

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
September 16, 2020
1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of August 19, 2020 Meeting Minutes (Page 2)**

CONSENT AGENDA

No items this month.

ACTION ITEMS

- | | |
|--|----------|
| 1) September TIP Amendment (page 6) | Bornhoft |
| 2) FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations (page 11) | Bornhoft |

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- | | |
|---|----------|
| 3) Local Match Assistance: Project Funding Year Swap Discussion (page 19) | All |
| 4) CDOT Boundary Guidebook | Karasko |
| 5) Preliminary Call for Projects Considerations (Page 22) | Bornhoft |
| 6) FY2020 TIP Project Delay Review (page 29) | Bornhoft |

OUTSIDE PARTNER REPORTS

- | | |
|--|------------------------------|
| 7) Planning Council (page 33) | <i>Written Report</i> |
| 8) NoCo Bike & Ped Collaborative (page 34) | <i>Written Report</i> |
| 9) Regional Transit Agencies | |
| 10) Senior Transportation | |
| 11) Regional Air Quality Council | |

REPORTS

- | | |
|----------------|-----|
| 12) Roundtable | All |
|----------------|-----|

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: October 21, 2020**

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

Virtual Meeting

August 19, 2020

1:01 – 2:06 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Becky Karasko

TAC MEMBERS ABSENT:

Eric Fuhrman – Timnath
Marco Carani – Johnstown
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Josie Hadley – CDOT
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Kloberdanz – CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JULY 15, 2020 TAC MINUTES

Anderson moved to approve the July 15, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

NFRMPO Safety Vision: Towards Zero Deaths Policy - Cunningham presented the Safety Vision: Towards Zero Deaths Policy statements, which were discussed at the August 6, 2020 Planning Council meeting.

Schneiders moved to recommend Planning Council approve the NFRMPO Safety Vision: Towards Zero Deaths Policy. Baxter seconded the motion, which was approved unanimously.

NFRMPO Local Match Assistance Process – Bornhoft presented the process for approving local match assistance. Klockeman asked if there could be an agenda item at a future TAC meeting to discuss communities swapping project years, and Oberschmidt agreed that Evans may also be interested in swapping project years. Karasko stated this will be added to the September meeting agenda. Bornhoft noted only TAC would be approving this item, and it does not need to be approved by Planning Council. Klockeman moved to approve the NFRMPO Local Match Assistance Process. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION

STBG Additional Funding Allocations – Bornhoft presented the unprogrammed funding available as reflected in CDOT’s quarterly reconciliation which reflects when projects return unused funding or when planning estimates change. The most recent reconciliation identifies \$3,302,036 of FY2019-FY2021 Congestion Mitigation and Air Quality (CMAQ) and \$2,029,115 of FY2021 Surface Transportation Block Grant (STBG) funding, which is available for additional allocation. Bornhoft noted the TIP narrative defines how additional funding should be allocated within each pool and NFRMPO staff has confirmed eligible project sponsors are able to obligate additional federal funding. Two partially funded projects, from Fort Collins and Loveland, could be fully funded from the FY2020-2021 STBG Call for Projects. Additionally, one Greeley project which was waitlisted from the FY2022-2023 Call for Projects could be partially funded with the project sponsor is able to cover the local overmatch. Baxter asked if future additional allocations become available could Greeley’s project be fully funded as opposed to using local overmatch. Schneiders affirmed Greeley would be eligible.

Bornhoft stated the CMAQ allocation proposal impacts three separate Calls for Projects, and is based on the following factors: TAC determination in June 2019 to allocate the additional funding based on the original funding year, a funding shortfall in FY2022 and FY2023, as well as toll credit requests. The additional FY2019 funding could fully fund one project from Greeley Evans Transit (GET) and partially fund one project from City of Loveland Transit (COLT) from the FY2016-2019 Call. The additional FY2020-2021 funding could partially fund one GET project from the FY2020-2021 Call. The funding shortfall in FY2022 would be addressed by advancing one City of Fort Collins project from FY2022 to FY2021. GET has also applied to receive toll credits for local match relief and it is currently unknown if they will be able to match and obligate funds or if they will require toll credits to provide relief for all awards. Baxter noted Greeley will let NFRMPO staff know as soon as possible when they have the answers to the financial questions. Bornhoft noted this item will be taken to Planning Council for discussion prior to TAC acting once these questions are answered.

Bornhoft noted the final deadline for requesting toll credits without a scope change as part of this allocation is September 8, 2020 and TAC agreed to the deadline. Schneiders requested the toll credit process be revisited in six months as the financial impacts of COVID are still evolving. Bornhoft clarified the process is ongoing and can be brought back quarterly if there are pending toll credit requests and available funding, per the local match assistance process.

OUTSIDE PARTNERS REPORTS

Planning Council – Written report was provided.

NoCo Bike & Ped Collaborative – In addition to the written report, Dusil noted the Leadership Team is discussing the feedback received at the July TAC meeting regarding the Call for Projects recommendations and will be bringing refined recommendations back to TAC.

Regional Transit Agencies – Davis reported GET is adding additional buses to their routes in anticipation of schools starting. The Poudre Express will resume service starting Monday, August 24 with six trips a day Monday through Friday.

Kelly reported Transfort Route 33 will resume service starting Monday, August 24 with the start of the CSU semester.

Senior Transportation – Karasko reported the NFRMPO region will receive \$115K in “Transportation for Vulnerable Populations, including Seniors” funding from the State Legislature, which is meant to support Section 5310-eligible agencies. Gordon will be working with the Mobility Committees to identify how this funding will be allocated in the region.

Regional Air Quality Council – Brimmer reported RAQC presented the Serious Ozone SIP to the NFRMPO Planning Council at their August meeting. The Serious Ozone SIP was endorsed by the RAQC Board on August 7 and will be presented to the AQCC later this year. The Mow Down Pollution program is still available online at mowdownpollution.org. EPA proposed they do not plan to revise the ozone standard and will keep it at the level set for 2015. The AQCC is moving forward on the GHG roadmap.

ROUNDTABLE

Karasko reported the NFRMPO is working on hybrid and virtual-only meeting policies. Planning Council may decide to meet as a hybrid in-person/virtual meeting in September. Karasko asked for TAC member input on whether the virtual-only meeting format is preferred or if a hybrid meeting should be pursued. Herrera noted the Windsor Recreation Center is not yet open for in-person meetings. Other TAC members noted the preference to continue virtual TAC meetings for the time being. Karasko and Nelson agreed TAC meetings will be held virtually through the end of 2020.

Guthrie reported Loveland is looking to partner with the NFRMPO and other member communities to celebrate a week in September for using alternative modes of transportation.

Oberschmidt noted Evans awarded the contract for the 37th Street Overlay, construction will be starting in the fall on 23rd Avenue, and 47th Avenue is currently under construction.

Anderson reported Weld County opened the roundabout at WCR 54 and WCR 17. Weld County is working with Severance on the Access Control Plan for the WCR74 corridor.

Schneiders stated CDOT plans to continue working remotely through October and possibly into January.

Baxter reported 65th Avenue at US34 in Greeley remains closed with construction planning to wrap up in September. The 10th Street Access Control project is ongoing.

