

The guidelines provide information to assist project sponsors in completing project applications, including the schedule, application requirements, scoring process and criteria, and planning reference information.

Schedule

The schedule for the MMOF Call for Projects is shown in **Table 1**.

Applicants with projects that impact a State Highway must submit a draft application to CDOT Region 4 staff by January 13, 2020 and submit a CDOT letter of support with their final application. As all awards will be administered through CDOT, it is encouraged, but not required, for sponsors of all other projects to submit a draft application to CDOT to receive feedback on the proposal.

The key dates highlighted in gray include the opening and closing dates of the Call, the deadline for submitting a draft application to CDOT for review, the deadline for submitting a match relief request to the NFRMPO, and the potential date of the scoring meeting.

Table 1. MMOF Call for Projects Schedule

Activity	Date
TAC Discussion on MMOF Availability	August 21, 2019
TAC Discussion on MMOF Call Process	October 16, 2019
Planning Council Discussion on MMOF Call Process	November 7, 2019
TAC Recommendation on MMOF Call Process	November 20, 2019
Planning Council Action on MMOF Call Process	December 5, 2019
Call for Projects Opens	December 6, 2019
Match Relief Request Due to NFRMPO	December 20, 2019
Draft Applications Due to CDOT (Required for some projects; encouraged for all others)	January 13, 2020
CDOT provides responses to applicants	January 24, 2020
Applications Due to NFRMPO	January 31, 2020
Scoring Meeting	TBD February 10-12, 2020
TAC Discussion of Recommended Projects – Staff Presentation	February 19, 2020
Council Discussion of Recommended Projects – Applicant Presentations	March 5, 2020
TAC Recommendation on MMOF Awards	March 18, 2020
Council Action on MMOF Awards	April 2, 2020

Application Requirements

Eligible Applicants

Eligible recipients include NFRMPO local government members and the NFRMPO. Other entities such as human service providers, school districts, and other sponsors of eligible multimodal projects may apply via an NFRMPO local government member and would count against the maximum funding request for that local government member.

Eligible Project Types

Per SB 18-001, eligible project types include:

- Operating and capital costs for fixed-route transit;
- Operating and capital costs for on-demand transit;
- Transportation Demand Management (TDM) programs;
- Multimodal mobility projects enabled by new technology;
- Multimodal transportation studies; and
- Bicycle and pedestrian projects.

Pools, Maximum Requests, and Minimum Project Size

Three project pools will be used in the NFRMPO MMOF Call, with each pool receiving \$1,858,336 in MMOF funding. The three pools include:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Each applicant identifies the relevant pool for their project on the MMOF application. If the scoring committee recommends awarding less funding than is available within a specific pool or pools, the scoring committee may recommend transferring remaining funds to the other pool(s).

The maximum amount of MMOF funding each applicant may apply for within each pool is the pool total (\$1,858,336). Applicants may submit several applications to each pool as long as the total request does not exceed the total pool funding amount. Applicants may request the total pool amount within each of the three pools. Applicants are encouraged to not request the total pool amount within a single application.

Project size minimums are set to reduce administrative burden. Bundling of projects is encouraged to reach the minimum project size. The minimums apply to *total project size, not the MMOF funding request*, and vary based on project type:

- \$150,000 for non-transit capital/infrastructure projects
- \$50,000 for all other project types

The project size minimums for the NFR MMOF Call are the same or higher than those recommended by CDOT's MMOF Committee to the Transportation Commission, which recommended a minimum project size of \$25,000 for transit, \$150,000 for capital/infrastructure projects, and no minimums for non-transit planning projects.

MMOF Funding Years and Expenditure Timeline

The \$5.58M MMOF funds allocated to the NFR metropolitan planning area are from state fiscal year (FY) 2019 and are currently available. The State deadline for expending the funds is June 30, 2023; however, to promote timely use of funds the NFRMPO Call is requiring the funds to be allocated no later than state FY 2022 (which concludes June 30, 2022). Applicants are strongly encouraged to submit "shovel-ready" projects that can use the funds quickly. Within the application, applicants are required to specify the year(s) of each funding source for the project, including the year(s) they would expend the MMOF funding, as well as anticipated project milestone dates.

MMOF Goals

There are four goals of the MMOF as identified in SB 18-001. The NFRMPO Call incorporates the four goals identified in the legislation and includes one additional goal. Each application must specify the MMOF goal(s) supported by the project. The goals include building a complete and integrated multimodal system that:

- Benefits seniors by making aging in place more feasible;
- Benefits residents of rural areas by providing them with flexible public transportation services;
- Provides enhanced mobility for persons with disabilities;
- Provides safe routes to school for children; and
- Increases access to and/or usage of transit or multi-use facilities.

Match Requirements

SB 18-001 requires a match of 50 percent for every MMOF project. The matching funds may be from any source other than the MMOF, including local, federal, private, or other state sources.

The 50 percent match requirement may be *reduced or exempted* if the applicant is eligible to apply for match relief and their request is approved by the Colorado Transportation Commission (TC). Eligibility to apply for match relief was determined by CDOT based on population and poverty rate thresholds. Local governments are classified as eligible, eligible with additional evidence, or ineligible for match relief as shown in **Table 2**. Applicants classified as eligible with additional evidence must attach evidence of “extraordinary need or disadvantage” with their application.

To apply for match relief reduction or exemption, the applicant must submit a match relief request to the NFRMPO by **December 20, 2019**. The request must identify the project name, project description, MMOF request amount, match amounts, and justification for the recipient’s eligibility and merits for match relief.

