

**NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
November 18, 2020
1:00 – 3:30 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of October 21, 2020 Meeting Minutes (Page 2)**
-

CONSENT AGENDA

- | | |
|--|------------|
| 1) Updated Federal Performance Measures: Pavement Condition (Page 6) | Cunningham |
| 2) FY2021 UPWP Tasks Amendment (Page 8) | Karasko |
| 3) FY2020 TIP Delay Review (Page 13) | Bornhoft |

ACTION ITEM

- | | |
|-------------------------------------|----------|
| 4) November TIP Amendment (Page 17) | Bornhoft |
|-------------------------------------|----------|

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- | | |
|---|-------------------------|
| 5) 37 th Street Widening Project Scope Changes (Page 19) | Mark Oberschmidt, Evans |
| 6) Premium Transit Analysis Update (Page 37) | Gordon |
| 7) 2017-2021 NFRMPO Targets for Safety Performance Measures (Page 42) | Cunningham |
| 8) Call for Projects Improvements Survey Results (Page 53) | Bornhoft |

OUTSIDE PARTNER REPORTS

- 9) Regional Transit Agencies
- 10) Senior Transportation
- 11) Regional Air Quality Council

REPORTS

- | | |
|---|------------------------------|
| 12) November Planning Council Meeting Summary (Page 61) | <i>Written Report</i> |
| 13) Roundtable | All |
-

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: December 16, 2020**

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

Virtual Meeting

October 21, 2020

1:01 – 3:11 p.m.

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Karen Schneiders – CDOT
Ranae Tunison – FTA

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Eric Tracy, Vice Chair – Larimer County
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Marco Carani – Johnstown
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Town of LaSalle

IN ATTENDANCE:

Abdul Barzak – Severance
Rich Christy – CDOT
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Josie Hadley – CDOT
Myron Hora – WSP
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Daniel Mattson – CDOT
Jake Schuch – CDOT
Aaron Willis – 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 SEPTEMBER 16, 2020 TAC MINUTES

Buckman moved to approve the September 16, 2020 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATIONS

End of 2020 Ozone Season and Serious SIP Update – Brimmer presented ozone values in 2020, noting ozone monitors exceeded the 70 ppb and 75 ppb standards by mid-July, prior to the wildfires, so even with a successful exceptional event demonstration the region would still not have a clean data year for 2020. Since 2010, the region has seen increased oil and gas production, increased vehicle miles traveled (VMT), and increased population, while at the same time ozone precursors have decreased due to emissions controls. Ozone levels have not decreased as much as precursors due to hotter, drier weather.

The region is currently a Serious Nonattainment Area for the 2008 ozone standard of 75 ppb and a Marginal Nonattainment Area for the 2015 ozone standard of 70 ppb. Brimmer explained the timelines for each standard, including submission of State Implementation Plans (SIPs), attainment deadlines, and reclassification schedules. The State is required to submit a SIP to demonstrate attainment of the 2008 ozone standard.

The Serious SIP includes photochemical modeling which is calibrated to replicate emissions observed in 2016. The model is then used to identify the reductions in precursors needed to bring the area into attainment of the 2008 ozone standard in 2020. Brimmer explained the timing disconnect of the modeling demonstration is due to the requirements of the Clean Air Act.

The Serious SIP also includes new Motor Vehicle Emissions Budgets (MVEBs) which are estimated to become effective in mid- to late-2021 upon EPA's finding of adequacy or approval. These budgets would then be used to assess conformity with the SIP for any amended or new Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) completed by the NFRMPO. Other major changes for the Serious SIP include reducing the major source threshold from 100 tons per day to 50 tons per day and increasing the emission offset ratio for new sources.

The Serious SIP is currently in the public comment period. The AQCC rulemaking hearing is scheduled for December 16-18, 2020 with State legislative review scheduled to occur in January 2021, and then the Serious SIP will be submitted to the EPA for approval.

The RAQC's Control Strategy Committee meets regularly to discuss how to bring the area into compliance with federal ozone standards. The committee has three work groups including the Clean Air Fund Work Group, Vehicle Inspection & Maintenance/Fuels Formulation Work Group, and Employer-Based Trip Reduction Work Group. All meetings are open to the public.

CDOT Policy Directive 1601 Update – Aaron Willis, CDOT, described proposed changes to CDOT's Policy Directive (PD) 1601, which provides guiding principles and processing steps for approving a new interchange or interchange modification on the Interstate, freeway, or State Highway System. Willis explained the purpose of PD 1601 is to preserve the Level of Service (LOS) on the State Highway System, ensure fair and consistent consideration of proposals for new and modified interchanges, and streamline the review process.

The proposed changes include several clarifications and minor updates as well as a new Transportation Demand Management (TDM) requirement for new interchanges. The goal of the TDM requirement is to preserve new infrastructure investment, ensure new infrastructure is ready for TDM strategies, promote multimodal options, and reduce greenhouse gas (GHG) emissions.

Under the new TDM requirement, local agencies pursuing a new interchange would develop a project-specific TDM Plan and identify TDM strategies to reduce average daily traffic (ADT) on the new interchange ramps. Within MPO areas, the target for ADT reduction is three percent or greater. The ADT reduction would be forecasted for opening day or 5-years after opening if TDM strategies are phased and the forecast would be completed with traffic modeling or other reasonable estimation methods. The Project-specific TDM Plan would

also identify the implementation schedule, estimated cost, and marketing or promotion strategies for the proposed TDM improvements.

Additionally, the revised PD 1601 identifies point levels for each TDM strategy based on a cost-benefit analysis and amount of VMT reductions. The strategies in the project-specific TDM Plan would need to total up to a certain number of points depending on whether the new interchange is located on the Interstate or State Highway System and whether or not the interchange is within an MPO. The CDOT Chief Engineer could reduce or waive TDM requirements based on factors such as change in land use and forecasted traffic volumes.

CDOT is gathering feedback on the TDM requirement from local governments prior to bringing the proposal to the Statewide Transportation Advisory Committee (STAC) in November and the Transportation Commission (TC) in December or January.

Baxter asked when and how the three percent ADT reduction would be measured. Willis explained the reduction would be forecasted prior to approval of the new interchange by comparing forecasted ADT on the interchange ramps without TDM strategies to forecasted ADT with the TDM strategies. The difference between the two forecasts must be three percent or greater.

Poll Everywhere Demonstration – Gordon and Cunningham demonstrated a new tool to gather feedback and increase engagement during virtual meetings.

DISCUSSION

Updated Federal Performance Measures: Pavement Condition – Cunningham explained CDOT and the NFRMPO are required to set targets for four federal performance measures related to pavement condition on the National Highway System (NHS). CDOT set four-year targets in 2018 which the NFRMPO agreed to support.

CDOT has decided to revise the targets, as permitted by the federal regulations at the midpoint of the four-year period. Cunningham presented the revised targets set by CDOT. The NFRMPO has the option of supporting the revised targets or setting targets specific to the NFRMPO region and must submit updated targets by March 30, 2021.

FY2021 UPWP Tasks Amendment – Karasko stated two requests for additional tasks for the FY2021 Unified Planning Work Program (UPWP) were submitted by Transfort. The tasks include *Transfort's MAX expansion – North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan* and *Transfort's Zero Emissions Bus Transition Plan*. Comments on the new tasks are requested by Monday, October 26, 2020.

FY2020 TIP Delay Review – Bornhoft stated the TIP Delay review discussion was postponed for one month to allow time for sponsors to discuss swapping funds. Six projects remain delayed, including four projects with a first delay and two projects with a second delay. Staff is recommending TAC approve first extensions for all projects with a first delay and recommend Planning Council provide second extensions for all projects with a second delay. TAC Action is scheduled for the November TAC meeting.

Call for Projects – 2018 Guidebook Review – To continue the discussion on how to improve the next Call for Projects, Bornhoft reviewed the requirements, request limits, scoring criteria, and emissions results for the Congestion Mitigation and Air Quality Improvements (CMAQ) applications from the 2018 Call for Projects. Live polling was conducted on the CMAQ emissions proposals. A majority supported the proposals to change the scoring system to remove the large project bias, require applicants to provide separate inputs to calculate short- and long-term benefits, and specify life expectancy by project type and using the lifetimes to calculate emissions benefits. A plurality supported accounting for expected non-SOV mode share increase; however, a

majority either did not support the proposal or were undecided. There was no support for requiring awardees to collect data on benefits of completed projects.

A survey will be sent to TAC members to gather additional feedback on how to improve the next Call for Projects, which is anticipated to open in mid- to late-2021.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – Schneiders reported Snowstang will not operate this winter. Kelly reported Transfort Route 92 was reinstated on October 19 and Route 9 and Route 10 will return on October 26. Davis reported the Poudre Express is operating and has improved Wi-Fi connection.

Senior Transportation – Gordon stated outreach is beginning for the Coordinated Public Transit Human Services Transportation Plan, which will address mobility for older adults and people with disabilities. The hiring process for the NFRMPO's Mobility Manager position is underway.

Reports

Planning Council – Written report was provided.

Bike Counter Updates – Written report was provided.

Mobility Committee Updates – Written report was provided.

Q3 TIP Modifications – Written report was provided.

CDOT Inactives Report – Written report was provided.

ROUNDTABLE

Anderson reported the Weld County Comprehensive Plan and Master Transportation Plan were approved on Monday on second reading. Final reading on the roadway functional classification map is in November.

Schneiders reminded sponsors of projects funded with Multi-Modal Options Funds (MMOF) the MMOF funding has a shelf-life due to the way the legislation was written. MMOF projects must be completely closed out by June 30, 2023.

Schneiders reported Jake Schuch and Katelyn Triggs are moving to different departments in CDOT. New staff have been hired to fill their positions.

Nelson stated Severance's Transportation Master Plan and Comprehensive Plan are still in development.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated next month's Action items will include all of today's Discussion items except for the Call for Projects. In addition, there will be a TIP Amendment Action item and possibly a presentation on a scope change for a project from the 2018 Call for Projects.