Herrera reported LCR 5 is shut down for construction through November. Windsor released a bid for trail work on SH392 from Colorado Blvd to 17th Street. Windsor will be holding a kickoff meeting for the 7th Street Multimodal Corridor design project, which was awarded MMOF earlier this year.

Barzak reported Severance released an RFP for the East Harmony Road & 1st Street Corridor Plans and is also working on their Transportation and Comprehensive Plan updates.

Coffin noted the CEO of CDPHE will present an update on the GHG Roadmap during an upcoming AQCC meeting (the October 15, 2020 meeting, as clarified by email to TAC members). The Commission tentatively plans to consider transportation-related regulatory requirements at the July 2021 AQCC meeting.

Bornhoft stated she will be emailing project sponsors for this year's TIP delay which will be discussed at the September TAC Meeting.

Cunningham requested any TAC members who are interested in having a project spotlight in the next On the Move newsletter to contact her.

Dusil mentioned the celebration of alternative modes program that will be starting and stated he will be reaching out to TAC members to help promote the program.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko identified the Call for Projects guidebook recommendations, TIP Amendment, TIP project delay review, and Local Match Assistance Project Swap discussion as topics for the next TAC meeting.

Meeting adjourned at 2:06 PM.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 16, 2020 as a virtual meeting.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 16, 2020	September 2020 TIP Amendment	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council approve the September 2020 Transportation Improvement Program (TIP) Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The September 2020 TIP Amendment includes the following requests:</p> <ul style="list-style-type: none"> Greeley-Evans Transit is requesting a scope change for their two CMAQ-funded bus replacement projects. The revised scopes allow the purchase of buses for fleet expansion in addition to bus replacements. The new buses will serve the Poudre Express. <p>The attached September 2020 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
<p>This is the first and only time TAC is scheduled to see the September 2020 TIP Amendment.</p>		
Supporting Information		
<p>The 30-day Public Comment period for the September 2020 TIP Amendment begins on September 9, 2020 and concludes on October 8, 2020.</p>		
<p>The attached CMAQ Emissions Benefit Analysis shows the requested scope change improves the emissions benefits for both projects. The analysis provides the emissions benefits as originally calculated during the Call for Projects, the emissions benefits for the original scope using the updated emissions benefits tools, and the emissions benefits for the requested scope using the updated emissions benefits tools. The number of bus replacements in each project is lower than what was originally proposed in each application due to both projects receiving partial awards. The analysis uses the benefit and cost for the full projects as submitted in each application, which facilitates comparison because that was the benefit and cost used during the Call for Projects selection process, instead of reducing the benefit and cost to reflect the partial award.</p> <p>An environmental justice analysis is not required for this TIP Amendment.</p>		
<p><u>Funding Types and Uses</u></p>		
<p>Congestion Mitigation and Air Quality Improvements (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p>		
Advantages		
<ul style="list-style-type: none"> TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None noted. 		

Analysis/Recommendation

- Staff supports adding the September 2020 TIP Amendment to the FY2020-2023 TIP.

Attachments

- September 2020 Policy Amendment Form
- CMAQ Emissions Benefit Analysis

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A9**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 9/9/2020

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	GET Diesel Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley-Evans	Federal	CMAQ	-	-	757	-	757	-	-	1,513
STIP ID:	SST7007.010	Local	L	-	-	157	-	157	-	-	315
TIP ID:	2020-002		Total	-	-	914	-	914	-	-	1,828

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles.

REVISED ENTRY

Title:	GET Diesel Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley-Evans	Federal	CMAQ	-	-	757	-	1,732	-	-	2,488
STIP ID:	SST7007.010	Local	L	-	-	157	-	157	-	-	315
TIP ID:	2020-002		Total	-	-	914	-	1,889	-	-	2,803

Type: Rolling Stock Replacement and Fleet Expansion

Air Quality: Exempt from conformity analysis

Description: GET will replace 3 diesel buses, which have exceeded FTA Minimum Useful Life standards with CNG fueled vehicles, and purchase one (1) 40' bus for the Poudre Express.

Revision: Scope change from Bus Replacement to Bus Replacement and Bus Expansion. Add \$975K federal funds in FY21. Sponsor is requesting \$111K in toll credits.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A9**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 9/9/2020

PREVIOUS ENTRY

Title:	GET CNG Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley-Evans	Federal	CMAQ	1,689	2,937	-	-	-	-	-	2,937
STIP ID:	SST7007.010	Local	L	348	610	-	-	-	-	-	610
TIP ID:	2016-004		Total	2,037	3,547	-	-	-	-	-	3,547

Type: Rolling Stock Replacement

Air Quality: Exempt from conformity analysis

Description: Replacement of 30 foot body on chassis diesel fixed route buses.

REVISED ENTRY

Title:	GET CNG Bus Replacement / Bus Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley-Evans	Federal	CMAQ	1,689	2,937	-	-	646	-	-	3,583
STIP ID:	SST7007.010	Local	L	348	281	-	-	-	-	-	281
TIP ID:	2016-004		Total	2,037	3,218	-	-	646	-	-	3,864

Type: Rolling Stock Replacement and Fleet Expansion

Air Quality: Exempt from conformity analysis

Description: Replacement of 30 foot body on chassis diesel fixed route buses and purchase of one (1) 40' bus for the Poudre Express.

Revision: Scope change from Bus Replacement to Bus Replacement and Bus Expansion. Add \$646K federal funds in FY21 and reduce local funds by \$329K in FY20 rolled. Sponsor is requesting \$440K in toll credits.

CMAQ Emissions Benefit Analysis

Project: GET CNG Bus Replacement

Sponsor: Greeley-Evans

TIP ID: 2016-004

Project Version & Emissions Version	Analysis Tool	Project Cost	NOx KG/Day Reduced	VOC KG/Day Reduced	Cost per KG NOx Reduced over 5 Years	Cost per KG VOC Reduced over 5 Years
Original Project – Original Emissions Analysis	EPA Diesel Emissions Quantifier (DEQ)	\$7,366,166	20.59	20.59	\$233	\$233
Original Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$7,366,166	1.242	0.006	\$3,865	\$751,240
Revised Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$8,012,350	1.268	0.032	\$4,118	\$163,520

Project: GET Diesel Bus Replacement

Sponsor: Greeley-Evans

TIP ID: 2020-002

Project Version & Emissions Version	Analysis Tool	Project Cost	NOx KG/Day Reduced	VOC KG/Day Reduced	Cost per KG NOx Reduced over 5 Years	Cost per KG VOC Reduced over 5 Years
Original Project – Original Emissions Analysis	EPA Diesel Emissions Quantifier (DEQ)	\$3,657,246	20.59	20.59	\$116	\$116
Original Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$3,657,246	0.005	-0.005	\$476,514	-\$476,514
Revised Project – Updated Emissions Analysis	FHWA CMAQ Toolkit	\$4,303,430	0.031	0.021	\$90,786	\$135,398