Table 2. Match Relief Eligibility

Local Government	Eligible	Eligible with Additional Evidence	Ineligible
Berthoud		X	
Eaton		X	
Evans	X		
Fort Collins			X
Garden City	X		
Greeley			X
Johnstown		X	
LaSalle		X	
Loveland			X
Milliken		X	
Severance		X	
Timnath		X	
Windsor			X
Larimer County			X
Weld County			X

Source: CDOT

Integration with CDOT Transportation Alternatives Program (TAP)

Sponsors of bicycle and pedestrian projects may opt to apply for federal TAP funding through the FY2021-2023 Call held by CDOT in addition to applying for MMOF funding. The draft application deadline for the CDOT TAP Call is December 2, 2019 and the final application deadline is January 20, 2020. CDOT will score projects in February 2020 and award funding in April 2020. For more

information, see the CDOT TAP Guidelines and Application at <https://www.codot.gov/programs/planning/documents/grants/tap/TAP-guidelines.pdf>.

The TAP program has a non-federal share requirement of 20 percent, which can be met through MMOF funding. Likewise, the 50 percent match requirement of the MMOF funding can be met through a federal TAP award. If applying for both funding sources, project sponsors are strongly encouraged to provide a local contribution to the project even though the match requirements can be fulfilled without a local contribution.

As the status of TAP funding will not be known at the time of submitting the MMOF application, sponsors can identify their TAP request as “unsecured” on the MMOF application. Then, sponsors must identify within the Contingencies section of the application if and how the project will proceed if any unsecured funding is unsuccessful. If a sponsor is requesting more funding than is needed to implement the project, the sponsor must also identify which funding source(s) will be reduced/returned if the project is awarded more funding than is necessary.

Project Requirements

All project submissions must include a **complete application, project location map, description of project’s impact on Performance Measure(s), detailed cost estimate per unit and by phase, and a letter of support from the mayor or town administrator**. A resolution of support from the local government council may be submitted in lieu of a letter of support if preferred by the project sponsor.

In addition, applicants may be required or may choose to submit the following attachments:

- CDOT letter of support – Required for projects impacting a State Highway; optional for all other projects.
- Applicant’s project prioritization by pool – Required for applicants submitting more than one application per pool to identify their project priorities.
- Evidence of extraordinary need or disadvantage – Required for applicants requesting match relief who are designated as “eligible with additional evidence” by CDOT.
- Additional letters of support – Optional for all projects.

All applications must meet the following requirements:

- Projects impacting a Regionally Significant Corridor (RSC), Regional Non-Motorized Corridor (RNMC), or Regional Transit Corridor (RTC) must be consistent with the *2045 RTP Corridor Visions*
- Roadway projects must be on an RSC as identified in the *2045 RTP*
- Non-motorized projects must impact an RNMC from the *2016 NFRMPO Non-Motorized Plan (NMP)* OR provide a safe route to school
- Match of 50 percent, unless requesting match relief reduction or exemption
- Address at least one MMOF Goal

- Address at least one *2045 RTP* Goal
- Address at least one *2045 RTP* Performance Measure
- Complies with applicable local land use plans, local or regional transportation plans, and corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Total funding requested may not exceed \$1,858,336 per funding pool per applicant
- Minimum project size of \$150,000 for non-transit capital/infrastructure projects and \$50,000 for all other project types
- ITS projects must conform to the Region 4 ITS Architecture¹ and supporting Region 4 ITS Strategic Implementation Plan².

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¹ CDOT Region 4 Intelligent Transportation Systems Architecture Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Architecture_08-31-2011.pdf, August 2011.

² CDOT Region 4 Intelligent Transportation Systems Strategic Implementation Plan, http://www.cotrip.org/content/itsplans/CDOT%20Region%204%20ITS%20Strategic%20Implementation%20Plan_06-30-11.pdf, June 2011.

Scoring Process and Criteria

Scoring Committee

Membership on the scoring committee is open to any member of the TAC, NoCo Bike & Ped Collaborative, Larimer County Mobility Committee, and/or Weld County Mobility Committee. Each local government applying for funding is **required** to have a representative on the scoring committee. Submitted applications will be sent to committee members for review prior to the scoring meeting. The scoring committee consists of voting and non-voting members:

- Voting members of the scoring committee include NFR member local governments. Each NFR member local government has one vote. The vote may be submitted by one individual for all pools or may be submitted by different individuals for each pool.
- Non-voting members of the scoring committee include NFRMPO staff, representatives from agencies other than local governments, and any additional scoring committee members from a particular NFR 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 Criteria

The submitted applications will be scored using the scoring criteria identified in **Table 3**. Projects will be scored within each of the three pools:

- Transit,
- Bicycle and pedestrian, and
- Mobility/multimodal/other.

Key terms from the scoring criteria are defined as follows:

- **Recreational Opportunities** – Locations that facilitate recreation including parks, trails, sidewalks, and on-street bicycle facilities.
- **Quality of Life** – Accessibility of essential services and/or community amenities.
- **Public Health** – Transportation that improves public health includes active transportation options such as walking, biking, and public transit.
- **Transportation Equity** – Transportation services for areas with low income, minority, older adult (60+), limited mobility, rural and/or traditionally underserved residents.
- **Project Readiness** – Ability to use the MMOF award by FY2022 or earlier.
- **Community Documented Support** – Inclusion of project in a local and/or regional plan, extent of local match, and/or breadth of support as reflected by additional letter(s) of support attached to application.