Meeting adjourned at 3:11 PM.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, November 18, 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
November 18, 2020	Updated Federal Performance Measures: Pavement Condition **CONSENT**	AnnaRose Cunningham
Objective/Request Action		
To approve supporting the Revised 4-Year (2022) statewide targets set by the Colorado Department of Transportation (CDOT) for the four federally required Pavement Condition Performance Measures.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The Fixing America’s Surface Transportation Act (FAST Act) required State DOTs and MPOs to report pavement condition in Good/Fair/Poor. State DOTs and MPOs were required to set four-year targets in 2018 with the option to update the targets at the midpoint, in 2020. Pavement performance metrics include the following: performance of the interstate system in good and poor condition, and performance of the non-Interstate National Highway System (NHS) in good or poor condition. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> A. Support the CDOT statewide Targets B. Set Targets specific to the NFRMPO region <p>The Revised 4-Year (2022) Targets are:</p> <ul style="list-style-type: none"> • Percent of pavements on the Interstate System Rated Good: 40% • Percent of pavements on the Interstate System Rated Poor: 5% • Percent of pavements on the non-Interstate NHS Rated Good: 40% • Percent of Pavements on the non-Interstate NHS Rated Poor: 5% 		
Committee Discussion		
TAC discussed the Revised 4-Year (2022) Pavement Targets at the meeting on October 21. Clarification was made on how pavement condition is measured. The Pavement Condition Targets were brought to Planning Council at their November 5 meeting.		
Supporting Information		
<ul style="list-style-type: none"> • The targets set in 2018 and current conditions can be found in the Pavement Targets and Conditions Table. • Under the FAST Act there is a minimum performance level for Interstate System pavement in poor condition, no more than five percent. If a State exceeds minimum condition, they lose flexibility of a portion of Federal funds. • Under Policy Directive (PD) 14, CDOT currently reports drivability life as the primary pavement asset management performance metric. • Targets are being updated to reflect actual condition using more up-to-date data than was available at the time of the original target setting. 		
Advantages		
Pavement targets are only for Interstate and NHS roads which are maintained by CDOT, targets are not being set for roads within the jurisdiction of NFRMPO entities.		
Disadvantages		
None.		
Analysis/Recommendation		
Staff recommends setting Targets by supporting the CDOT Revised 4-Year (2022) Pavement Targets.		
Attachments		
<ul style="list-style-type: none"> • Pavement Targets and Conditions Table 		

Pavement Targets and Conditions Table

Target	2018 Targets	Current Condition	Revised Midpoint Targets
% Interstate – Good Condition	47%	46.5%	40%
% Interstate – Poor Condition	1%	2.7%	5%
% Non-Interstate – Good Condition	51%	41.5%	40%
% Non-Interstate – Poor Condition	2%	3.1%	5%

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: November 18, 2020

Re: **CONSENT FY2020-2021 Unified Planning Work Program (UPWP)
FY2021 Tasks Amendment**

Background

The NFRMPO staff has received two requests for additional Tasks and Products for FY2021 the *FY2020-2021 Unified Planning Work Program (UPWP)*. The FY2020-2021 UPWP Amendments will go to Planning Council for their approval at their December 3, 2020 meeting.

The new FY2021 UPWP Tasks, which were not included in the FY2020-2021 UPWP when it was readopted on June 4, 2020, are:

- ***Task 2.15: Transfort—MAX Expansion—North College Avenue BRT and Transit Oriented Development (TOD) Overlay Plan***
- ***Task 2.16: Transfort—Zero Emissions Bus Transition Plan***

These Tasks are also attached to this Memo.

Action

NFRMPO staff requests TAC recommend Planning Council approval of the new FY2021 UPWP Tasks at their December 3, 2020 meeting.

2.15 TRANSFORT – MAX EXPANSION - NORTH COLLEGE AVENUE BRT AND TRANSIT ORIENTED DEVELOPMENT (TOD) OVERLAY PLAN

OBJECTIVE:

Complete a Corridor Master Plan for North College to include a feasibility study of implementing Bus Rapid Transit (BRT) and a Transit-Oriented Development (TOD) Overlay in the corridor.

METHOD:

The City of Fort Collins-Transfort/Parking Services will contract a third-party consulting firm in 2021 to complete a comprehensive planning study of the North College Corridor area resulting in a Corridor Master Plan.

OVERALL IMPACT/INTENT:

A major element of the City of Fort Collins' recently adopted Transit Master Plan (TMP) identifies expansion of Bus Rapid Transit (BRT) service to North College. This would extend Transfort's existing BRT (MAX – a Small Starts project implemented in 2014) from its current terminus at the Downtown Transit Center (DTC) further north approximately 2 miles. At this time Transfort is unsure whether North College would be better suited to a Fixed Guideway or Corridor-based BRT service, this question will be addressed through a study of the corridor. The incorporation of multi-modal accessibility and connectivity, especially for vulnerable users will be central to the Plan. The vision should include establishing a corridor that is safe and comfortable for all users, especially for active transportation.

In addition to determining the feasibility of BRT, the plan will include the process for establishing a Transit Oriented Development (TOD) Overlay. This, coupled with BRT and multi-modal options, will provide needed resources to this rapidly redeveloping, older corridor. Routes serving North College have the fastest growing ridership with approximately 25,000 passenger boardings/month; increasing 10% from 2017 to 2018.

The North College corridor is currently identified as a Targeted Redevelopment Area, an Urban Renewal Area (URA), a Tax Increment Financing District, and a State Enterprise Zone. The plan would establish transforming the study area to a TOD Overlay. A significant amount of infrastructure work was recently completed as part of large multi-modal roadway improvement project. The Plan's preferred alternative will help identify what additional infrastructure needs remain. The North Fort Collins Business Association has been advocating for more robust transit service for the past five years. The study area is home to many social service agencies advocating for improved transit and accessibility. Also, a centralized homeless services campus is being considered on North College.

The final report completed through this study would include elements such as the preferred master plan, alternative development, implementation plan, cost estimates to implement the plan, and performance measures.

PRODUCTS:

1. North College Corridor Master Plan (Q4 2020)

FY 2021

PERSON/WEEKS: 0

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$350,000
Training	<u>0</u>
Indirect	<u>0</u>
Total	\$350,000

2021 DISTRIBUTION:

Federal	
TOD PILOT (80.0%)	\$280,000
LOCAL (20.0%)	\$70,000
Total	\$350,000

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$350,000
Other	<u>0</u>
Total	\$350,000

2.16 TRANSFORT – ZERO EMISSIONS BUS TRANSITION PLAN

OBJECTIVE:

This study will develop a recommended Zero Emissions Bus mode and provide a Fleet Electrification Plan for Transfort’s fixed-route revenue fleet conversion by 2040 (with associated infrastructure and operating plan). The study findings will support this plan by identifying a comprehensive and sustainable plan for Transfort which meets the goals of the City’s Climate Action Plan.

METHOD:

The City of Fort Collins-Transfort/Parking Services will contract with a third-party to conduct the study and prepare the ZEB planning documents.

OVERALL IMPACT/INTENT:

The overall goal of the project is to provide Transfort with a Zero Emission Bus Rollout Plan. Goals of the analysis are four-fold: (1) determine the most capital cost- effective approach to a 100% bus fleet with zero emission propulsion; (2) determine capital improvements required to achieve the 100% ZEB fleet and operation; (3) provide a financing and purchasing strategy that allows Transfort to sustainably meet internal ZEB deadlines; and (4) develop a comprehensive understanding – positives and negatives – of how compliance with this the CAP objectives will impact Transfort in the future, and how federal legislation may impact the plan.

The initial project will include two major phases. The first phase will include a thorough study of available technologies and their specific potential in relationship to the Transfort service area. These potential technologies include:

- Battery Electric Buses with depot-only chargers
- Battery Electric Buses with depot and on-route chargers
- Fuel Cell Electric Buses
- Combination of Fuel Cell and Battery Electric Buses

The second phase of the project will conduct a more detailed analysis of the appropriate technology and will provide Transfort with specific, actionable, implementation items.

Transfort may also request the contractor conduct additional services such as ZEB Request for Proposal (RFP) specification development and technical evaluation; Buy America audits; ZEB Benefits Assessment and Deployment Validation; Periodic QA/QC Audits and Inspections.

2021 PRODUCTS:

1. Technology Analysis and Recommendation
2. Detailed Analysis and Implementation Plan
3. Optional Deliverables such as: RFP specification development, Buy America Audits, ZEB Benefits Assessment, Deployment Validation, QA/QC Audits and Inspections.

FY2021

PERSON/WEEKS: 10

2021 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$287,000
Training	\$0
Indirect	<u>\$ 0</u>
Total	\$287,000

2021 DISTRIBUTION:

Federal	
5307 (80.0%)	\$229,600
LOCAL (20.0%)	<u>\$57,400</u>
Total	\$287,000

2021 OTHER DIRECT:

Out of State Travel	0
Consultant	\$287,000
Other	<u>0</u>
Total	\$287,000

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 18, 2020	FY2020 TIP Project Delay Review **CONSENT**	Medora Bornhoft
Objective/Request Action		
<p>In accordance with the TIP Delay Procedure, to decide:</p> <ul style="list-style-type: none"> • If projects with a 1st delay should receive a 1st extension, and • If Planning Council should grant 2nd extensions to projects with a 2nd delay. 		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • 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"> • TAC discussed the FY2020 TIP Project Delay Review at their meetings on September 16, 2020 and October 21, 2020. The October Discussion was held to allow time for project sponsors to discuss swapping project funding years; however, no project funding year swaps have been proposed or completed involving any of the six delayed projects. 		
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 		

Supporting Information, continued

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 1st delays and recommend Planning Council provide 2nd extensions to projects with 2nd 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
COLT CNG Bus Replacement	COLT	CMAQ	FY18	Order Date: 12/18/2019	-	2 nd Delay*	Not Delayed	\$726K
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	Not Delayed	\$1,514K
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	Not Delayed	\$1,866K
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	Not Delayed	\$431K
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	Not Delayed	\$1,900K
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	Not Delayed	\$982K
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	1 st Delay	\$640K

*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
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	\$1,000K
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	\$250K
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	\$2,200K
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	\$828K
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	\$776K

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 18, 2020	November 2020 TIP Amendment	Medora Bornhoft
Objective/Request Action		
To recommend Planning Council approve the November 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 November 2020 TIP Amendment includes two requests from the City of Fort Collins:</p> <ul style="list-style-type: none"> • Adding the <i>Methane Detection System</i> project funded with \$421K CARES Act funding. • Adding the <i>North College BRT and TOD Overlay Study</i> project funded with \$280K TOD Pilot grant funding and \$70K local funding. <p>The attached November 2020 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time TAC is scheduled to see the November 2020 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the November 2020 TIP Amendment begins on November 11, 2020 and concludes on December 10, 2020.</p> <p>An environmental justice analysis is not required for this TIP Amendment.</p>		
<u>Funding Types and Uses</u>		
<p>TOD Pilot grants, also known as Section 20005(b), is an FTA grant program authorized under 49 USC 5338(a)(2)(b) for transit-oriented development (TOD) planning associated with new fixed guideway and core capacity improvement projects. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.</p>		
<p>Coronavirus Aid, Relief, and Economic Security (CARES) Act funding is available to public transit agencies to prevent, prepare for, and respond to COVID-19. Although the priority for the funding is operational expenses, FTA will generally consider all expenses normally eligible under the Section 5307 and 5311 programs that are incurred on or after January 20, 2020 to be in response to economic or other conditions caused by COVID-19 and thus eligible under the CARES Act.</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		
<ul style="list-style-type: none"> • Staff supports adding the November 2020 TIP Amendment to the FY2020-2023 TIP. 		
Attachments		
<ul style="list-style-type: none"> • November 2020 Policy Amendment Form 		

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Policy Amendment #2020-A11**

Submitted to: TAC and Planning Council for Approval

Prepared by: Medora Bornhoft

DATE: 11/11/2020

FTA 5307 - Urbanized Area Formula Program

NEW ENTRY

Title:	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Methane Detection System	Federal	CARES / FTA 5307	-	-	-	421	-	-	-	421
Sponsor:	Fort Collins					421				421
STIP ID:	Unassigned					421				421
TIP ID:	2021-007									
Type:	Capital Improvements									
Air Quality:	Exempt from conformity analysis.									
Description:	Transfort will replace the bus maintenance facility methane detection system, which has exceeded its useful life standards.									
Revision:	New project funded with FY2020 CARES Act funding.									

FTA - All Other Programs

NEW ENTRY

Title:	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL
North College BRT and TOD Overlay Study	Federal	TOD Pilot / FTA 5338	-	-	-	280	-	-	-	280
Sponsor:	Fort Collins					280				280
STIP ID:	Unassigned	Local				70				70
TIP ID:	2021-006					350				350
Type:	Transit Study									
Air Quality:	Exempt from conformity analysis									
Description:	Study of the North College corridor to identify Transit Oriented Development Overlay coupled with BRT and multi-modal options.									
Revision:	New project funded with FY2019 Section 20005(b) grant funding.									