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 16, 2020	FY2019-FY2021 CMAQ and FY2021 STBG Additional Funding Allocations & Toll Credit Requests	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council allocate additional Congestion Mitigation and Air Quality Improvements (CMAQ) funding and Surface Transportation Block Grant (STBG) funding to partially funded projects and projects requesting toll credits without scope reductions and advance a CMAQ award to achieve fiscal constraint.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The most recent CDOT reconciliation from July 1, 2020 identifies the following unprogrammed federal funds:</p> <ul style="list-style-type: none"> • FY2019-FY2021 CMAQ - \$3,302,036 • FY2021 STBG - \$2,029,115 <p>Sponsors of eligible CMAQ projects from the FY2016-2019 Call for Projects and sponsors of eligible CMAQ and STBG projects from the FY2020-2021 Call for Projects were contacted to verify their ability to obligate additional federal funds. Projects are considered eligible if they are partially funded, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>The CDOT reconciliation also identifies shortfalls of \$70,695 CMAQ in FY2022 and \$86,950 CMAQ in FY2023. To address the shortfalls, sponsors of CMAQ projects from the FY2022-2023 Call for Projects were asked if their project could advance to FY2021. One project, Fort Collins' <i>College and Trilby Road Intersection Improvements</i> project, can advance, which achieves fiscal constraint in FY2022 and FY2023.</p> <p>In addition, as part of the set of local assistance strategies available for COVID-19-related financial impacts, project sponsors were able to submit a request for additional federal funding to replace local match for use with the toll credit without a scope reduction strategy. As of September 8th, which was the final deadline for consideration with this funding allocation, the following request was submitted:</p> <ul style="list-style-type: none"> • Greeley is requesting \$551,312 in additional federal allocations and toll credits to offset local match for their CMAQ-funded <i>GET CNG Bus Replacement & GET Diesel Bus Replacement</i> projects. Of the total, <ul style="list-style-type: none"> ○ \$329,139 of the federal award would offset current local match commitments and ○ \$222,173 of the federal award would replace local match for the proposed allocation. 		
Committee Discussion		
<p>The CMAQ and STBG Allocations & Toll Credit Requests was a Discussion Item at the TAC meeting on August 19th. As of that meeting, all sponsors of projects with proposed allocations had verified their ability to obligate the proposed awards except for Greeley-Evans Transit (GET). TAC members indicated support for the proposed allocations and toll credits based on the available information and recommended GET provide information prior to the September 3rd Council meeting.</p> <p>Following the TAC meeting and prior to the September 3rd Council meeting, GET verified they could obligate an additional \$1.6M in CMAQ, including \$551,312 in toll credits, contingent on an approved scope change allowing bus fleet expansion in addition to the currently approved bus replacement. Emissions benefits for the revised scope are included in the September 2020 TIP Amendment (See pages 6-10). The funding amount requested by GET is less than the \$2.1M allocation proposed in the TAC Discussion. The revised proposed allocation, attached, provides additional funding for COLT (increasing from \$0.8M to \$1.1M) and reserves a minor amount of funding (\$165K) in the NFR CMAQ pool for a future allocation. No updates were made to the STBG proposal.</p>		

Committee Discussion, Continued

The CMAQ and STBG Allocations & Toll Credit Requests was a Discussion Item at the Planning Council meeting on September 3rd. At the meeting, Council members discussed the possibility of allocating the additional funding to I-25 instead of to partially funded projects, but the consensus was to fund the partially funded projects per the proposal. Council members also indicated support for providing federal funds and toll credits to offset local match.

The process for awarding the FY2019 & FY2020 unprogrammed funds was discussed at the June 19, 2019 TAC meeting. Specifically, since unprogrammed FY2019 funding had not been awarded due to delays in finalizing available funding and FY2019 was the last year of the FY2016-2019 Call for Projects, TAC discussed whether the next allocation should distinguish between rolled funds and non-rolled funds so rolled funds could be awarded to eligible projects from the FY2016-2019 Call. If not, all funds would be considered FY2020 funds and allocated to eligible projects from the FY2020-2021 Call. TAC members supported distinguishing between rolled and non-rolled funds to provide eligible projects from both Calls with additional funding.

Supporting Information

Allocation Policy

The TIP Narrative identifies the additional award process for each funding source and Call for Projects. The process for the impacted funding sources and Calls are identified below.

- **CMAQ, FY2016-2019 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project in each category, with 13% for signal timing, 46% for bus replacement, and 41% for CNG vehicles and stations. *Source: FY2019-2022 TIP*
- **CMAQ, FY2020-2021 Call for Projects:** Additional funding will be assigned to the next highest ranked, partially funded project. *Source: FY2020-2023 TIP*
- **STBG, FY2020-2021 Call for Projects:** Additional funding will be split between the three partially funded large community projects. *Source: FY2020-2023 TIP*
- **STBG, FY2022-2023 Call for Projects:** A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available. *Source: FY2020-2023 TIP*

Toll Credits

Toll credits reduce or eliminate local match for federally funded projects. Toll credits can be applied at any time prior to project closeout and must be approved by CDOT. Toll credits are considered “soft match” and do not provide any new funds, which means there are two ways to use toll credits:

- Toll credits with a scope reduction: The project reduces scope to account for the reduction in local funding.
- Toll credits without a scope reduction: The full project scope is retained and the sponsor receives an additional allocation of federal funds to replace the reduced local funds.

Additional information on toll credits is available from FHWA at

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.aspx.

Project sponsors were notified of their ability to request toll credits without a scope reduction (i.e. additional federal funding to replace local match) for consideration with this allocation. The final deadline for submitting a request for consideration with this funding allocation was September 8th.

Allocation History

- The most recent CMAQ additional allocation was completed in June 2018 for FY2018 funds. The additional FY2019 and FY2020 CMAQ funds were not allocated previously due to uncertainty in the amount of CMAQ funding available. CDOT Region 4 recently updated the reconciliation process for CMAQ, which corrected the accounting issue.
- The most recent STBG additional allocation was completed in May 2020 for FY2019 and FY2020 funds.

Advantages

- The attached proposal allocates funding to eligible projects per the applicable TIP policies, achieves fiscal constraint, and provides local match assistance (toll credits) to two projects as requested by the sponsor.
- All sponsors of projects with proposed allocations have verified their ability to obligate funding as listed in the Notes column of the attachment.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff recommends TAC approve a recommendation to Planning Council to allocate additional funding, approve toll credit requests, and advance funding as identified in the Attachment.

Attachment

- Proposed Additional Allocation Tables

Proposed Additional Allocations FY2020-2021 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2021 funding total:	\$2,029,115
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,202,969	\$491,633	-	-	\$2,202,969	\$491,633	\$0	Sponsor able to provide local match and obligate in FY2021
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	-
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,085,418	\$175,507	-	\$335,000	\$750,418	\$175,507	\$0	Sponsor able to provide local match and obligate in FY2021
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	-
Total		\$8,026,676	\$7,359,536	\$667,140	-	\$3,646,149	\$3,713,387	\$667,140	\$0	-

Remaining STBG Funds	\$1,361,975
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Note: Projects in gray are ineligible for additional funding.

*STBG projects in the FY2020-2021 Call were not ranked.

**The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

***The Larimer County project was fully funded with \$496K STBG and \$264K TA.

Proposed Additional Allocations FY2022-2023 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

Remaining FY2021 funding total:	\$1,361,975
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	Waitlist	\$1,873,374	5	-	-	\$1,361,975	\$511,399	Sponsor able to provide local match & local overmatch to retain scope and obligate in FY2023
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	-	\$1,187,311	-
Total		\$10,466,589	\$7,405,904	\$3,060,685	-	\$3,834,025	\$3,571,879	\$1,361,975	\$1,698,710	-

Remaining STBG Funds	\$0
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Note: Projects in gray are ineligible for additional funding.