Table 3. NFRMPO MMOF Scoring Criteria

Evaluation Criterion	Possible Points
Maximize Transportation Investment / Network Connectivity Improvement	20
Expand Recreational Opportunities, Enhance Quality of Life, and/or Improve Public Health	10
Provide Transportation Equity	10
Enhance Safety	10
Project Readiness	20
Integration with Plans and Community Documented Support	10
Support 2045 RTP Goals and Performance Measures	10
Partnerships (Each partner must contribute at least 2% of total project cost for full points)	10
TOTAL	100

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Planning References

CDOT Program Overview

The CDOT MMOF Local Fund Program Overview is available on the CDOT website at <https://www.codot.gov/programs/planning/documents/grants/mmof/mmof-local-fund-overview-final-14oct2019.pdf>. This document, released in October 2019, identifies CDOT requirements for eligible projects and minimum project size, funding administration, the match reduction or exemption process, and the population and poverty rate data used to categorize municipalities and counties for the match relief option.

Additional resources from CDOT on the MMOF include SB 18-001 and the MMOF memo to the TC, available at <https://www.codot.gov/programs/planning/grants/mmof-local>.

2045 RTP Corridors

Applications impacting an RSC, RNMC, or RTC identified in the 2045 RTP must demonstrate consistency with the corridor vision in the Plan. The 2045 RTP corridor visions are found in Chapter 3, Section 2 (<https://nfrmpo.org/wp-content/uploads/2045-rtp-chapter-3-section-2.pdf>).

2045 RTP Goals and Performance Measures

Project applications must identify at least one goal from the 2045 RTP supported by the project. The 2045 RTP goals include:

- **Economic Development / Quality of Life:** Foster a transportation system that supports economic development and improves residents' quality of life
- **Mobility:** Provide a transportation system that moves people and goods safely, efficiently, and reliably
- **Multi-Modal:** Provide a multi-modal system that improves accessibility and transportation system continuity
- **Operations:** Optimize operations of transportation facilities

Applications must also identify the 2045 RTP performance measure(s) for which the project would contribute toward target achievement. **Table 4** identifies the 2045 RTP performance measures and the applicable coverage area of the measure.

Table 4. 2045 RTP 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	

Performance Area	Performance Measure	Coverage
Pavement Condition	Percentage of pavement on the Interstate System in Good condition ³	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 ⁴	NHS
	Percentage of NHS bridges classified as in Poor Condition	
System Reliability	Percent of person-miles traveled on the Interstate System that are reliable ⁵	NHS
	Percent of person-miles traveled on the non-Interstate NHS that are reliable	
Freight Movement	Truck Travel Time Reliability Index ⁶	Interstate
CMAQ Emissions	VOC Reduction	Non-attainment areas
	Carbon Monoxide Reduction	
	Nitrogen Oxides Reduction	
Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	System-wide
	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB	
	Percentage of assets with condition rating below 3.0 on FTA TERM Scale	
MPO-Specific	Population and essential destinations within paratransit and demand response service area within the MPO boundary	System-wide
	Non-motorized facility miles	
	Percent of non-single occupant vehicle commute trips	
	Fixed-route revenue hours per capita within service areas	
	Daily VMT per capita	
	Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	
	Miles of fiber for connected roadways	
Travel Time Index on RSCs	RSCs	

³ 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](#).

⁴ 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](#).

⁵ 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.

⁶ The Truck Travel Time Reliability (TTTR) Index measures the 95th percentile truck travel time against the 50th percentile truck travel time.

**DRAFT 2019 NFRMPO Multimodal Options Fund
(MMOF) Call for Projects Application**



Applicant Information

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

Project Description

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

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

Project Type (select all that apply):

<input type="checkbox"/> Operating cost for fixed-route transit	<input type="checkbox"/> Transportation Demand Management (TDM) program
<input type="checkbox"/> Capital cost for fixed-route transit	<input type="checkbox"/> Multimodal mobility project enabled by new technology
<input type="checkbox"/> Operating cost for on-demand transit	<input type="checkbox"/> Multimodal transportation study
<input type="checkbox"/> Capital cost for on-demand transit	<input type="checkbox"/> Bicycle and pedestrian project

Project Pool (select one): Transit Bicycle and Pedestrian Mobility/Multimodal/Other

Project Description (Address project's impact, if any, on on the scoring criteria related to safety, network connectivity, recreational opportunities, quality of life, public health, and/or transportation equity):

MMOF Goals

The MMOF is for projects that contribute to a complete and integrated multimodal system. Does this project:

- | | |
|--|--|
| Benefit seniors (60+) by making aging in place more feasible for them? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Benefit residents of rural areas by providing them with flexible public transportation services? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Provide enhanced mobility for persons with disabilities? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Provide safe routes to school for children? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Increase access to and/or usage of transit or multi-use facilities? | <input type="checkbox"/> Yes <input type="checkbox"/> No |

2045 Regional Transportation Plan (RTP)

Which, if any, *2045 RTP* corridor(s) is(are) impacted by the project?

If applicable, how does the project fit with the *2045 RTP* Corridor Vision(s)?

2045 RTP Goals and Performance Measures

The project must impact at least one 2045 RTP goal and at least one *2045 RTP* performance measure. Support for the *2045 RTP* Goals and Performance Measures is worth up to 10 points in the scoring criteria.