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By			
November 18, 2020	Evans STBG Project Change Request	Medora Bornhoft			
Objective/Request Action					
Discuss the project change request submitted by the City of Evans for the STBG funds awarded for a capacity project on 37 th Street between 35 th Avenue and 47 th Avenue to a roundabout at 37 th Street and 47 th Avenue.		<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"> The City of Evans submitted the <i>37th Street Widening</i> project in the 2018 Call for Projects. <ul style="list-style-type: none"> The project was awarded \$1,118,565 in FY2023 Federal Surface Transportation Block Grant (STBG) funds, which was 100 percent of the funding request. The scope of the project as awarded is widening 37th Street between 35th Avenue and 47th Avenue from two lanes to four lanes. The City of Evans is requesting to defederalize a portion of the <i>37th Street Widening</i> project, specifically the portion between 35th Avenue and Sienna Street, and to complete that portion of the widening project using 100 percent local funds. The City of Evans is also requesting to use the \$1,118,565 Federal STBG award to complete a double-lane roundabout project at 37th Street and 47th Avenue along with the widening of 37th Street from two lanes to four lanes between Sienna Street and a couple hundred feet west of 47th Avenue to provide adequate transition from the roundabout to the existing two lane road. An application for the <i>37th Street Roundabout</i> project is attached to this AIS for TAC review. Weld County is a partner agency providing a share of local funds on the <i>37th Street Widening</i> project and would remain a partner agency on the roundabout project, if approved. 					
Committee Discussion					
This is the first time TAC will discuss this item.					
Supporting Information					
<ul style="list-style-type: none"> Of the six STBG applications submitted to the 2018 Call for Projects, four received full funding, one received partial funding, and one was waitlisted, as shown in Table 1. The total amount of unfunded STBG requests from the 2018 Call is \$1,698,710. 					
Table 1. 2018 Call for Projects STBG Applications and Awards					
Sponsor	Project	Funding Request	Funding Awarded To Date	Score	Rank
Fort Collins	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	79	1
Weld	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	76	2
Evans	37th St Widening	\$1,118,565	\$1,118,565	74	3
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	65.4	4
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	\$1,361,975	65.0	5
Windsor	WCR 13 Alignment Improvements	\$1,187,311	\$0 - Waitlisted	54	6

Advantages

- Provides improvements to an intersection with an identified need by the City of Evans.
- Widens a section of 37th Street included in the original application.
- 47th Avenue is currently being widened in anticipation of the roundabout construction.

Disadvantages

- Federal funds would not be awarded to the waitlisted or partially funded STBG projects from the 2018 Call for Projects.

Analysis/Recommendation

Staff requests TAC members:

- review the attached application,
- evaluate the new project for reasonableness and eligibility, and
- discuss whether the Planning Council should review the project change request.

Attachments

- STBG Application for the *37th Street Roundabout* project
- “37th Street Widening and Roundabout” Presentation
- 2018 Call for Projects Guidebook Excerpt: STBG Requirements and Scoring

Rev. 11/28/2018

Surface Transportation Block Grant (STBG) Project Application



2018 Call for Projects

Applicant Information

Project Sponsor Agency: City of Evans	Agency Contact: Mark Oberschmidt	Telephone: (970) 475-1110	Email Address: moberschmidt@evanscolorado.gov	
Mailing Address: 1100 37th Street	City: Evans	State: CO	Zip Code: 80620	
Additional Financial Sponsors (if applicable): Weld County				

Project Description

Project Name (160-character limit): 37th Street Roundabout Intersection Improvements as part of 37th Street Widening	Jurisdiction(s): City of Evans/ Unincorporated Weld County
Project Limits (to and from): 37th Street from 47th Ave to Sienna St.	Project Length (miles): 0.34

Is this part of an ongoing project? If so, please describe:
Yes. 37th Street is part of the Freedom Parkway, which runs from I-25 west to Kersey through Evans

Project Description:
 The 37th Street Roundabout Intersection Improvement includes the roundabout and widening of a section of 37th Street east of the intersection from a two-lane to a four-lane roadway that includes median, turn lanes, and detached multi-use paths in accordance with the Freedom Parkway Access Control Plan (p. 54). 37th Street is classified as a Regionally Significant Corridor in the 2040 RTP. Within the City of Evans, it is a major east-west local thoroughfare. West of Evans, this roadway serves Greeley, Milliken, Johnstown, Loveland, and unincorporated Weld and Larimer Counties, and to the east it serves Kersey. It is designated a principal arterial roadway as it connects I-25 and US-85 and provides access to the jurisdictions listed above
 37th Street/SH 402 runs approximately one to two miles south of and parallel to US-34. While the NFR's regional growth and job growth are anticipated to be in the 1.7% to 2.1% range between 2015 and 2040, an impressive 35% of that population growth and 40% of that job growth are expected to occur along the US-34 corridor (2018 US-34 PEL). Weld County is already seeing that growth, as its population increased 9.55% in 2017 alone (U.S. Census), and it was ranked third in the U.S. for job growth for that same period (BLS). These growth patterns place 37th Street/SH 402 in a prime position to absorb the expanding transportation and access needs and provide a smooth travel experience in this key Front Range area. This phase of the Freedom Parkway project impacts the City of Evans and unincorporated Weld County directly. Local funds are already in hand to pay for the design of this project and a design team has been working on the overall project since 2019. It is expected that design will be completed and approved in 2021 and ROW acquisition will occur in 2021. The MPO funds requested here will be used for construction in Phase One of this project—the construction of a roundabout at 37th Street and 47th Avenue along with widening portions of 37th Street to the east.

Project Planning

Which 2040 Regionally Significant Corridor is the project on?
37th Street/SH 402/WCR 54

How does the project fit with the 2040 NFRMPO Regional Transportation Plan Corridor Vision?
 Installing the roundabout at 37th Street and 47th Avenue along with widening a section of 37th Street, which is part of the Coalition-approved Freedom Parkway Access Control Plan, fits within the NFRMPO's overall vision for this region (2040 RTP, p. 180), by providing a multi-modal transportation method for the NFR that is safe, as well as socially and environmentally sensitive for all users, and that protects and enhances the region's quality of life and economic vitality. It also fits specifically within RSC Vision 13: SH 402 (p. 196), by providing increased mobility and east-west commuter access and connections between Loveland, Greeley, Evans, Johnstown, and Windsor.

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development	Development is spreading west along 37th Street toward I-25. Future-proofed surface transportation ensures community development will continue to thrive as density increases.
Mobility	Improving a problematic intersection will greatly improve mobility in this section of 37th Street. Completion of this project along with soon to be completed 47th Avenue project will effectively absorb overflow traffic from Hwy 34 corridor to the north
Multi-Modal	This widening project, built according to the Freedom Parkway ACP, includes multi-modal pathways on either side of the expanded roadway.
Performance Measure(s) - Identify at least one federally required measure	Project Impact (Please attach any relevant data)
Non-Motorized Facility Miles	This project will provide new infrastructure for non-motorized travelers that currently does not exist, in the form of a 10'-wide multi-use path on either side of the roadway.
Travel Time on RSC	Construction of the roundabout will decrease TTI at this location and should reduce TTI in this section of the corridor by eliminating the delays caused by the traffic signal.

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes: Fatality crashes: 0 Serious injury crashes: 1 Total crashes: 81	Time Period of Crash Data (at least three years): Jan. 2014 - Dec. 2018	Data Source: City of Evans Police Department and GIS Division
ADT on facility (if intersection, please provide ADT on all legs): 37th Street and 47th Avenue SB-411, WB-1149, NB-60, EB-744	Time Period of ADT: 2019	Data Source: Project Design Traffic Study

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

The majority of crashes along this stretch of road are rear-end and broadside crashes. The construction of the roundabout is considered a safer means of dealing with high traffic intersections than a traditional signalized intersection. The roundabout will almost significantly eliminate rear end and broadside crashes. Additionally, widening a section road from two lanes to four lanes and installing a median and shoulders will allow for better lines of sight, and improved traffic flow at higher capacity, thereby reducing congestion and the number of rear-end crashes. The project will also include improved drainage, new pavement marking, and improved signage all of which will contribute to traffic calming, pedestrian and biker safety, and clearer communication to the driving public.

Mobility

Please describe how the project improves mobility.

Widening 37th Street/SH 402/WCR 54 from a 2-lane road to a 4-lane roadway with alternate transportation paths built on either side will dramatically increase the mobility of east-west traffic between Loveland and the I-25 corridor on the west to Evans and the Hwy 85 roadway on the east. It will provide a primary travel route for several jurisdictions, as well as providing a viable alternative vehicle travel route for the increasingly congested Hwy 34 just to the north.

System Preservation

Pavement Condition Index Type:

Ranges from 30 to 64 in the vicinity of the project

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

Currently the existing roadway section is a 2-lane asphalt pavement surface without curb and gutter, that has a PCI ranging from 30-64 in the vicinity of the project.

Once completed, this project will optimize performance of the pavement network by adding additional lanes which will reduce congestion and increase the PCI level from 76 to 100. The addition of curb and gutter will help alleviate drainage/erosion issues across this section, and the addition of 10'-wide multi-use paths on each side of the roadway will encourage local alternate transportation usage as well.

Partnerships

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

Weld County has agreed to be a financial partner with the City of Evans on this project (letter of support is attached to this application). Future agreement(s) regarding ROW and/or easements are yet to be determined.

Economic Development

Please describe qualitatively how the project supports economic development:

Currently, much of the development in this area is occurring along or near the 37th Street roadway. Evans has significant commercial and residential development projects in various stages of planning spreading west along 37th Street. Greeley's development is also growing west just to the north, necessitating better travel routes between the west edge of town and I-25. Windsor, Johnstown, and Milliken are all expanding along the Freedom Parkway route, and Loveland has significant development occurring to the southeast which will necessitate commute mobility back and forth across the NFR. Freedom Parkway (37th Street/SH 402/WCR 54) will be a key east-west roadway to provide smooth transportation to all these jurisdictions both now and well into the future.

Funding

	Source	FY2022	FY2023	Total
Federal Request	STBG		\$ 1,118,565	\$ 1,118,565
Local Match	City of Evans		\$ 232,522	\$ 232,522
	Weld County		\$ 24,000	\$ 24,000
Other Funding / Local Overmatch	Local Overmatch		\$ 1,774,913	\$ 1,774,913
				\$ 0
				\$ 0
			Total Project Cost	\$ 3,150,000
			Total Local Funding	\$ 2,031,435
			Total STBG Funding Request	\$ 1,118,565

Operations

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

This project will replace an existing traffic signal controlled intersection reducing out operational costs with the removal of the traffic signal.