Proposed Additional Allocations

FY2016-2019 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on December 4, 2014; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2019 funding total:	\$2,071,348
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
Signal Timing Pool						Pool Share of 13% = \$84,925		
Greeley	Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	Traffic Optimization	\$380,000	\$380,000	\$0	4		\$0	-
Loveland	Adaptive Signals	\$770,000	Project funded in 2016 Call		6		N/A	-
CNG Bus Replacement Pool						Pool Share of 46% = \$1,159,955		
Greeley	GET CNG Bus Replacement	\$5,892,933	\$4,625,831	\$1,267,102	5	\$646,184	\$620,918	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$111,087 in toll credits.
Fort Collins	Transfort CNG Bus Replacement and eBus*	\$3,311,600	\$3,964,989	(\$653,389)	7	-	(\$653,389)	-
Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8	\$1,008,000	\$473,384	Funding is for 2 bus replacements. Sponsor able to provide local match and obligate in FY2021.
CNG Equipment Pool						Pool Share of 41% = \$826,468		
Weld County	Vehicle Replacement / Facility Expansion **	\$5,303,429	\$5,303,429	\$0	2,3	Transferred to CNG Bus Replacement Pool	\$0	-
Loveland	CNG Vehicle Replacement***	\$2,343,720	\$383,147	\$1,960,573	9		\$1,960,573	-
Larimer County	CNG Vehicle Replacement****	\$1,473,662	\$383,147	\$1,090,515	10		\$1,090,515	-
Total		\$21,868,344	\$15,952,159	\$5,146,185	-	\$1,654,184	\$3,492,001	-

Remaining CMAQ Funds	\$417,164
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Note: Projects in gray are ineligible for additional funding.

* The project received an additional allocation in excess of the unfunded request in June 2018 due to the approved scope change adding an eBus.

** The project sponsor returned \$1,640,000 of the federal award (31%) due to the suspension of the Buy America waiver process.

*** The project sponsor returned \$128,000 of the federal award (33%) due to delays in establishing a local CNG fueling station.

**** The project sponsor returned \$94,000 of the federal award (25%) due to problematic up fitment configurations.

Proposed Additional Allocations

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

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's July 1, 2020 Reconciliation

Additional FY2020-2021 funding total:	\$1,230,688
Remaining FY2019 CMAQ Funds	\$417,164
Funding Advance for FY2022-FY2023 Call:	\$387,381
Funding for FY2020-FY2021 Call:	\$1,260,471

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Greeley	Central System and Controller Replacement	\$430,500	\$430,500	\$0	1	\$430,500	-	-	\$0	-
Loveland	Traffic Signal Progression Improvements - US 34	\$640,000	\$640,000	\$0	2	\$640,000	-	-	\$0	-
Larimer Co. → Loveland	CNG Fast Fill Stations	\$827,900	\$827,900	\$0	3	\$498,630	\$329,270	-	\$0	-
Weld Co.	Weld County CNG Vehicles	\$3,176,400	\$2,200,000	\$976,400	4	\$1,050,000	\$1,150,000	-	\$976,400	-
Greeley	GET Diesel Bus Replacement	\$3,027,834	\$1,513,000	\$1,514,834	5	\$756,500	\$756,500	\$975,323	\$539,511	Sponsor requests scope revision to include fleet expansion for 1 bus. Sponsor requests \$440,226 in toll credits.
Loveland	COLT Diesel Bus Replacement	\$768,000	\$384,000	\$384,000	6	-	\$384,000	\$120,000	\$264,000	Sponsor able to provide local match and obligate in FY2021.
Loveland	Loveland Diesel Fleet Replacement*	\$663,600	\$384,000	\$279,600	7	-	\$384,000	-	\$279,600	-
Fort Collins	Transfort CNG Buses	\$3,360,000	\$1,900,000	\$1,460,000	8	\$950,000	\$950,000	-	\$1,460,000	Sponsor unable to obligate in FY2021
Total		\$9,534,234	\$6,379,400	\$3,154,834	-	\$3,375,630	\$3,003,770	\$1,095,323	\$0	-

Remaining CMAQ Funds	\$165,148
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Note: Projects in gray are ineligible for additional funding.

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

Proposed Fund Advancement

FY2022-2023 Congestion Mitigation and Air Quality Improvements (CMAQ)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's July 1, 2020 Reconciliation

FY2022 Shortfall:	-\$70,695
FY2023 Shortfall:	-\$86,950
Additional FY2021 Funding:	\$387,381

Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Request	Rank	Federal Funding by Fiscal Year		Proposed Fund Advancement		Notes
						2022	2023	2021	2022	
Greeley	Citywide Signal Retiming*	\$283,000	\$273,000	\$0	1	-	\$273,000	-	-	-
Fort Collins	Transfort Electric Bus Purchase	\$4,366,593	\$4,366,593	\$0	2	\$1,253,000	\$3,114,381	-	-	-
Greeley	Phase 3 Fiber	\$2,375,653	\$2,375,653	\$0	3	\$309,013	\$2,066,640	-	-	-
Loveland	North Taft Ave & US34 Intersection Widening/Improvements	\$3,330,637	\$3,330,637	\$0	4	\$3,330,637	-	-	-	-
Fort Collins	College and Trilby Road Intersection Improvements	\$1,000,000	\$387,371	\$612,629	5	\$387,381	-	\$387,381	-	Sponsor able to obligate funding in FY2021
Total		\$11,355,883	\$10,733,254	\$612,629	-	\$5,280,031	\$5,454,021	\$387,381	\$0	-

*Due to the geographic coverage of project, the Scoring Committee reduced the award by \$10K. The project is considered fully funded.

Total CMAQ Additional Allocations	\$2,749,507
Amount of Toll Credits	\$551,312
Total CMAQ Advances	\$387,381
Total	\$3,136,888
Unallocated CMAQ**	\$165,148

**Unallocated CMAQ funds will be reserved in the NFRMPO pool until the next round of funding allocations.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: September 16, 2020

Re: Local Match Assistance: Project Funding Year Swap Discussion

Background

This Discussion Item provides an opportunity for sponsors of projects funded with NFR Pool funds, including Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA), to discuss whether they have the need and/or ability to either advance or delay their project, i.e. “swap funding years”. The attached table lists each of the projects currently programmed in the Transportation Improvement Program (TIP) with NFR pool funds and specifies the amount of federal funds for each project in each fiscal year. The table does not reflect the proposed allocations or fund advancements identified in Agenda Item #2.

Sponsors may choose to swap the funding year for their projects to better meet the timing needs of their projects. As discussed at the TAC meeting on August 19th, swapping the project funding year is one of several strategies available for communities in need of local match assistance due to the economic impacts of the pandemic. The “project funding year swap” strategy is described as follows:

Swapping the project funding year is a strategy wherein one or more project sponsors with projects funded in the same funding program but in different fiscal years agree to swap funds allowing one project to advance and another project to delay. The FY2020-FY2023 TIP allows a project funded with NFRMPO-controlled CMAQ, STBG, and/or TA funding to swap funds one time with another project awarded funding in an approved Call for Projects. There is no downside to using this strategy, although it can be difficult to find a project with which to swap.