MPO Goal(s)	Project Impact
Economic Development / Quality of Life	
Mobility	
Multi-Modal	
Operations	

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Number of fatalities
<input type="checkbox"/> Rate of fatalities per 100M VMT
<input type="checkbox"/> Number of serious injuries
<input type="checkbox"/> Rate of serious injuries per 100M VMT
<input type="checkbox"/> Number of non-motorized fatalities and serious injuries
<input type="checkbox"/> VOC Reduction | <input type="checkbox"/> Carbon Monoxide Reduction
<input type="checkbox"/> Nitrogen Oxides Reduction
<input type="checkbox"/> Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
<input type="checkbox"/> Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
<input type="checkbox"/> Percentage of assets with condition rating below 3.0 on FTA TERM Scale | <input type="checkbox"/> Population and essential destinations within paratransit and demand response service area within the MPO boundary
<input type="checkbox"/> Non-motorized facility miles
<input type="checkbox"/> Percent of non-single occupant vehicle commute trips
<input type="checkbox"/> Fixed-route revenue hours per capita within service areas
<input type="checkbox"/> Daily VMT per capita
<input type="checkbox"/> Travel Time Index on RSCs |
|--|---|---|

Integration with Other Plans

Integration with Plans and community documented support is worth up to 10 points in the scoring criteria. List any planning documents that identify the project:

Funding and Phase by Year

Funding Source	Status S = Secured U = Unsecured	FY 2020	FY 2021	FY 2022	FY 2023	Total
MMOF Request	U				N/A	
Match / Overmatch (Match is 50% unless requesting match relief)	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
	<input type="checkbox"/> S <input type="checkbox"/> U					
Phase(s) Initiated: Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other						N/A
Match Relief: If requesting match reduction or exemption, identify eligibility: <input type="checkbox"/> N/A <input type="checkbox"/> Eligible <input type="checkbox"/> Eligible with evidence of extraordinary need or disadvantage (attach evidence)			Total Project Cost			
			Total Match / Overmatch			
			Match / Overmatch Percentage			
			Total Local Contribution			
			Local Contribution Percentage			

Contingencies: Partial Awards, Funding Alternatives, and Scalability

If a partial award is acceptable, what is the minimum amount of MMOF funding the project would accept?

If the project receives a partial award, unsecured funding is unsuccessful, and/or if a match relief request is denied, identify if and how the project could proceed (e.g. extent of scope reduction, source(s) of alternative funding, timeline adjustments, etc.):

For projects with multiple unsecured funding sources, if more funding is requested and received than required, which funding source would be reduced/returned?

Operations and Maintenance

If the completed project will generate the need for operational and/or maintenance funds, identify the estimated annual cost and the status and source of funding:

Partnerships

Partnership contributions of at least 2% of the total project cost are worth 10 points in the scoring criteria. If other agencies or organizations are partnering with you on this project, describe each agency's role, list the monetary value of their contribution, and identify the status of any agreements (e.g. ROW donations or easements):

Intelligent Transportation System (ITS)

If this project is ITS, is the ITS Equipment identified in the Region 4 ITS Architecture Plan and Region 4 ITS Strategic Implementation Plan? Yes No N/A

If this project is ITS, identify how the equipment will be operated/maintained, the entity responsible for operations/maintenance, and how the equipment will interface with other ITS equipment:

Environmental Considerations

Which type of clearance (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement) is anticipated and what is the status of the environmental clearance?

Anticipated Project Milestone Dates

	Month-Year
Advertisement Date or Notice to Proceed	
Project Completion	

Attachments

Required for all projects:

- Project location map
- Performance Measure(s) Impacts
- Detailed cost estimate per unit and by phase
- Letter of support from mayor/town administrator*

Required for some projects:

- CDOT letter of support
- Applicant's project prioritization by pool
- Evidence of extraordinary need or disadvantage

Optional:

- Additional letters of support

*Resolutions from the local government council may be submitted in lieu of a letter if preferred by the project sponsor.

Submit draft applications without attachments to Karen Schneiders at karen.schneiders@state.co.us by January 13, 2020.

Submit final applications with attachments to Becky Karasko at bkarasko@nfrmpo.org by January 31, 2020.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 20, 2019	Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision	Dave Klockeman City of Loveland
Objective/Request Action		
Revise CNG Fast Fill Station CMAQ Grant Award from 2016 Call For Projects to fund one (1) station in Loveland as costs are higher than initially anticipated and other station in Fort Collins previously proposed as part of award has been completed using other funding. Outcome is still two (2) new CNG Fast Fuel Stations.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>CNG Fast Fill Station CMAQ Grant from 2016 Call For Projects initially awarded to Larimer County was transferred to Loveland. The initial application included two (2) locations, one in Fort Collins and one in Loveland. Fort Collins has constructed a shared station using separate funds. Loveland station costs are higher than previously anticipated and needs to use all of the grant funding. Construction in 2020 would align with the Loveland project to replace fuel farm. In addition, the City has completed an alternate fuel study and identified additional future CNG fueled vehicles.</p>		
Committee Discussion		
None.		
Supporting Information		
<p>In 2017, the City of Loveland Fleet Management Division retained the services of consultant WIH Resource Group to provide a cost-benefit analysis for how best to convert substantial segments of the City's fleet of 750 vehicles/equipment to cleaner, more cost-effective alternative fuels/power. <i>WIH Resource Group placed a significant emphasis on the potential benefits of converting most of the City's heavy-duty truck and bus fleets from diesel fuel to CNG fuel, as older vehicles are retired.</i></p>		
<p>WIH Resource Group also made other specific recommendations for converting light/medium duty gas and diesel vehicles to gas-electric hybrids, plug-in electrics, and cleaner bio-diesel fuel blends. The results of their work is included in the "Study for Alternative Fuels/Alternative Power – Final Report" prepared for the City.</p>		
<p>Also during this 2017-18 timeline, Loveland staff participated in a regional CNG Coalition Group led by Larimer County, along with the City of Fort Collins, Colorado State University, CDOT Region 4, Thompson School District and Poudre School District. Larimer County received a Congestion Mitigation Air Quality (CMAQ) grant award for the construction of two CNG fueling stations – one in the Fort Collins area and one in the Loveland area. After considering different locations within the Loveland area, the group determined that the City of Loveland's Municipal Service Center was the most viable location for a south-county, shared fueling station. Larimer County then transferred its CNG grant award of \$828,000 to the City of Loveland. In this same timeframe, the Fort Collins constructed a new CNG station on East Vine Drive, with an offer to allow Larimer County and CDOT to fuel their CNG vehicles there also. Larimer County has utilized this location for fueling their Road and Bridge Department vehicles located at their nearby facility.</p>		
<p>Until now, the primary challenge for adding CNG to the City fleet has been the relatively large, one-time capital investment of \$1.2M needed to construct the required CNG Fueling Infrastructure as there currently are no privately owned CNG fueling stations in the Loveland area.</p>		
<p>Due to Larimer County's leadership and generosity in transferring to Loveland its two CMAQ grant awards totaling \$828,000, Fleet Management can now begin converting a significant segment of its heavy-duty truck and bus fleet to cheaper and cleaner CNG fuel, as older vehicles are</p>		