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):
Environmental Assessment

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	12/2021
FIR (Field Inspection Review) (Minimum of 3-12 months)	12/2021
FOR (Final Office Review) (Minimum of 3 months)	03/2022
Utility Clearance (Minimum of 1 month)	09/2021
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	09/2021
Environmental Clearance (Minimum of 6-8 months)	12/2021
Advertisement Date (Minimum of 3 months)	04/2022

Attachments

- Project location map
- Detailed cost estimate per unit (if applicable) and by phase
- Resolutions of support and letters of approval



Figure 1: limits of 37th Street and 47th Avenue Roundabout and Widening

37th Street and 47th Avenue Roundabout & Widening Opinion of Probable Costs

Description	Unit	Quantity	Unit Price	Current Cost
Phase I - 37th St. Roundabout @ 47th Ave & Widening to Sienna St.				
Construction	Mile	0.34	\$ 7,411,765.00	\$ 2,520,000
Construction Management	%	5.0%	\$ 126,000.01	\$ 126,000
Contingency	%	20.0%	\$ 504,000.02	\$ 504,000
Phase Total				\$ 3,150,000



OFFICE OF BOARD OF COMMISSIONERS
PHONE: 970-336-7204
FAX: 970-336-7233
1150 O STREET
P.O. BOX 758
GREELEY, COLORADO 80632

December 13, 2018

Evans City Council
Honorable Mayor Brian Rudy
1100 37th Street
Evans, CO 80620

RE: Support of NFRMPO STBG FY'22-23 Application

Dear Mayor Rudy:

The Weld County Commissioners are pleased to collaborate with the City of Evans on your 37th Street widening project between 35th and 47th Avenues. The county is supportive of the City's application for funds through the North Front Range Metropolitan Planning Organization (NFRMPO) Surface Transportation Block Grant Program (STBG).

This project will assist Weld County residents by addressing some much needed infrastructure improvements. As well as, promoting future improvements in accordance with the overall vision of this regionally significant corridor. The Freedom Parkway (CR 54/37th Street/SH 402) corridor is vital for transportation in Weld County as well as in the NFRMPO region. This improvement project will improve the quality, safety and mobility of the roadway.

This partnership is consistent with our goal of promoting roadway quality, functionality, and safety for the traveling public. The county is committed to financially supporting this project in the amount of \$24,000.

Thank you for your consideration, and if you have any questions, please feel free to contact us.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Steve Moreno, Chair

c: WC Public Works



COLORADO

Department of Transportation

Region 4

Regional Director's Office
10601 W. 10th Street
Greeley, CO 80634-9000

December 10, 2018

Jim Becklenberg
City of Evans
1100 37th St
Evans CO 80620

RE: CDOT Support Request for NFR MPO TIP Call FY22-FY23

Dear Mr. Becklenberg,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with the following City of Evans application for the NFR MPO FY22-23 TIP Call. This concurrence applies only for the 37th Street Widening (Freedom Parkway) project, in the event that the NFR MPO selects this project in spring 2019. If this project is awarded NFR MPO funds at a later time, the local agency will need to reaffirm CDOT's concurrence at that time.

Our comments on your application include- all Right-of-Way acquisition must comply with the Federal Uniform Relocation Act, and documentation of such action is subject to CDOT review. The schedule should reflect the appropriate timeframe for Environmental clearances.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

http://www.coloradodot.info/business/designsupport/bulletins_manuals



Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact Karen Schneiders at 970/350-2172.

Sincerely,



Johnny Olson, P.E.
Region 4 Transportation Director

JWO:kas

cc: Medora Kealy, NFR MPO
Jake Schuch, CDOT Local Agency
File





1100 E 37TH Street | Evans, CO 80620 | 970-475-1170

December 20, 2018

North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Re: NFRMPO STBG FY 2022-23 Grant Application

Dear Ms. Mallette:

This letter supports the City of Evans' application for FY 2022-23 STBG funding for our 37th Street Widening-Freedom Parkway project. The City of Evans is committed to the widening and multi-modal expansion of 37th Street, both for the benefit of local mobility within our own city limits, and in accordance with the 2018 Freedom Parkway Coalition Access Control Plan.

Freedom Parkway, as 37th Street/SH 402/Weld CR 54 will be known when the project is completed, is a Regionally Significant Corridor positioned to become a key east-west roadway between Loveland and Highway 85. Evans is already seeing significant development activity along 37th Street and understands that this roadway needs to be expanded in order to accommodate current and future population and traffic density.

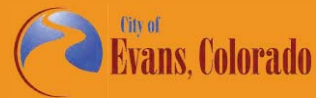
Our city is committed to seeing the project come to fruition. We already have design funding budgeted with design bids due to us this week. On November 5, 2018, our City Council adopted the Freedom Parkway Intergovernmental Agreement (City Resolution 37-2018). The City has prioritized this project, understanding that developing this roadway is important to meet the transportation goals of both our City and the North Front Range.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "James L. Becklenberg".

James L. Becklenberg
City Manager



37th Street Widening and Roundabout

NFRMPO TAC
11/18/2020

1

Project Overview



- Widen 37th Street from 2 lanes to 4 lanes
- Limits
 - 35th Avenue on the east
 - To 65th Avenue on the west (ultimate)
 - From 35th Ave to 47th Ave (2023)
 - Original CDOT/FHWA funding
- Incorporate a Roundabout at 47th Avenue

2

Original Phasing of the project

- Ph1 - 35th Avenue to 47th Avenue
 - Federally funded
 - Construction July 1 2022
- Ph2 - 47th Avenue to 65th Avenue
 - Locally Funded
- Ph 3 - 47th Ave -37th into Greeley
 - Locally Funded
 - Currently Under Construction
 - Completion Date June 2021

3

Revised Phasing of the project

- Ph1 - Roundabout and widening to Sienna Street on East
 - Federally funded
 - Shovel Ready December 2021
 - Construction July 2022
- Ph2 - Sienna Street east to 35th Avenue
 - Locally Funded
 - Shovel Ready June 2022
 - Construction 2023
- Future Phase - 47th Ave to 65th Ave
 - Funding to be determined
 - Shovel Ready December 2022 (tentative)
 - Potential Construction 2024 or 25

4



37th Street Widening and Roundabout

Thank you!!!
Questions / Comments

2018 Call for Projects Guidebook Excerpt: STBG Requirements and Scoring

Section 3 - Surface Transportation Block Grant (STBG)

3.1 Eligible Applicants

Federal regulations do not specify eligible project sponsors for the STBG program. For the NFRMPO Call for Projects, eligible sponsors include local, regional, and state governments and agencies responsible for transportation improvements.

3.2 Eligible Project Types

STBG is the most flexible funding source among all Federal-aid highway programs. In general, projects must be located on federal-aid eligible roadways; however, see 23 U.S.C. 133 for exceptions.

Eligible project types include:

- Construction of-
 - highways, bridges, tunnels;
 - transit capital projects eligible for assistance under Chapter 53 of Title 49;
 - infrastructure-based ITS capital improvements, including the installation of vehicle-to-infrastructure (V2I) communication equipment; and
 - truck parking facilities eligible for funding under Section 1401 of MAP-21 (23 U.S.C. 137 note).
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Environmental measures eligible under Sections 119(g), 328, and 329 and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that Section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- Fringe and corridor parking facilities and programs in accordance with Section 137 and carpool projects in accordance with Section 146.
- Recreational trails projects eligible for funding under Section 206, pedestrian and bicycle projects in accordance with Section 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

- Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the date of enactment of the FAST Act, including projects described under Section 101(a)(29) as in effect on such day.

3.3 Project Requirements

All STBG project submissions must include a complete application, project location map, detailed cost estimate, and resolutions of support and letters of approval.

All applications must meet the following requirements:

- If project touches a state highway, sponsor must submit a CDOT letter of support even if CDOT does not provide funding
- Roadway projects must be on a Regionally Significant Corridor (RSC) as identified in the *2040 RTP* (see **Section 5**)
- Consistent with the *2040 RTP* Visions
- Addresses at least one federally required Performance Measure (See **Section 5**)
- Roadway projects must be on a federal-aid eligible roadway (See **Section 5**). Eligible roads include the National Highway System, the Interstate System, and all other public roads not classified by CDOT as local roads or rural minor collectors, as defined in 23 CFR 470.⁷
- Local match of 17.21 percent (*exceptions noted on page 10*)
- Complies with applicable local land use plans or current corridor studies
- Project is within the NFRMPO Boundary (attach project location map to application)
- Project must complete a construction or an implementation phase
- Federal request cannot be less than \$100K
- Sponsors can only apply for projects equal to the funding shown on the Community Targets Table (see **Table 5**)
- Project does not require the issuance of a vehicle Buy America waiver**

For additional information on the STBG program, view the FAST Act STBG Fact sheet at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.

⁷ 23 CFR 470, https://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=23:1.0.1.5.13#se23.1.470_1103, 1997.

Local Match Exceptions

The Federal share payable for projects on the Interstate System including a project to add high occupancy vehicle (HOV) lanes or auxiliary lanes, but excluding projects to add any other lanes, may, at the discretion of the State, be up to 91.4 percent.

Certain safety improvements as listed in 23 U.S.C. 120(c)(1) (traffic control signalization, maintaining minimum levels of retro-reflectivity of highway signs or pavement markings, traffic circles/roundabouts, safety rest areas, pavement marking, shoulder and centerline rumble strips and stripes, commuter carpooling and vanpooling, rail-highway crossing closure, and installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

For STBG projects, the Federal share payable on any project, program, or activity with innovative project delivery methods, including those to improve work zone safety, improve the quality of or decrease maintenance costs of highways and bridges, accelerate project delivery, or reduce congestion related to highway congestion may, at the discretion of the State, be up to 100 percent. The authority of the State to increase the federal share for innovative project delivery methods is limited to 10 percent of the combined apportionments for programs identified in 23 U.S.C.120(c)(3)(C)(ii).

3.4 Project Scoring

The weights for each scoring criteria in the STBG program vary by community size. Small communities are defined as communities with a population of 50,000 or less. Large communities are defined as communities with a population over 50,000. Applications submitted by CDOT would be scored using the large community scoring weights. The STBG application contains sections for each scoring criteria for the applicant to explain the project’s impact with qualitative and/or quantitative data.

Table 4. Surface Transportation Block Grant (STBG) Scoring

STBG Evaluation Criterion	Possible Points	
	Small Communities	Large Communities
Safety	30	30
Mobility (multi-modal, congestion, reliability, continuity, etc.)	15	25
System Preservation (maintaining the current system based on current pavement condition)	20	10
Partnerships (Each partner must contribute at least 10% of the local match requirement)	10	10
Economic Development	5	5
Contribution to Achievement of Targets	20	20
TOTAL	100	100

3.5 Funding Targets

The STBG program will include a set-aside for the Regional Air Quality Council (RAQC) to conduct ozone modeling for the region. The set-aside is for \$25,000 per year for four years from FY2022 through FY2025. For the 2018 Call, which provides funding for two years, the total set-aside is \$50,000.

Funding targets for each NFRMPO member community are presented in **Table 5**. Each community may apply for STBG federal funding up to the maximum federal request identified in the Table. The overall target for small communities is \$2,396,673 and the overall target for large communities is \$5,437,613. For all other eligible entities, the maximum request limit is the pool total (\$7,884,286) and there is no funding target.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Alex Gordon

Date: November 18, 2020

Re: Premium Transit Analysis Update

Background

NFRMPO staff discussed the **North Front Range Premium Transit Analysis** with the Planning Council at their January 9 and February 5, 2020 meetings. At these meetings, the Planning Council provided feedback on the proposed Scope of Work and on funding sources. Ultimately, the Planning Council agreed to use Multimodal Options Funds (MMOF) matched with VanGo™ Sales Tax surplus to fund the project. The Scope of Work included the following sections:

- Corridor Identification
- Financial Plan
- Governance
- Outreach
- Preferred Option/Recommendation

The NFRMPO has drafted an RFP that is being reviewed by Finance Team staff. Once their review is completed, the RFP will be released for six weeks. An RFP Scoring Committee has been identified to score the proposals once they are received. Once a consultant is identified, the next steps include an 18-month planning process, the creation of an advisory group, and periodic updates to TAC.