Action

Staff requests TAC members be prepared to discuss the ability and/or need for their NFR pool-funded projects to advance or delay for the purpose of swapping funding years with another project funded within the same funding program.

Table 1. Projects with NFR Pool Funding, FY20-23 TIP as of 8/10/2020

Federal Funds in Thousands

Sponsor	Project	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Congestion Mitigation & Air Quality Improvements (CMAQ)									
Transfort	eBus & Charger Purchase	776	-	-	-	-	-	-	0
Greeley-Evans	GET CNG Bus Replacement	1,689	2,937	-	-	-	-	-	2,937
Loveland	COLT CNG Bus Replacement	-	726	-	-	-	-	-	726
Fort Collins	Transfort CNG Buses	-	-	950	-	950	-	-	1,900
Greeley-Evans	GET Diesel Bus Replacement	-	-	757	-	757	-	-	1,513
Greeley	Central System and Controller Replacement	-	-	431	-	-	-	-	431
Fort Collins	Jefferson Street/SH14 Improvements	733	-	-	267	-	-	-	267
Loveland	CNG Fast Fill Stations	-	-	-	499	329	-	-	828
Loveland	Traffic Signal Progression Improvements—US 34	-	-	-	640	-	-	-	640
Weld County	Weld County CNG Vehicles	-	-	-	1,050	1,150	-	-	2,200
Loveland	COLT Diesel Bus Replacement	-	-	-	-	384	-	-	384
Loveland	N Taft Avenue & US 34 Intersection Improvements	-	-	-	-	-	3,331	-	3,331
Fort Collins	US 287 and Trilby Intersection Improvements	-	-	-	-	-	387	-	387
Fort Collins	Transfort Electric Bus Purchase	-	-	-	-	-	1,253	3,114	4,367
Greeley	Phase 3 Fiber	-	-	-	-	-	309	2,067	2,376
Greeley	Citywide Signal Retiming	-	-	-	-	-	-	273	273

Federal Funds in Thousands

Sponsor	Project	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Surface Transportation Block Grant (STBG)									
Loveland	US34 Widening Loveland: Denver Ave to Boyd Lake Ave	-	2,320	-	-	-	-	-	2,320
Larimer County & Berthoud	LCR 17 Expansion	-	1,866	-	-	-	-	-	1,866
Greeley	10th Street Access Control Implementation	2,011	-	538	-	-	-	-	538
Evans	37th Street Overlay	-	-	-	982	-	-	-	982
Greeley, Weld County	59th Avenue and O Street Roundabout	-	-	-	1,329	-	-	-	1,329
Windsor	Intersection Improvements at SH257 & Eastman Park Dr.	-	-	-	1,000	-	-	-	1,000
Loveland	US 34 (Eisenhower Blvd) Widening—Boise Ave. to I-25	-	350	-	335	400	-	-	1,085
Fort Collins	Timberline Road Corridor Improvements	-	-	-	-	2,203	-	-	2,203
Larimer County	North LCR 17 Expansion	-	-	-	-	496	-	-	496
Fort Collins	US 287 Intersection Improvements	-	-	-	-	877	-	-	877
Fort Collins, Larimer County	CR 19 (Taft Hill) Improvements	-	-	-	-	-	3,834	-	3,834
RAQC	Regional Ozone Planning, Modeling, and Analysis	-	-	-	-	-	25	25	50
Weld County, Eaton	Roundabout at WCR 74 and WCR 33	-	-	-	-	-	-	1,092	1,092
Evans, Weld County	37th St Widening	-	-	-	-	-	-	1,119	1,119
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	-	-	-	-	-	-	1,361	1,361
Transportation Alternatives (TA)									
Johnstown	Little Thompson River Corridor Trail – Phase 1a	-	-	94	156	-	-	-	250
Larimer County	North LCR 17 Expansion	-	-	-	-	264	-	-	264
Windsor	Poudre River Trail Realignment	-	-	-	-	-	271	273	544

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: September 16, 2020

Re: Preliminary Call for Projects Considerations

Background

The most recent NFRMPO Call for Projects to award Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funding was held in 2018-2019 for funding in FY2022 and FY2023. Since that Call, a Work Session on the Call for Projects Process was held by Planning Council in August 2019, the TAC held a follow-up Discussion on Council's Work Session in August 2019, and the NoCo Bike and Ped Collaborative presented a memo at the July 15, 2020 TAC meeting recommending changes to the CMAQ and STBG programs. There are three themes that emerged from this feedback, each of which identifies an area in need of improvement for the next Call for Projects:

- improving the connection between the Call and regional priorities,
- promoting regional equity, and
- increasing the accuracy of CMAQ emissions benefits estimates and maximizing the amount of emissions benefits from the CMAQ program.

The attached presentation identifies how these three themes have been addressed in previous Calls for Projects and presents proposals for improvements that could be incorporated for the next Call for Projects. The proposals are from a variety of sources, including members of TAC, Planning Council, and NoCo, as well as NFRMPO staff and the scoring committee from the most recent Call. TAC members may find it helpful to review the 2018 Call for Projects Guidebook, which identified the eligibility, project requirements, scoring criteria, and request limits for the CMAQ, STBG, and TA programs for the 2018 Call for Projects: <https://nfrmpo.org/wp-content/uploads/2018-call-for-projects-guidebook-revised-10172018.pdf>.

In addition, the presentation identifies two options for the timing of the next Call for Projects.

Action

Staff requests TAC members provide direction on changes for the next Call for Projects.



Preliminary Call for Projects Considerations

Technical Advisory Committee (TAC)

North Front Range
Metropolitan
Planning
Organization

September 19, 2020

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Agenda

North Front Range
Metropolitan
Planning
Organization

- Regional priorities: connection to Plans and Goals, Objectives, Performance Measures & Targets (GOPMT)
 - Set-asides
- Regional equity
- CMAQ emissions benefits
- Brainstorm other considerations
- Timing of Call

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Preliminary Call for Projects Considerations

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Regional Priorities: Connection to Plans and GOPMT



- In recent Calls, methods to promote regional priorities include:
 - Scoring criteria and weights, including criterion for “contribution to achievement of targets”
 - Requiring projects to be consistent with corridor visions
- Proposals for improving connection to regional priorities:
 - Set-asides for I-25, bike/ped, etc. (*Various*)
 - Revise scoring criteria and weights to emphasize regional connections, recommendations from NFR Plans, etc. (*NFRMPO Staff, NoCo*)
 - Objective, data-driven scoring: Specify subcriteria within each scoring criterion with point values based on quantitative data when possible (*TAC, NFRMPO Staff*)
 - Improve connection to GOPMT: Assign maximum points to each performance measure (PM) based on the System Performance Report’s identification of PMs with the greatest need (*NFRMPO Staff*)
 - Others?

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Preliminary Call for Projects Considerations

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Set-Asides



- Committed
 - \$50K STBG to the RAQC for ozone modeling
- Proposals
 - \$10M STBG and/or CMAQ to I-25 Segment 5 (*Executive Committee*)
 - 5% STBG and/or 5-12% CMAQ to bicycle and pedestrian projects (*NoCo*)
 - Others?