replaced. As per the grant award terms, Larimer County and CDOT will also be allowed to fuel their CNG vehicles at the Loveland CNG station.

The total funding of \$1,200,000 includes \$828,000 in CMAQ funds, \$172,000 in Local Match Funds, and \$200,000 in Local Overmatch Funds, which is the same amount of federal, local match, and overmatch as the original project. These costs include a new connection to a high-pressure gas main as well as retrofitting an existing facility to accommodate CNG fueling.

Advantages

CNG Fast Fill Station is constructed on west side of I-25, accessible to the City of Loveland, Larimer County and CDOT in an area where there are no other facilities. Allows for Loveland to add CNG vehicles to fleet for replacement and/or additional stock, improving air quality.

Disadvantages

None

Analysis/Recommendation

Loveland requests TAC review and discuss the proposed project scope change.

Attachments

- Original and revised emissions benefits
- Map of proposed station location

Rev. 11/28/2018

Original Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: EPA Diesel Emissions Quantifier

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	24,741	3,606
Long-term reduction (KG in Years 2-5)	98,965	14,424
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	\$5	\$33

Revised Emissions Benefits for the SH402 CNG Fueling Station for Larimer County

Method: 2018 AFLEET

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	1,103	639
Long-term reduction (KG in Years 2-5)	8,574	3,755
Cost	\$600,000	\$600,000
Cost per KG over 5 Years	\$62	\$137

Emissions Benefits for the CNG Fueling Station for Loveland

Method: 2018 AFLEET

Data Item	NOx	VOC
Short-term reduction (KG in Year 1)	1,158	639
Long-term reduction (KG in Years 2-5)	9,261	3,754
Cost	\$1,200,000	\$1,200,000
Cost per KG over 5 Years	\$115	\$273

Larimer County: Road Info Locator

Created by Larimer County using data from multiple sources. Larimer County makes no warranty as to the accuracy of this product. This map may not reflect recent updates prior to the date of printing.



Printed: 9/9/16



AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 20, 2019	2016-2020 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the 2016-2020 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2016-2020 time period by February 27, 2020. CDOT set statewide Targets for 2016-2020 for the National Safety Measures in August 2019. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or B. Set Targets specific to the NFRMPO region. <p>The statewide Targets set by CDOT for the 2016-2020 time period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 618 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.143 • Number of Serious Injuries – 3,271 • Rate of Serious Injuries per 100M VMT – 6.075 • Number of Non-motorized Fatalities and Serious injuries – 670 		
Committee Discussion		
<p>This is the first time TAC is discussing the 2016-2020 Safety Targets.</p> <p>The 2015-2019 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 7, 2019 meeting and included:</p> <ul style="list-style-type: none"> • Number of Fatalities – 644 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.20 • Number of Serious Injuries – 2,909 • Rate of Serious Injuries per 100M VMT – 5.575 • Number of Non-motorized Fatalities and Serious injuries – 514 		
Supporting Information		
<ul style="list-style-type: none"> • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets. • The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually. • The NFRMPO’s Targets for 2016-2020 will be included in future updates to the NFRMPO’s Transportation Improvement Program (TIP). • The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2014 Colorado Strategic Highway Safety Plan</i>. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are established for the purposes of national Target setting and are done so with the Moving Toward Zero Deaths vision in mind but also in accordance with the FHWA requirements for Target setting. 		
Advantages		
Adopting the State’s Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO.		
Disadvantages		
The State Safety Targets do not reflect performance specific to the NFRMPO region.		

Analysis/Recommendation

Staff recommends setting Targets by supporting the CDOT statewide Safety Targets for the 2016-2020 time period and agreeing to plan and program projects to contribute toward accomplishment of those Targets.