Action

This is for discussion only.

North Front Range Premium Transit Analysis

Technical Advisory Council (TAC)

North Front Range Metropolitan Planning Organization

November 18, 2020

1

Background

North Front Range Metropolitan Planning Organization

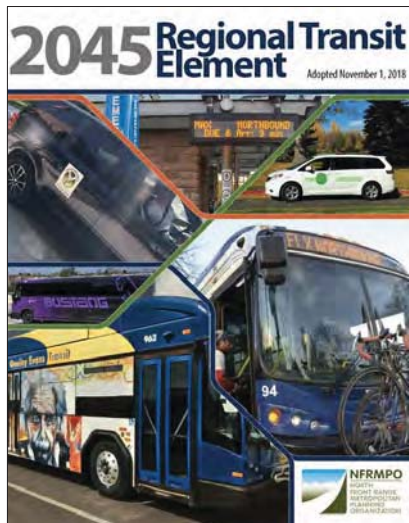
Planning Council Action – 1/9/2020 and 2/6/2020

- Resolution 2020-05
 - Use MMOF funds
 - Feasibility study of premium transit on RTE corridors

2

2

Scope of Work

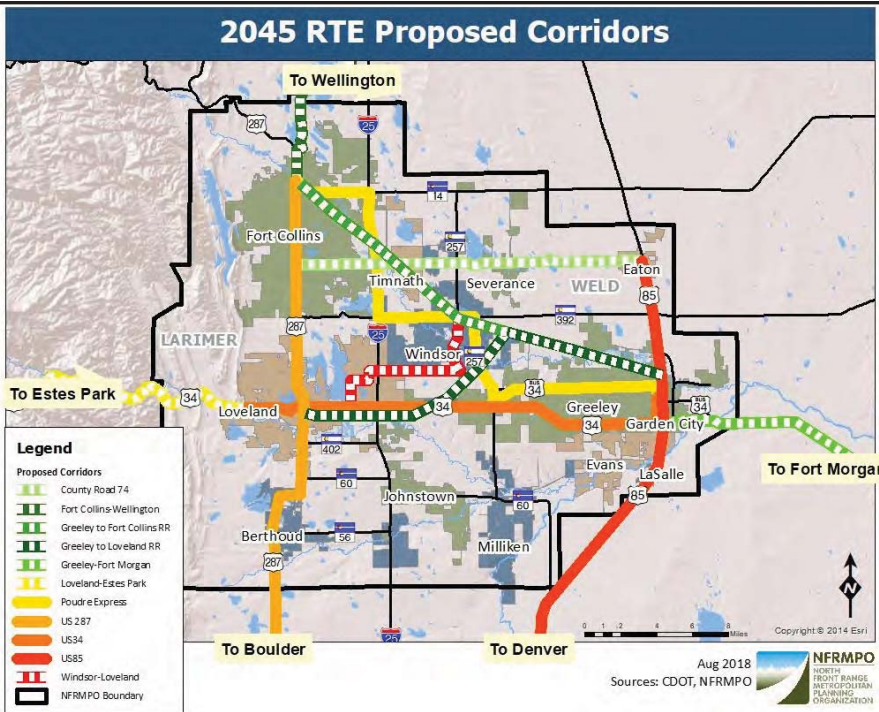


3

Corridor
Harmony Road/Weld County Road (WCR) 74
Fort Collins to Wellington (SH1)
Greeley to Fort Morgan (US34)
Loveland to Estes Park (US 34)
Poudre Express (Fort Collins to Windsor to Greeley)
US287 (Fort Collins to Longmont/Boulder)
US34 (Loveland to Greeley)
US85 (Eaton to Denver Region)
GWRR – Greeley to Fort Collins
GWRR – Greeley to Loveland

3

Proposed Corridors (2045 RTE)



4

4

Proposed Tasks and Deliverables

- **Corridor Identification**
- **Financial Plan**
- **Governance**
- **Outreach**
- **Preferred Outcomes**



5

5

Current Status and Next Steps




- **RFP drafted – waiting on Finance Team**
- **RFP Scoring Committee identified**
- **18-month planning process**
- **Create ongoing Advisory Committee**
- **Periodic updates to TAC**

6

6

Questions?



Alex Gordon, PTP
Transportation Planner III
agordon@nfrmpo.org
(970) 289-8279

7

7

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
November 18, 2020	2017-2021 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
Objective/Request Action		
To discuss supporting the 2017-2021 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 2017-2021 period by February 27, 2021. CDOT set statewide Targets for 2017-2021 for the National Safety Measures in August 2020. 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 2017-2021 period include:</p> <ul style="list-style-type: none"> • Number of Fatalities – 603 • Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – 1.113 • Number of Serious Injuries – 3,161 • Rate of Serious Injuries per 100M VMT – 5.828 • Number of Non-motorized Fatalities and Serious injuries – 551 		
Committee Discussion		
<p>This is the first time TAC is discussing the 2017-2021 Safety Targets.</p> <p>The 2016-2020 safety targets set by CDOT were approved by the NFRMPO Planning Council at their February 6, 2020 meeting and included:</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 <p>During the process of setting 2016-2020 targets, TAC expressed a desire to see how the NFRMPO region compared to the State. Actual number for the State and for the NFRMPO region can be seen in Table 1. A map of crashes from 2015 to 2019 can be viewed at this link: https://arcg.is/1jaDKq. These numbers were analyzed using the same methodology CDOT used to set the 2017-2020 targets and can be seen in Table 2.</p>		
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 2017-2021 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>2020-2021 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven 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. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.

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 2017-2021 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.

Attachments

- **Table 1: Performance Measures Actual Numbers**
- **Table 2: 2017-2021 State and NFRMPO Target Options**
- Safety Target Presentation

Table 1: Performance Measures Actual Numbers

Measure	State		NFRMPO	
	2018	2019	2018	2019
Fatalities	632	596	49	23
Fatality Rate	1.171	1.090	1.187	0.554
Serious Injuries	3205	3335	208	183
Serious Injury Rate	5.94	6.101	5.054	4.406
Non-Motorized Fatalities and Serious Injuries	552	566	29	25

Table 2: 2017-2021 State and NFRMPO Target Options

Measure	State	NFRMPO
Fatalities	603	34
Fatality Rate	1.113	0.835
Serious Injuries	3,161	192
Serious Injury Rate	5.828	4.667
Non-Motorized Fatalities and Serious Injuries	551	29



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

Serious Injury and Fatal Crashes 2015-2019

Legend

● 1	● 6-7
● 2-3	● 8-9
● 4-5	


County Boundary
 NFRMPO Planning Area

November 2020
 Source: CDOT, NFRMPO

Performance Measure Targets Updates

2

CDOT Statewide Targets




Measure	2014-2018	2015-2019	2016-2020	2017-2021
Fatalities	610	644	618	603
Fatality Rate	1.2	1.21	1.143	1.113
Serious Injuries	3,350	2,909	3,271	3,161
Serious Injury Rate	6.79	5.575	6.075	5.828
Non-Motorized Fatalities and Serious Injuries	586	514	670	551


3
Performance Measure Targets Updates

3

Methodology



- 5-year average from 2017-2021
- Targets set using reductions from the Strategic Transportation Safety Plan
 - 2020 numbers calculated using a 2% reduction from 2019 actual numbers
 - 2021 numbers calculated using a 4.6% reduction from 2020 numbers



4
Performance Measure Targets Updates

4

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 three cycles
2. Set Targets specific to the NFRMPO region

Measure	State	NFRMPO
Fatalities	603	34
Fatality Rate	1.113	0.835
Serious Injuries	3,161	192
Serious Injury Rate	5.828	4.667
Non-Motorized Fatalities and Serious Injuries	551	29