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Preliminary Call for Projects Considerations

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Regional Equity



- In recent Calls, methods to promote regional equity include:
 - STBG small community set-aside
 - separate STBG scoring weights for small and large communities
 - sponsor-level request limits
- Proposals for improving regional equity:
 - Adjust current methods (e.g. increase STBG small community set-aside, revise scoring weights, increase request limits) (*TAC*)
 - Use pool funds to pay consultants to assist small communities with applications (*Unknown*)
 - Create CMAQ small community set-aside (*Planning Council*)
 - Others?

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Preliminary Call for Projects Considerations

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CMAQ Emissions Benefits



- In the 2018 Call, methods to promote CMAQ emissions benefits included:
 - Approving emissions formulas/tools for calculating benefits
 - Providing an opportunity for applicants to review emissions benefits input data submitted by other applicants with similar project types
 - CMAQ scoring criteria primarily comprised of emissions benefits:
 - 20% short-term benefit
 - 30% long-term benefit
 - 30% cost-effectiveness of benefit
 - 20% contribution to achievement of targets

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Preliminary Call for Projects Considerations

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CMAQ Emissions Benefits



- **Proposals for improving CMAQ emissions benefits:**
 - Remove large project bias: Reduce or eliminate points for amount of emissions benefit so that cost-effectiveness of benefit is worth more points (*Scoring Committee, NFRMPO Staff*)
 - Distinguish short- and long-term emissions estimates: Allow or require sponsors to provide two sets of inputs - one for the short-term and one for long-term benefit calculations (*Scoring Committee*)
 - Account for varying lifetimes of projects: Establish project lifespan by project type and calculate emissions benefits over entire lifetime (*NoCo*)
 - Account for induced demand (for all modes) not captured by the emissions calculations: Add scoring criterion on level of non-SOV mode share increase (*NoCo*)
 - Improve accuracy of future calculations of emissions benefits: Require data collection on emissions benefits for completed projects (*NoCo*)
 - Others?

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Preliminary Call for Projects Considerations

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Brainstorm Other Considerations




What other improvements are needed for the Call for Projects?

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Preliminary Call for Projects Considerations

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Timing of Call




- Last Call opened in late 2018 for FY2022 & FY2023
- Options for Next Call for FY2024 & FY2025
 - a) Maintain Schedule: Fall 2020-Spring 2021
 - b) Move Call closer to funding: Fall 2021-Spring 2022
 - Provides more time for sponsors to identify needs
 - Retains ~12 months for IGA development from award to start of first funding year (FY24)

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Preliminary Call for Projects Considerations

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Next Steps



- NFRMPO staff research proposed improvements
- Discussion or Work Session with TAC
- Discussion or Work Session with Planning Council
- Revised Draft Guidebook
- Open Call for Projects

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Preliminary Call for Projects Considerations

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Questions?



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Preliminary Call for Projects Considerations

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AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
September 16, 2020	FY2020 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 and • Whether or not to recommend Planning Council grant 2nd extensions to projects with a 2nd delay. 		<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 August and September 2020, sponsors provided project status information for projects with a milestone deadline of FY2020 or earlier, summarized in Table 1. • 12 projects are subject to the FY2020 delay review. As shown in the attached table, six projects have met the required milestone and six projects are delayed. Of the six delayed projects, four projects have a 1st delay and two projects have a 2nd delay. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the first time TAC will discuss the FY2020 TIP Project Delay Review. 		
Supporting Information		
<ul style="list-style-type: none"> • The TIP delay procedure, as identified in the <i>FY2020-2023 Transportation Improvement Program</i> (TIP), applies to projects awarded by the NFRMPO Planning Council and funded through the federal CMAQ, STBG, and TA programs (or their successors/equivalents in future or past federal surface transportation legislation). • The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects. • The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded. • Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project. • TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year. • TAC may recommend Planning Council approve a second one-year extension if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted a second one-year extension if extenuating circumstances exist outside the project sponsor’s control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on second extensions. 		

Advantages

- 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.

Disadvantages

- None noted.

Analysis/Recommendation

- Staff recommends TAC provide 1st extensions to projects with first delays and recommend Planning Council provide 2nd extensions to projects with second delays.

Attachment

- **Table 1. FY2020 Project Status Report**

Table 1. FY2020 Project Status Report

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2020 PROJECT STATUS COMMENTS	2019 Review Outcome	2020 DELAY STATUS	Federal Funds in TIP (in thousands)
COLT CNG Bus Replacement	COLT	CMAQ	FY18	Order Date: 12/18/2019	-	2 nd Delay*	<i>Not Delayed</i>	\$726
GET Diesel Bus Replacement	GET	CMAQ	FY20	Order Date: 12/30/2019	Bus ordered 12/30/2019, expected delivery before end of year 2020. Expected grant to be obligated before 11/30/2020	N/A	<i>Not Delayed</i>	\$1,514
LCR 17 Expansion	Larimer County/ Berthoud	STBG	FY18	1/8/2020	Construction started in the spring of 2020 and is approximately 50% complete with anticipated completion late this year or may need to finish some of the paving in the spring of 2021.	2 nd Extension	<i>Not Delayed</i>	\$1,866
Central System and Controller Replacement	Greeley	CMAQ	FY20	Notice to Proceed: 3/17/2020	98% of the equipment has been purchased. Equipment installation will begin in September. We are currently working with our IT department to get the ATMS (advanced traffic management) software installed.	N/A	<i>Not Delayed</i>	\$431
Transfort CNG Buses	Transfort	CMAQ	FY20	Order Date: 7/15/2020	PO was issued on 7/15. Estimated delivery within 12 months of PO.	N/A	<i>Not Delayed</i>	\$1,900
37th Street Overlay	Evans	STBG	FY20	7/15/2020	NTP 08/19/2020. Project is scheduled to be completed by 12/31/2020. We have provided CDOT with an end date of 04/30/2020 for project close out	N/A	<i>Not Delayed</i>	\$982
Traffic Signal Progression Improvements—US 34	Loveland	CMAQ	FY20	Anticipated June 2021	CDOT IGA being finalized, to be completed in 2021 Q1. Ad date anticipate June 2021.	N/A	1st Delay	\$640

*During the FY2019 review COLT's *CNG Bus Replacement* project was identified as having a second delay but did not receive a second extension from Planning Council since the project met the milestone during the review. The project is included in the FY2020 review to document the milestone.