Attachments

- Safety Target Presentation



Targets for Safety Performance Measures

Technical Advisory Committee (TAC)

November 20, 2019

1

Safety Performance Measures


- **Measures**
 - Number of Fatalities
 - Fatality Rate per 100 Million VMT
 - Number of Serious Injuries
 - Serious Injury Rate per 100 Million VMT
 - Number of Non-Motorized Fatalities and Serious Injuries
- New Targets set Annually
- Calculated based on 5-year rolling averages

2

Targets for Safety Performance Measures

2

CDOT Statewide Targets




Measure	2014-2018	2015-2019	2016-2020
Fatalities	610	644	618
Fatality Rate	1.2	1.21	1.143
Serious Injuries	3,350	2,909	3,271
Serious Injury Rate	6.79	5.575	6.075
Non-Motorized Fatalities and Serious Injuries	586	514	670

3
Targets for Safety Performance Measures

3

Process and Considerations




- Trend analysis based on previous years
 - 2016-2020 targets are based on 2013-2018 existing data
- Take into consideration the transportation safety climate and what CDOT and other safety stakeholders are doing to reduce crashes
- Not aspirational Targets, but still maintaining the vision of Moving Toward Zero Deaths

4
Targets for Safety Performance Measures

4

Fatal Crash Increase Contributing Factors




- CDOT attributes the increase in fatal crashes to
 - Increase in population
 - Increase in vehicle miles traveled (VMT)
 - Legalization of marijuana
 - Technology causing distractions
 - Steady gas prices
 - Thriving local economy
 - Increasing population density

5
Targets for Safety Performance Measures

5

Target Options




1. Support the CDOT Statewide Targets
 - Agree to plan and program projects to contribute toward achievement of state Targets
 - NFRMPO has supported CDOT’s targets for the last two cycles
2. Set Targets specific to the NFRMPO region

Measure	2016-2020
Fatalities	618
Fatality Rate	1.143
Serious Injuries	3,271
Serious Injury Rate	6.075
Non-Motorized Fatalities and Serious Injuries	670

6
Targets for Safety Performance Measures

6

Next Steps




- 180 days for MPO's to decide to either support CDOT's Targets or set new MPO-specific Targets
- CDOT has begun the process of updating the statewide *Strategic Transportation Safety Plan*
 - Will include county-specific Safety Action Plans to address local road crashes

7 Targets for Safety Performance Measures

7

Schedule



- Planning Council Discussion – December 5, 2019
- TAC Recommendation – December 18, 2019
- Planning Council Action – January 9, 2019
- Submission to CDOT – January 10, 2020

8 Targets for Safety Performance Measures

8

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 20, 2019	FY2019 TIP Project Delay Review	Medora Bornhoft
Objective/Request Action		
<p>To discuss TIP projects subject to the TIP Delay Procedure, including:</p> <ul style="list-style-type: none"> • Whether or not TAC should grant 1st extensions to projects with a 1st delay, • Whether or not to recommend Planning Council grant 2nd extensions to projects with a 2nd delay, and • Consideration of Loveland’s request for an extended 2nd extension. 		<ul style="list-style-type: none"> <input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • In October and November 2019, sponsors provided project status information for projects initially programmed in FY19 or earlier, summarized in Table 1. • 13 projects are subject to the FY2019 delay review. As shown in the attached table, there are seven projects or project components with a delay: <ul style="list-style-type: none"> ○ Three projects or project components have a 1st delay, ○ Three projects or project components have a 2nd delay, and ○ One project that received a 2nd extension in the FY2018 Review is still delayed and is requesting the extension continue through the end of FY2020. 		
Committee Discussion		
This is the first time TAC will discuss the FY2019 TIP Project Delay Review.		
Supporting Information		
<p>The TIP Delay Procedure is identified in the <i>FY2019-2022 Transportation Improvement Program</i> (TIP). “Delay” is defined as:</p> <ul style="list-style-type: none"> • when a construction-related project is not advertised during the fiscal year assigned in the TIP; or • when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP. <p>The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a 2nd extension, TAC may either (1) recommend Planning Council issue a 2nd extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.</p>		
Advantages		
<p>The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.</p>		
Disadvantages		
None noted.		

Analysis/Recommendation

- Staff recommends TAC provide 1st extensions to projects whose sponsors anticipate going to ad in FY2020 and recommending Planning Council provide 2nd extensions to projects whose sponsors anticipate going to ad in FY2020.
- Staff requests TAC members review and discuss the request for an extended 2nd extension.

Attachments

- FY2019 Project Status Report

Table 1. FY2019 Annual Project Status Report

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	2019 PROJECT STATUS COMMENTS	2017 Review Outcome	2018 Review Outcome	2019 DELAY STATUS	Federal Funds in TIP (in thousands)
North I-25: Design Build	CDOT Region 4	CMAQ	FY19	CMAQ funds budgeted on 8/13/2019	Segments 7 & 8 construction began on 9/9/2018	N/A	N/A	<i>Not Delayed</i>	\$3,013
US 85 Access Cntrl at 31st Street	Evans	STP Metro	FY12	5/8/2019	As of 11/7/19, The project is 90% complete.	N/A	1 st Extension	<i>Not Delayed</i>	\$746
US287 (N College) Ped Bridge & Path	Fort Collins	CMAQ	FY14	1/10/2019	Notice to Proceed: 5/22/2019 Final Completion date: 10/24/2019	N/A	1 st Extension	<i>Not Delayed</i>	\$175
eBus & Charger Purchase	Transfort	CMAQ	FY19	-	Project was delayed due to the addition of funding (FY20 VW Settlement Funds) from CDOT. Anticipated 6/30/2020.	N/A	N/A	1st Delay	\$776
10th Street Access Control Implementation	Greeley	STP Metro		2/15/2019	Under Construction-Completed on the north side, work has now begun on the south side. The goal is to complete construction by mid-December.	N/A	N/A	<i>Not Delayed</i>	\$2,011
LCR 17 Expansion	Larimer County/Berthoud	STBG	FY18	-	This project is awaiting concurrence to advertise from CDOT. We anticipate that happening in the next few weeks and we plan to go to ad in December or January.	N/A	1 st Extension	2nd Delay	\$1,866
Loveland CNG Vehicle Replacement	Loveland	CMAQ	FY17	N/A	All \$256K federal funds swapped with North I-25: Design Build	N/A	1 st Extension	N/A	\$0