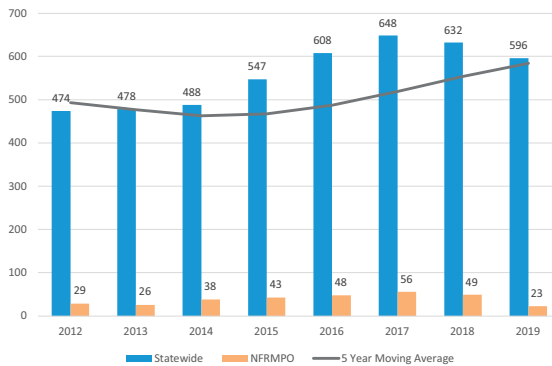
5

Performance Measure Targets Updates

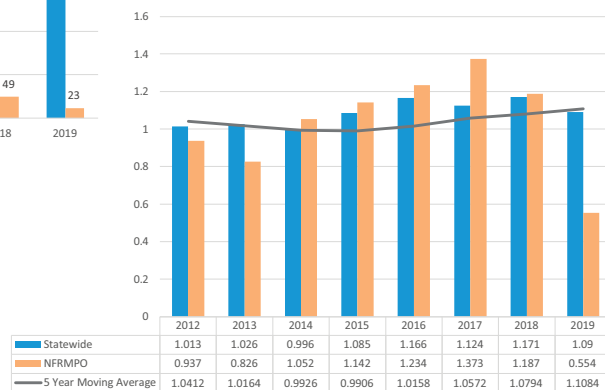
5

Actual Fatalities

Number of Fatalities

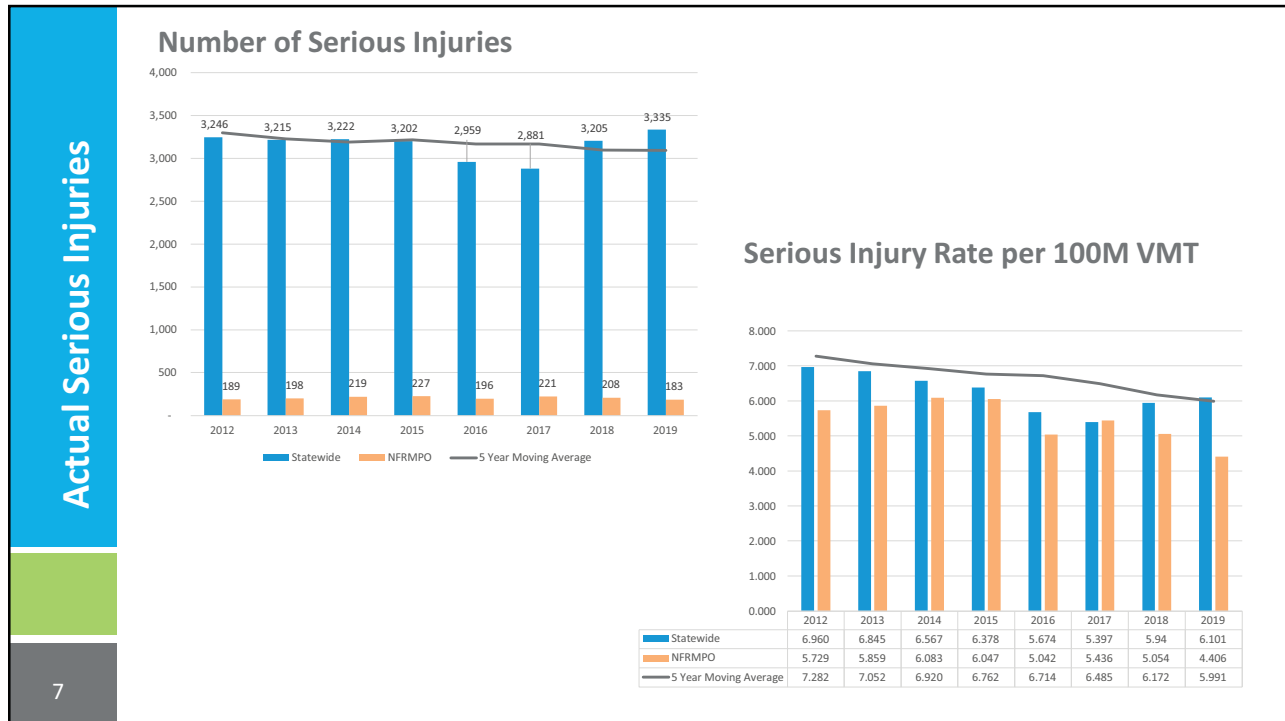


Fatality Rate per 100M VMT

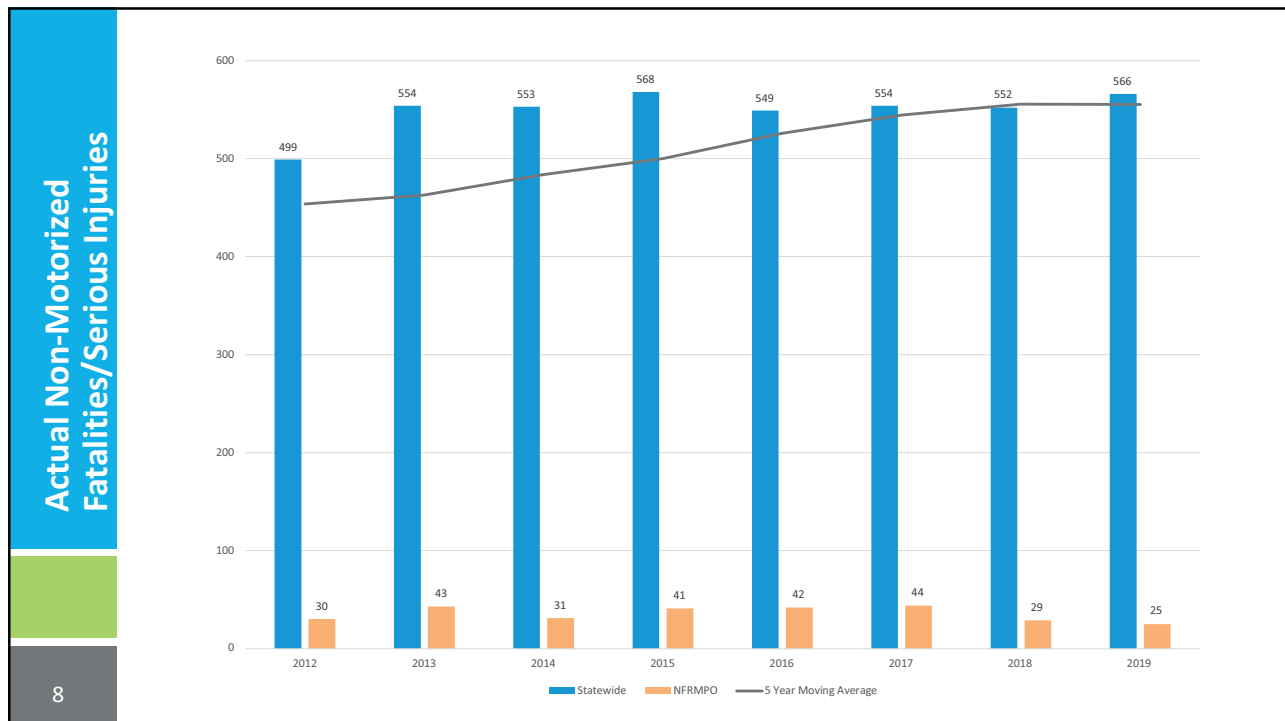


6

6




7



8

Considerations




- 2019 NFRMPO fatalities were significantly lower than previous years
- If the NFRMPO were to adopt targets specific to the region how would we prove we can meet those targets?
- The NFRMPO does not have a safety specific funding pool like the State does (HSIP funds)
- Setting both regional and federal targets
 - Regional targets to be integrated in the RTP, CMP, and Call for Projects where we would have more control over the project selection
- System Performance Report implications

9
[Performance Measure Targets Updates](#)

9

Schedule



- Planning Council Discussion – December 3, 2020
- TAC Recommendation – December 16, 2020
- Planning Council Action – January 7, 2021
- Submission to CDOT – January 8, 2021

10
[Performance Measure Targets Updates](#)

10

Questions?



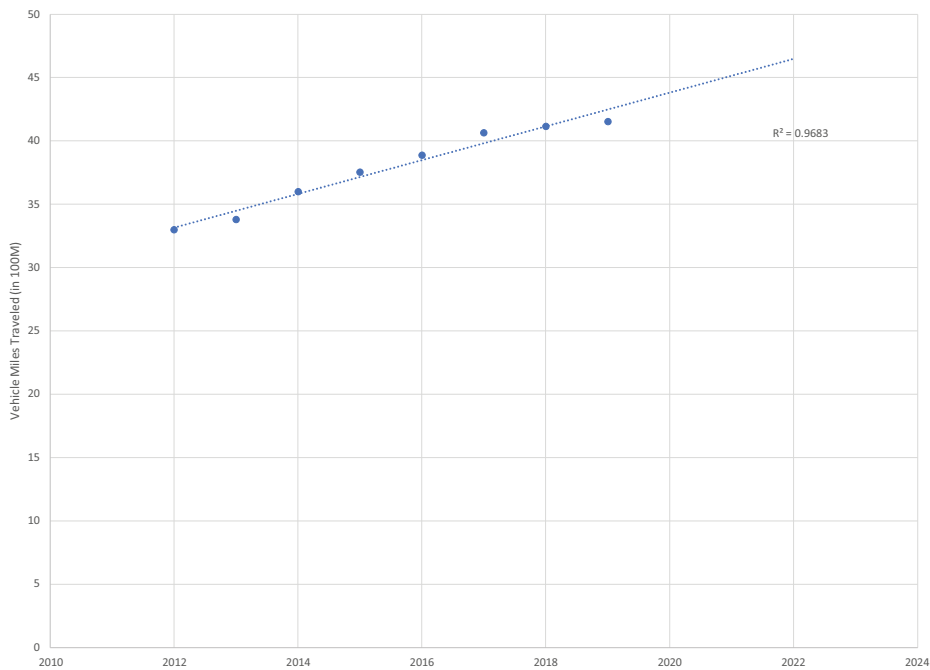
AnnaRose Cunningham
Transportation Planner I
970-818-9497
arcunningham@nfrmpo.org