PROJECT NAME	SPONSOR	FUNDING PROGRAM	MILESTONE DEADLINE	AD DATE (unless otherwise specified)	2020 PROJECT STATUS COMMENTS	2019 Review Outcome	2020 DELAY STATUS	Federal Funds in TIP (in thousands)
Intersection Improvements at SH257 & Eastman Park Dr.	Windsor	STBG	FY20	Anticipated 6/30/2021	The project was delayed as Windsor has been working with CDOT since March of 2020 to look at the feasibility of modifying the intersection design to accommodate CDOT's SH 257 resurfacing project by paving the intersection in concrete versus asphalt. CDOT is in the process of drafting an IGA for Windsor's review.	N/A	1 st Delay	\$1,000
Little Thompson River Corridor Trail – Phase 1a	Johnstown	TA	FY20	Anticipated September 2021	Project under design. Prebbles mouse issues working with state official on options.	N/A	1 st Delay	\$250
Weld County CNG Vehicles	Weld County	CMAQ	FY20	-	Project is delayed due to the suspension of the Buy America waiver process.	N/A	1 st Delay	\$2,200
CNG Fast Fill Stations	Loveland	CMAQ	FY19	Anticipated Phase 1 (Tank Removal) - October 2020 Phase 2 (Design-Build for CNG Station) - November 2020	CDOT IGA fully executed. Preliminary Scoping Meeting held with City and CDOT Staff. Draft Phase 1 Documents for Removal of Storage Tank being Finalized; Ad date anticipated for October 2020. Phase 2 Documents for CNG Station Construction Design-Build Contact expected to follow immediately with Ad date anticipated in November 2020.	1 st Extension	2 nd Delay	\$828
eBus & Charger Purchase	Transfort	CMAQ	FY19	Anticipated 12/1/2020	Project was delayed due to COVID. Currently working on executing an agreement and pre-award documentation is complete.	1 st Extension	2 nd Delay	\$776

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
September 3, 2020**

APPROVAL OF THE MEETING AGENDA

Ross moved to *APPROVE THE September 3, 2020 MEETING AGENDA*. The motion was **seconded** and **passed** unanimously.

APPROVAL OF THE MINUTES

Ross moved to *APPROVE THE August 6, 2020 MINUTES*. The motion was **seconded** and **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

CDPHE presentation on Nonattainment area wildfire impact

MPO REPORTS:

MPO Boundary Committee members – Dave Clark, MPO Chair; Kevin Ross, Weld County Commissioner; Tom Donnelly, Larimer County Commissioner; Kristen Stephens, Fort Collins Mayor Pro Tem; Lanie Isbell, Eaton Mayor Pro Tem.

CONSENT AGENDA:

NFRMPO Safety Vision: Towards Zero Deaths Policy

Ross moved to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and **passed** unanimously.

DISCUSSION ITEMS

CDOT Boundary Guidebook Discussion

Jamie Grim, CDOT Local Government Liaison updated the Council on the status of the CDOT Boundary Guidebook. She discussed the history of the study and the purpose of the guidebook. She discussed the seven-step process described in State Statute to change TPR boundaries as well as the federal requirements that pertain to MPOs. She reiterated the outcome of this CDOT study will be a high-level document which provides a template for MPOs and TPRs on the boundary changing process and not what the boundaries should be.

FY2019-FY2021 CMAQ & FY2021 STBG Additional Funding Allocations

Bornhoft explained her presentation would be in three parts: background of the NFRMPO's Call for Projects process, and explanation of Toll Credits, and the proposed allocations for additional FY2021 STBG and FY2019-FY2021 CMAQ funds.

Following the background discussion, she discussed what toll credits are and the roll they can play with local match assistance for currently selected transportation projects, specifically due to COVID-19 related funding shortfalls. She also detailed the two ways toll credits can be used: with a reduction in scope or without a reduction in scope. She then discussed how toll credits could be used during this current round of additional allocations for a City of Greeley CMAQ project and the approval process.

Lastly, Bornhoft walked through the proposed additional allocation of \$3.3M of STBG and \$2M of CMAQ funds. She discussed the three projects eligible to receive the additional STBG funds. She then discussed the four projects eligible to receive the additional CMAQ funds as well as moving a project forward to ensure fiscal constraint in all years of the NFRMPO's FY2020-2023 TIP.

Council responded positively on what was presented.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, September 9, 2020

GoToMeeting Virtual Meeting

Favorite Unique Word

Derecho, Dilly Dally, Bivouac, Bamboozled, Awesomesauceness, Peloton, Velleity, Epitome, Pau (Hawaiian), Wanderlust, Acyclica, Aplomb, Exacerbate, Unique, Onomatopoeia, Catawampus, and using nouns as verbs (such as “I am calendaring that”).

NoCo Active Transportation Challenge

Guthrie and Dusil stated the NoCo Active Transportation Challenge is a partnership between the NFRMPO, the City of Loveland, and the City of Greeley to encourage people to switch on car trip to a bike, bus, or walk trip between September 20-26, 2020. Participants who take the #SwitchATrip pledge and a survey at the end of the week are entered into a drawing for various prizes, including gift cards, transit passes, hats, shirts, bike lights, water bottles, and more. Any agencies who would like to partner should contact Dusil and/or help by promoting and sharing social media content about the Challenge.

Colorado Safe Routes to School Grant: FY 2021 Applications

Nichols stated the City of Fort Collins plans to submit an application to support the Siphon Overpass and Timberline Underpass trail project to connect the Power Trail to K-8 schools in southeast Fort Collins.

Regarding Colorado Parks and Wildlife (CPW) and Great Outdoors Colorado (GOCO) grants, NoCo members stated the award stipulations can vary widely by funding program, there are sometimes ways to creatively provide match using other grant funding, and outlining the benefits of the project align with the intent of the project should be made very clear in the application.

Many grant opportunities created in response to the COVID-19 pandemic still have a large amount of funding left and are still accepting applications on a rolling basis.

Call for Projects Recommendations

The Leadership Team stated the recommendations were revised following the July 15, 2020 TAC meeting to address TAC member questions and concerns. Revisions include making the memo more concise, including alternative options, and providing more clarity where needed. The revised memo will be included with the NoCo Executive Summary in the September 16, 2020 TAC meeting packet to help guide parts of the Call for Projects conversations moving forward. Bassinger made a motion to approve the revised memo. Wiebe seconded the motion, which was approved unanimously.

Future Agenda Items

- Training: How to Perform a Walking Audit
- Update: Pending federal transportation legislation
- Presentation: Pedestrian counts using data from GPS-enabled devices
- Presentation: Protected bike/ped infrastructure options
- Presentation/Discussion: Larimer and Weld County Health Survey Data

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: The Northern Colorado (NoCo) Bicycle & Pedestrian Collaborative

Re: Revised NFRMPO Call for Projects Recommendations

Date: 09/16/2020



Background

Following the July 15, 2020 TAC meeting, the NoCo Bike & Ped Collaborative discussed TAC member questions. This Memo contains revised recommendations and provides additional alternatives to be considered as part of the Call for Projects guideline discussions. These recommendations help address the identified needs in the [Regional Active Transportation Corridor \(RATC\) Pipeline of Projects](#).

This Memo consists of three overarching recommendations, followed by detailed considerations for how to implement them. The three overarching recommendations are:

1. Establish a competitive Bicycle and Pedestrian Project Percentage Allocation Program
2. Adjust the Congestion Mitigation and Air Quality (CMAQ) Program to encourage projects that better align with the intent of the program
3. Adjust the Surface Transportation Block Grant (STBG) Program to encourage more diverse project types

Recommendations

1. Establish a competitive Bicycle and Pedestrian Project Percentage Allocation Program

A Percentage Allocation Program would supplement the existing TA program with STBG and/or CMAQ funds, increasing the pool to a size that supports more than one bike/ped award per Call.

- **Proposed Guidelines:**

- 100 percent of available TA funds
- 5 to 12 percent of available CMAQ funds¹
- 5 percent of available STBG funds²
- The following conditions:

¹5 percent of CMAQ funds would roughly double the TA funding pool. 12 percent was the average annual amount of CMAQ funds obligated to projects categorized as bicycle and pedestrian projects nationwide between 2014-2018.