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	2019 PROJECT STATUS COMMENTS	2017 Review Outcome	2018 Review Outcome	2019 DELAY STATUS	Federal Funds in TIP (in thousands)
US 287 & US 34 VMS Signs	Loveland	CMAQ	FY15	-	Final IGA Draft received from CDOT 11/1/2019. City approval anticipated by 1/1/2020. Delays in IGA due to CDOT developing updated criteria and policies. Loveland would like to extend the 2nd extension because circumstances were out of our control. Ad date anticipated 5/1/2020.	1 st Extension	2 nd Extension	DELAYED	\$497
COLT CNG Bus Replacement	Loveland	CMAQ	FY18	-	Funds Flexed to FTA; Buses to be ordered November 2019 from existing partner bid.	N/A	1 st Extension	2 nd Delay	\$726
US34 Widening Loveland: Denver Ave to Boyd Lake Ave	Loveland	STBG	FY18	9/19/2019	Construction Start: December 1, 2019	N/A	1 st Extension	Not Delayed	\$2,320
US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	Loveland	STBG	FY19	9/19/2019	Construction Start: December 1, 2019	N/A	N/A	Not Delayed	\$1,085
CNG Fast Fill Stations	Loveland	CMAQ	FY19	-	City Council Approval of IGA scheduled for November 19, 2019. Ad date anticipated Summer 2020.	N/A	N/A	1 st Delay	\$828

PROJECT NAME		SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	2019 PROJECT STATUS COMMENTS	2017 Review Outcome	2018 Review Outcome	2019 DELAY STATUS	Federal Funds in TIP (in thousands)
CNG Vehicles & Expansion	CNG Station	Weld County	CMAQ	FY16-FY17	8/2/2017	-	Not Delayed	-	-	\$961
	2016 Vehicle Purchase				8/11/2016	-	Not Delayed	-	-	\$189
	2018 Vehicle Purchase				2/6/2019	-	1 st Extension	Not Delayed	-	\$134
	FY16-17 Remaining Vehicles				N/A	All unobligated FY17 and earlier funding (\$2,230K) swapped with North I-25: Design Build Project	1 st Extension	2 nd Extension	N/A	\$0
	FY18 Vehicles			FY18	-	\$143K of unobligated FY18 funds swapped with North I-25: Design Build. Remaining \$745K is on hold due to BA Waiver suspension.	N/A	1 st Extension	2 nd Delay	\$745
	FY19 Vehicles			FY19	-	On hold due to BA Waiver suspension.	N/A	N/A	1 st Delay	\$901

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko

Date: November 20, 2019

Re: 10-Year Strategic Pipeline of Projects

Background

CDOT is in the process of developing a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the CDOT STIP, the NFRMPO has the Planning Council-adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2020-2023, which will be included in the first four years of CDOT's new 10-Year Strategic Pipeline of Projects.

At the October 3 Planning Council meeting, a Work Session on the 10-Year Strategic List of Projects was held. During this Work Session, NFRMPO staff received direction from Planning Council to focus on I-25, the US highways, and others of statewide significance in the region and to use the potential criteria the Transportation Commission discussed at their September meeting to create a list of projects for the NFRMPO region for incorporation into CDOT's List. Additionally, projects on statewide significant corridors and Regionally Significant Corridors (RSCs) within the region were included.

Following this direction, a Work Session was held during the October 16 TAC meeting where TAC members developed the following list and ranking of priority corridors for the NFRMPO region:

1. I-25
2. US34
3. US85
4. US287
5. SH392 & SH14

This list and ranking was presented to Planning Council at their November 7 meeting to request their approval of the list and ranking. At that time, Planning Council requested TAC create a list of ranked projects along these corridors for Planning Council to review.



NFRMPO Staff compiled a list of 41 projects along these six corridors from the *2045 Regional Transportation Plan*, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List. The projects are listed in order by corridor and are not ranked. Staff is requesting that TAC members review the projects to ensure:

- All known projects on the six corridors including roadway, bike & ped, and transit projects are included;
- All known phases of the projects are included;
- All project costs shown are the most current estimates; and
- The Local Match amounts shown are correct for those projects which have Local Match funds identified.

Action

Staff requests TAC members review the attached list of projects on the six identified corridors and provide feedback.

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need
I-25	WCR38 to SH56 (NFR portion of Segment 5)	Add tolled express lane in each direction and interchange reconstructions	\$325	\$0
I-25	WCR38 to SH56 (NFR portion of Segment 5)	Widen from 4 to 6 general purpose lanes	\$29.90	\$0
I-25	SH56 to SH402 (Segment 6)	Add tolled express lane in each direction	\$0 ¹	\$0
I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	\$74	\$0
I-25	SH402 to SH14 (Segments 7 & 8)	Add tolled express lane in each direction	\$30 ²	\$0
I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	\$63.2	\$0
I-25 / US 34	Interchange at I-25 / US-34 and US-34/Centerra	Interchanges	\$171.4	\$0
I-25 / SH14	Interchange	Interchange reconstruction	\$52.2	\$0
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$10.6	\$0
US34	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	\$6.6	\$0
US34	Rocky Mountain Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	\$19.2	\$4.3
US34	US34 and 35 th Ave	New interchange	\$30.0	\$15
US34	US34 and 47 th Ave	New interchange	\$30.0	\$15
US34	MP 113.65 to LCR3	Widen from 4 to 6 lanes	\$170.0	\$0
US34	Greeley to Loveland	Other improvements identified in the PEL	\$370.4	\$0
US34 / US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	\$8.1	\$0
US34 / US85	Interchange	Interchange reconfiguration	\$267.0	\$0
US85	I-76 to Wyoming	US85 PEL corridor improvements	\$538.6 ³	\$0
US287	Trilby to Harmony	Widen from 4 to 6 lanes	\$19.5	\$0
US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	\$17.0	\$0
US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	\$10.5	\$0
US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	\$5.0	\$0
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	\$9.1	\$0
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	\$29.7	\$0
SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	\$3.2	\$0