11

Performance Measure Targets Updates

11

VMT Trends

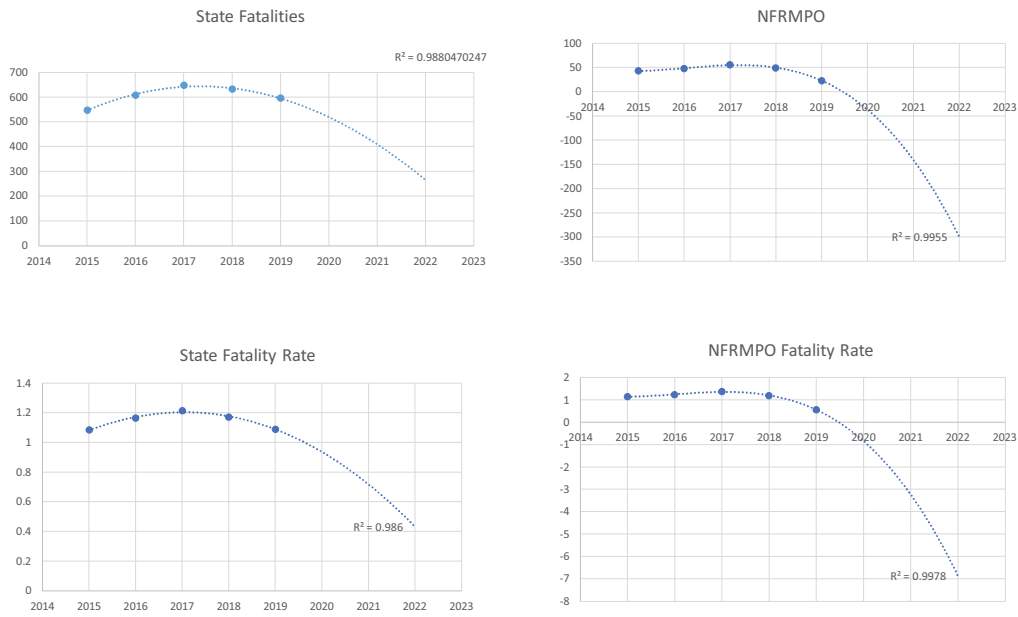


12

12

Fatality Trends

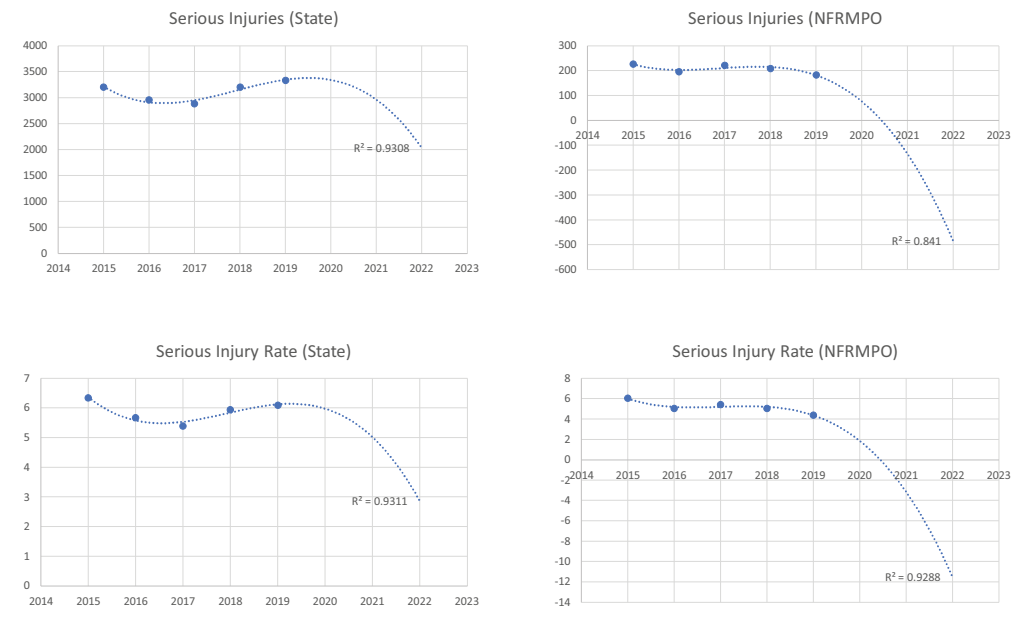
13



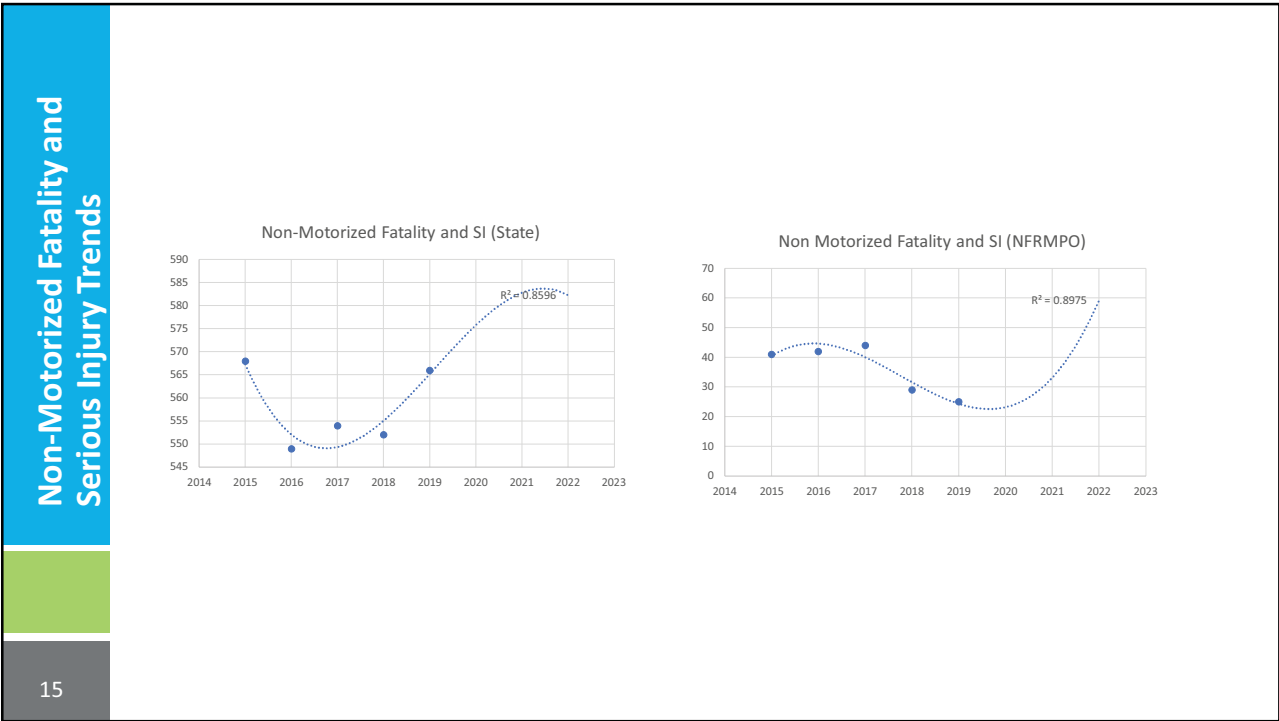
13

Serious Injury Trends

14



14



15

Non-Motorized Fatality and Serious Injury Trends

Measure	State		NFRMPO	
	2018	2019	2018	2019
Fatalities	632	596	49	23
Fatality Rate	1.171	1.090	1.187	0.554
Serious Injuries	3205	3335	208	183
Serious Injury Rate	5.94	6.101	5.054	4.406
Non-Motorized Fatalities and Serious Injuries	552	566	29	25

16

16

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: November 18, 2020

Re: Call for Projects Improvements Survey Results

Background

Since September, the NFRMPO TAC has been discussing ways to improve the next Call for Projects, which is scheduled to open in mid- to late- 2021 to allow time for revising the Call process as well as narrow the timespan between when applications are due and the first year of funding availability.

Following the October TAC meeting, a survey on proposed improvements for the next Call was distributed to TAC members and local agency staff who submitted applications in the NFRMPO's most recent Call for Projects, held in 2018.

Results from the survey are summarized in the attached presentation. Notably, most respondents from local governments that did not apply in the 2018 Call did not identify barriers preventing their application to the Call. In addition, most respondents from local governments that applied in the 2018 Call did not experience any barriers in applying or being selected for funding.

Survey respondents supported many of the proposed improvements related to improving the connection to regional priorities, supporting regional equity, and increasing the accuracy of CMAQ emissions benefits and maximizing the benefits from the CMAQ program. The attached presentation shows the weighted average score for each proposal based on the following scoring system: strongly oppose = -5, oppose = -3, neutral or unsure = 0, support = 3, and strongly support = 5. The number of respondents supporting and opposing each proposal is also displayed to the right and left of each proposal, respectively. NFRMPO staff will carry forward the most preferred proposals, outlined in the black rectangles, along with all of the suggestions listed on Slide 10 to develop a draft Guidebook for review by the TAC in early 2021.

Action

Staff requests TAC members be prepared to discuss proposed changes for the next Call for Projects process, especially the following:

- If federal funds should be used to pay consultants to review and score projects
- Preferred STBG request limit option, as described on Slide 12



**Call for Projects:
Survey Results**


Technical Advisory Committee (TAC)




North Front Range
Metropolitan
Planning
Organization

November 18, 2020

1



Survey Overview



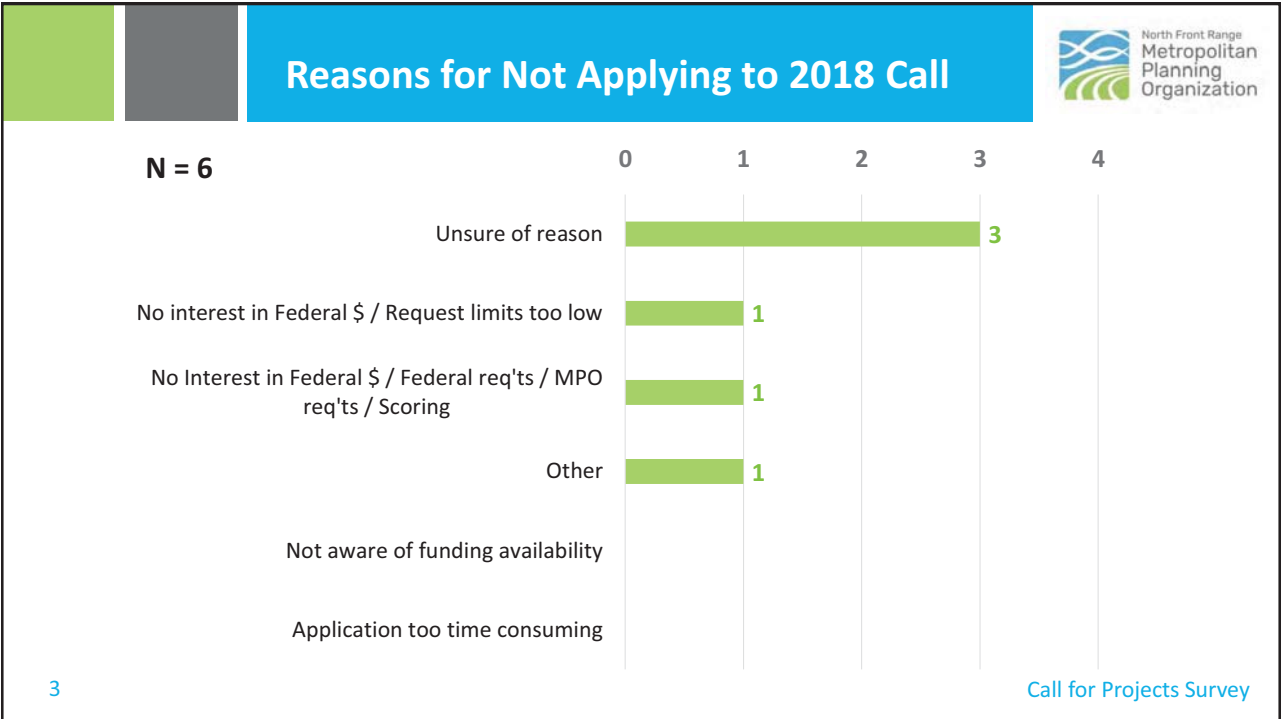
North Front Range
Metropolitan
Planning
Organization

- **Survey on Call for Projects Improvements**
- **Open October 22 – November 6**
- **Sent to TAC members and applicants from 2018 Call for Projects**
- **23 Responses**

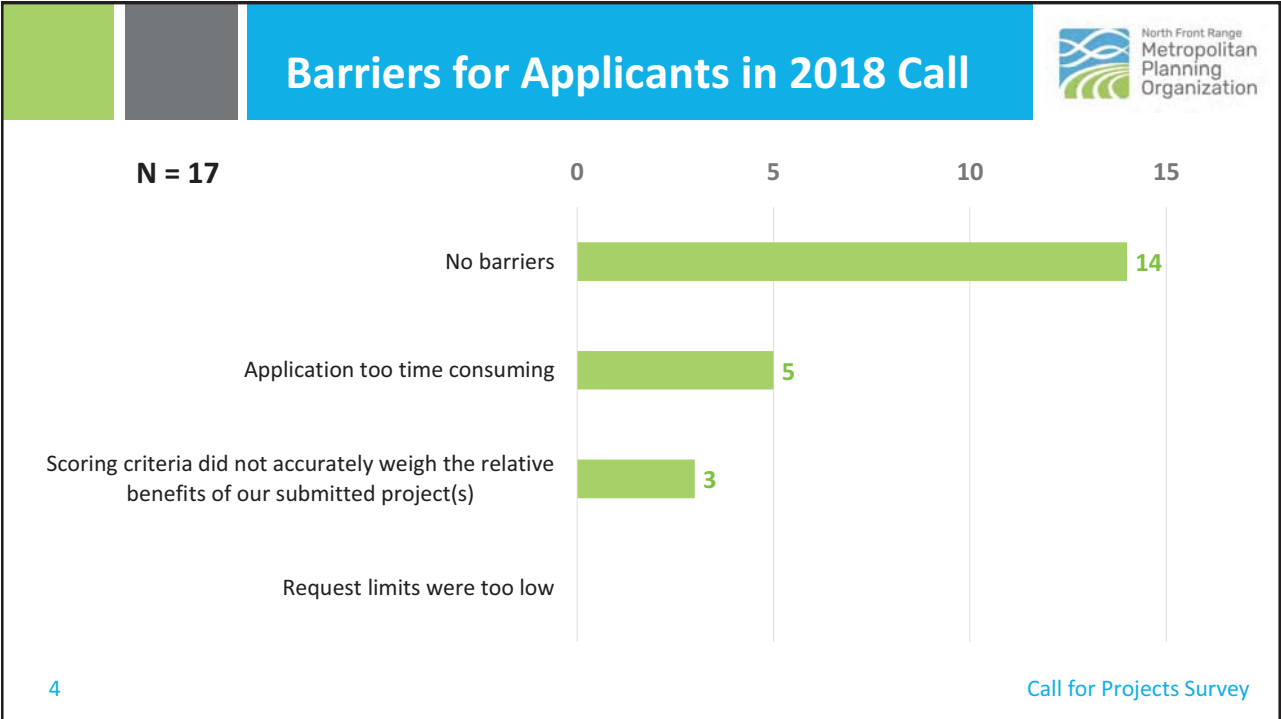
2

[Call for Projects Survey](#)