²5 percent of STBG funds would increase the TA funding pool by roughly 72 percent. Further discussion is needed to determine how the funds would be drawn from the small and/or large community pools and how they would impact maximum possible awards so as to preserve a geographically equitable competitive process.

- Eligible projects should be on or connecting to a Regional Active Transportation Corridor (RATC) or be a Safe Routes to School (SRTS) project
- If funds are not applied for or projects do not meet requirements, the funds would return to the larger program pool
- NoCo Bike & Ped Collaborative would be willing to score applications submitted to the Percentage Allocation Program for TAC to consider when recommending awards to the Planning Council
- **Alternative considerations**
 - Expand the proposed Percentage Allocation Program eligibility to include projects consistent with Strategy Tiers 1 and 2 from the NFRMPO's 2019 Congestion Management Process (CMP)
 - Tier 1: Reducing Trip Generation and Shortening Trips (such as telecommuting)
 - Tier 2: Encouraging Shift to Alternative Modes of Transportation (such as bike/ped infrastructure, bus rapid transit (BRT), mobility hubs, parking management/pricing, transit incentives and service improvements)

2. Adjust the CMAQ Program to encourage projects that better align with the intent of the program

- **Additional Application Requirements**
 - How the project improves travel for a non-Single Occupant Vehicle (SOV) mode
 - How the applicant plans periodically collect data on the effectiveness of the completed project and report findings to the NFRMPO
 - Innovative and/or context-specific elements of the project that contribute to CMAQ program goals, but may be overlooked by scoring committee
 - Applicants must consult local public health and other subject matter experts in the writing of their applications to ensure the project addresses health equity and environmental justice (EJ) issues
- **Revised Scoring Criteria**
 - Short-Term Emissions Benefits (Year 1) - This criterion should explicitly account for the extent to which a project encourages more non-SOV mode share through its design and through messaging and public education about the importance of reducing SOV travel. For example:
 - Demonstrates no non-SOV mode share increase = 0 points
 - Demonstrates minimal non-SOV mode share increase = 1 point
 - Demonstrates moderate non-SOV mode share increase = 2 points
 - Demonstrates significant non-SOV mode share increase = 3 points
 - Long-Term Emissions Benefits (Years 2-5) - This criterion should explicitly account for whether a project is likely to induce more SOV travel or encourage mode shift, similar to the Short-Term Emissions Benefits recommendation. Although a signal timing project may reduce idling in the short-term, in the long-term it may induce SOV trips due to the observed short-term travel time savings

for vehicles. Certain projects may also affect land use patterns and vehicle fleets in a way that generates new traffic. For example:

- Demonstrates no non-SOV mode share increase = 0 points
- Demonstrates minimal non-SOV mode share increase = 1 point
- Demonstrates moderate non-SOV mode share increase = 2 points
- Demonstrates significant non-SOV mode share increase = 3 points

Consider extending the time period to the anticipated lifespan of each specific project, rather than 2-5 years. These will vary widely by project type. For example, the Maricopa Association of Governments (MAG), estimates the following lifespans by project type:

Project Type	Lifespan
Bicycle and Pedestrian Facilities	Bike Lanes or Shoulders = 20 years Sidewalks, Bike Paths, Pedestrian Paths = 30 years Overpasses and Underpasses = 50 years
New Bus Service	Effectiveness period of 12 years
New Light Rail Service	Effectiveness period of 20 years
Diesel Retrofits	Effectiveness period of 5 years
Diesel Anti-Idling Programs	Effectiveness period of 5 years
Intersection Improvements	Effectiveness period of 20 years
Natural Gas and Electric Vehicles	Vehicle life, based on the difference between the model year of vehicle being purchased and the model year being replaced (roughly 8 years for NGV, 5 years for EV)
Park and Ride Facilities	Effectiveness period of 20 years
Paving Projects	Effectiveness period of 20 years
PM-10 Certified Street Sweepers	Effectiveness period of 8 years
Rideshare Programs	Program period of 1 year
Traffic Signal Coordination	Effectiveness period of 5 years
Intelligent Transportation Systems	Effectiveness period of 5 years
Trip Reduction Program	Program period of 1 year
Vanpool Vehicles	Effectiveness period of 4 years

Source: Maricopa Association of Governments (MAG)

Establishing a process to compare the observed impacts and lifetime of implemented CMAQ projects compared with those identified in their original application and/or the most current methods may help adapt estimates such as MAG’s to Northern Colorado. Reference to other best practices may yield more appropriate estimates, similar to those referenced in the 2017 University of New Mexico report, [CMAQ Program Best Practices Scan](#).

- Cost Effectiveness (Cost ÷ Total Emissions Benefits) - Total benefits should be calculated over the anticipated lifespan of the project. The project’s impact on operating or maintenance costs over its lifespan should be accounted for within this criterion as well. Weighting this criterion higher may also increase the competitiveness of smaller projects.
- Contribution to Achievement of Targets - Contribution to each NFRMPO target should be quantified as objectively as possible, then weighted so a perfect

score equates to an appropriate percentage of total points in the scoring rubric. Possible points should be quantified similar to the following:

- No contribution = 0 points
 - Small contribution = 1 point
 - Moderate contribution = 2 points
 - Large contribution = 3 points
- Innovativeness (New Criterion) - A reason for the flexibility within the CMAQ program is to allow innovative projects. The emissions benefits of new and innovative solutions will not be captured in our traditional calculations and are often higher than traditional solutions. This criterion helps project sponsors add additional justification and local context that may challenge traditional assumptions for scoring committee members to consider. Projects with benefits that may exceed traditional assumptions include: Bus Rapid Transit (BRT) Service, dedicated bus lanes, Microtransit, Fare Free Transit, Complete Streets Retrofits, Protected Bicycle Lanes/Cycle Tracks, Employer-based Travel Demand Management (TDM) Strategies and other TDM efforts, or Packaged Projects.
- **Project Evaluation**
 - Establish a process to compare the observed impacts and lifetime of implemented CMAQ projects with those identified in the original application and/or the most current methods

3. Adjust the STBG Program to encourage more diverse project types

- **Additional Application Requirements**
 - How the project improves travel for a non-SOV mode
 - Innovative and/or context-specific elements of the project that contribute to multimodal connectivity, but may be overlooked by scoring committee
 - Applicants must consult local public health and other subject matter experts in the writing of their applications to ensure the project addresses health equity and environmental justice (EJ) issues
- **Scoring Criteria Revisions**
 - System Preservation - For the NFRMPO's 11 small communities, heavier scoring weight was placed on System Preservation (maintaining the current system based on current pavement condition). While this criterion is valuable, it discourages new and innovative projects in the region's smallest communities. A percentage allocation program would allow the System Preservation criterion to remain, while encouraging small community investment in new bicycle and pedestrian or Transportation Demand Management (TDM) projects. If a percentage allocation program is not established, the System Preservation criterion should be altered or removed.
 - Contribution to Achievement of Targets - Contribution to each NFRMPO target should be quantified as objectively as possible, then weighted so a perfect score

equates to an appropriate percentage of total points in the scoring rubric.
Possible points should be quantified similar to the following:

- No contribution = 0 points
- Minimal contribution = 1 point
- Moderate contribution = 2 points
- Significant contribution = 3 points

(Approved September 9, 2020 by the NoCo Bike & Ped Collaborative)