Facility	Project Limits	Improvement Type	Remaining Funding Needed in Millions (2019 \$)	Local Commitment to Funding Need
SH392	17th St to Westgate Dr	Widen from 2 lanes to 4 lanes	\$4.6	\$0
SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	\$19.1	\$0
I-25, US85, or US287	Front Range Passenger Rail (within the NFR)	New rail service	\$622.5 / \$0	\$0
US34	Greeley to Fort Morgan	New bus service	\$1.7 / \$1.0	\$0
US34	Loveland to Estes Park	New bus service	\$1.7 / \$0.7	\$0
US287	Fort Collins to Longmont/Boulder	Increased bus frequency	\$4.5 / \$3.0	\$0
US34	Loveland to Greeley	New bus service	\$1.5 / \$1.2	\$0
US85	Eaton to Denver Region	New bus service	\$3.2 / \$2.4	\$0
US287	US287 and 37th St	COLT North Transit Center	\$2.90	\$0
I-25	RNMC #2: Little Thompson River	Trail crossing	\$0	\$0
I-25	RNMC #3: Big Thompson River	Trail underpass	\$0	\$0
I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated crossing	TBD	\$0
I-25	RNMC #11: US 34 Non-Motorized at Kendall Parkway	Bike lane construction	TBD	\$0
US34	RNMC #11: US 34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail Construction	TBD	\$0
US34	RNMC #11: US 34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail Construction and Crossing	TBD	\$0
SH392	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Trail Crossing	TBD	\$0

¹ Accounts for \$20M anticipated to be secured in December 2019 from SB267

² Accounts for \$220M anticipated to be secured in December 2019 from SB267

³ Cost within NFRMPO TBD

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, November 13, 2019

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

Berthoud Walk Audit: Lessons Learned and Next Steps

Dusil summarized the format and outcomes of the Berthoud Walk Audit held on October 9, 2019. The 20 Walk Audit participants included elected officials, residents, community advocates, non-profit organizations, Thompson School District staff, Town staff, and other Berthoud stakeholders, as well as NoCo members. Participants had access to wheelchairs and a stroller to experience the route in different ways. Common observations from the walk audit included street art, ample shade, good amenities at Fickel Park, missing or heaving sidewalk segments, sidewalks obstructions and trip hazards, inconsistent sidewalk surface type, severe driveway side slope, obstructed sight lines for drivers or pedestrians, unsafe unmarked crossings, and poor at-grade railroad crossings.

Town leaders intend to convene Walk Audit participants, additional Town staff, and other stakeholders to potentially create a Citizen's Mobility Committee, align other recommendations with current/anticipated Town budget and initiatives, and plan a bike audit for Spring 2020. NoCo members suggested looking into Berthoud's development code and guidelines for pedestrian and bike infrastructure, focusing the bike audit on identifying quick wins for creation of a low-stress east-west bike route, and ensuring Town staff are involved early and often.

NFRMPO Multimodal Options Fund (MMOF) and CDOT Transportation Alternatives Program (TAP)

NoCo members from Fort Collins, Loveland, Greeley, Severance, Evans, and CSU shared the projects they may submit for MMOF and TAP funding. Prospective applicants shared the internal and interdepartmental discussions they are having as they consider which funding source to apply for, their request amount, and how they will prioritize within their agency. NFRMPO staff highlighted key requirements of MMOF and information learned at the CDOT Region 4 TAP applicant workshop. Applicants were encouraged to talk with their TAC representative, NFRMPO staff, and CDOT Region 4 staff on various aspects of the application, scoring process, and administration of funds.

NFRMPO Non-Motorized Plan Update (2020 – 2021)

Dusil highlighted various updates to the Regional Non-Motorized Corridor (RNMC) visions that NoCo members have proposed since the adoption of the [2016 Non-Motorized Plan](#). NoCo members agreed the updates should be made via corridor-specific workshops that include the affected communities as well as partners outside the region who plan to connect to the RNMCS. NoCo members also agreed projects within the 10-year non-motorized pipeline that have a nexus with the State Highway system should be identified in the NFRMPO's 10-Year Strategic Pipeline of Projects to be submitted to CDOT along with any other projects identified by local agencies that would impact potential RNMC connectivity. For the [Non-Motorized Plan](#) update, this list should be expanded to match the plan horizon and should identify all RNMC project opportunities including key local connections, significant infrastructure required, and other important elements by segment, regardless of where the projects are in local planning processes.

The group would also like to explore the possibility of coalescing around a regional trail wayfinding guidance project to be submitted for the next NFRMPO Transportation Alternatives (TA) Call for Projects.

Future Agenda Items

A small group of NoCo members is working to draft formal operating procedures for NoCo moving forward. A recommendation will hopefully be brought to NoCo in December for discussion.