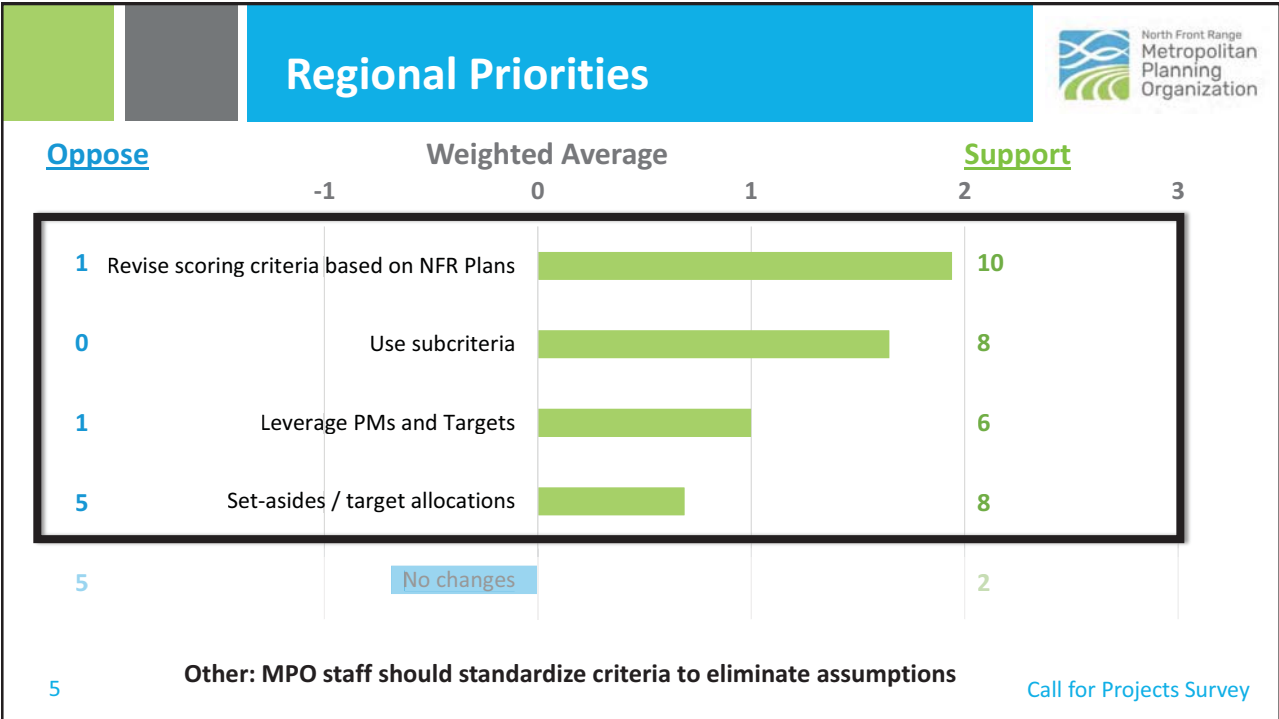
2



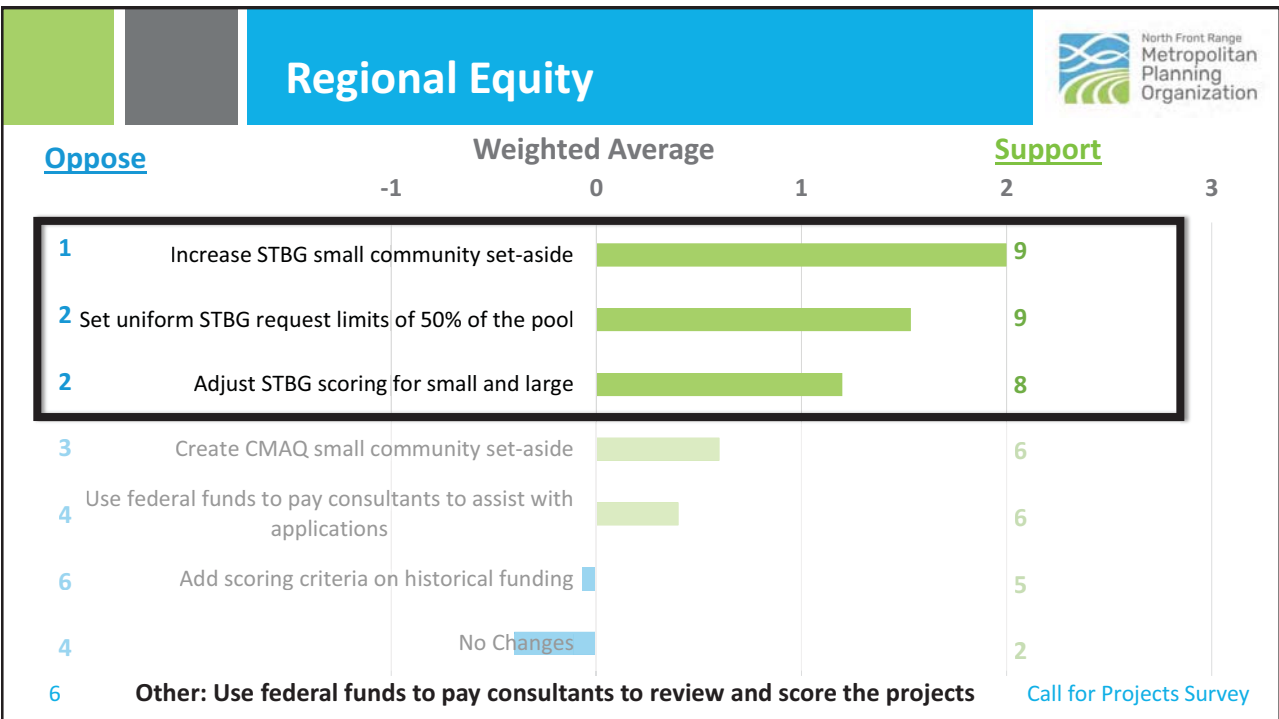
3



4



5



6

CMAQ Emissions Benefits

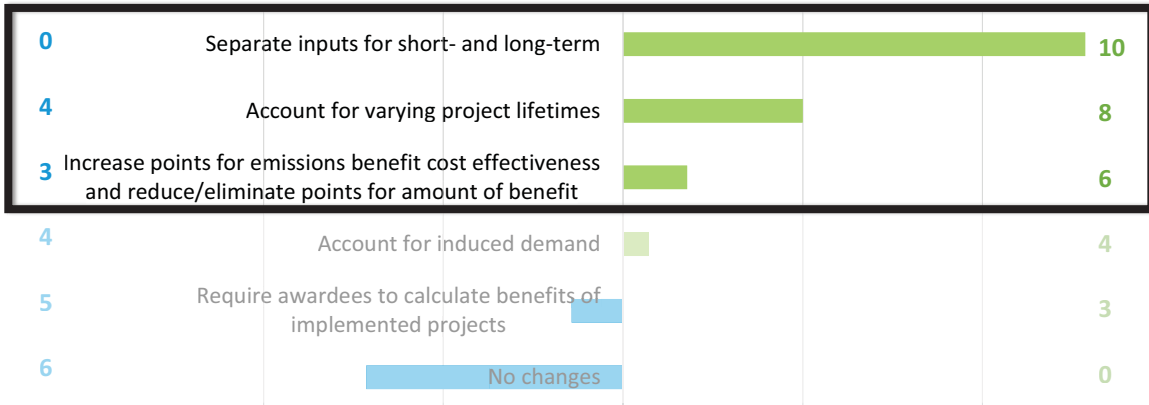


Oppose

Weighted Average

Support

-2 -1 0 1 2 3



Other: NFRMPO Staff and/or a consultant shall review the projects for consistency, accuracy and fairness.

7

Other: Standardize assumptions to even playing field.

[Call for Projects Survey](#)

7

\$10M I-25 Segment 5 Set-aside



Disadvantages

- \$10M is a fraction of funding needed for I-25
- Requires half of available funds
- Fewer projects funded
- Other needs around region not met
- Other projects could have more impact per \$
- Could induce congestion

Advantages

- Crucial
- Regional need
- Regional connectivity
- High priority project
- Continued momentum

8

[Call for Projects Survey](#)

8

\$1M-\$2M Bike/Ped Percentage Allocation Program



Disadvantages

- Biases one type of project; all modes are underfunded
- Other funding sources are available for bike/ped (e.g. GOCO, SRTS, and CDOT TAP)
- Scoring criteria should be revised instead of allocation program
- May delay funding for other critical needs such as safety

Advantages

- Increases funding for important goal
- Promotes regional equity
- Promotes regional connectivity
- Enormous opportunities for bike/ped at minimal cost to traditional project types
- Increases funding for regional trails
- Bike/ped projects have longer lifetime of benefits

9

Call for Projects Survey

9

Other Suggestions



Application

- Clarify air quality benefits calculations
- Reduce application length for TA

Scoring

- Standardize scoring of project benefits (similar projects should score similarly)
- Consider project's potential VMT reduction
- Do not fund projects with low scores
- Projects at the very end of an RSC should receive lower scores than projects in higher use areas

Process

- At a future meeting or work session, give the TAC time to speak with the Council about the process, policy direction and expectations, so clear goals can be identified

10

Call for Projects Survey

10

Maximum Request Limits



Award Needed to Make Federalizing a Project Worthwhile

- Range: \$100,000 - \$1,000,000
- Average: \$550,000
- Mode: \$1,000,000

2018 Call for Projects Maximum Requests

Local Government	STBG	CMAQ	TA
Garden City	\$802,796	\$5,366,627 (50% of pool)	\$544,075 (100% of pool)
LaSalle	\$832,877		
Timnath	\$844,843		
Severance	\$863,306		
Eaton	\$879,572		
Berthoud	\$897,561		
Milliken	\$904,358		
Larimer County*	\$914,964		
Weld County	\$1,011,137		
Johnstown	\$1,043,258		
Evans	\$1,118,565		
Windsor	\$1,187,311		
Loveland*	\$1,361,496		
Greeley*	\$1,873,374		
Fort Collins*	\$2,919,061		

*Denotes large communities (Pop >50K) [Call for Projects Survey](#)

11

11

STBG Request Limit Proposals



Proposals	Advantages	Disadvantages
A: Retain population-based STBG request limits; set floor of \$1M	<ul style="list-style-type: none"> • Ensures each community can apply for a worthwhile amount of federal funds • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Does not account for level of regional connectivity provided in smaller communities
B: Set STBG request limits to 50% of pool (~\$4M)	<ul style="list-style-type: none"> • Reflects fact that larger projects could be regionally beneficial even if located in smaller communities • Increases Call competitiveness and ensures only the highest performing projects receive funds 	<ul style="list-style-type: none"> • Increases the number of unfunded applications
C: Set community-specific limits based on multiple factors such as RSC VMT and population	<ul style="list-style-type: none"> • Accounts for level of regional connectivity provided in each community • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Time and effort to develop appropriate formulas

12

[Call for Projects Survey](#)

12

Summary and Next Steps



- No major barriers to applying in most recent Call
- Substantial interest in standardizing scoring process
- Advantages and disadvantages of the I-25 Set-aside and Bike/Ped Target Allocation will be used to inform decision makers
- NFRMPO staff will incorporate suggestions and the most preferred proposals into the Draft Guidebook
- TAC will discuss Draft Guidebook in early 2021

13

Call for Projects Survey

13

Questions?



Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
(970) 289-8283

14

Call for Projects Survey

14

EXECUTIVE SUMMARY of the North Front Range Transportation and Air Quality Planning Council November 5, 2020

APPROVAL OF THE MEETING AGENDA

McLeod moved to *APPROVE THE NOVEMBER 5, 2020 MEETING AGENDA* with one proposed change to the agenda order. Rennemeyer **seconded** the motion which was **passed** unanimously.

APPROVAL OF THE MINUTES

McLeod moved to *APPROVE THE OCTOBER 1, 2020 MINUTES*. Rennemeyer **seconded** the motion which was **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

GHG Roadmap Impacts on NFRMPO

Bracke highlighted the history of the GHG Roadmap, its purpose, and the suggested changes and clarifications she, Karspeck, and McLeod would like to see in the final version.

SIP Hearing

The Planning Council agreed to apply for late party status, provide public comment, and work with the RAQC and DRCOG to address a counter proposal on the Motor Vehicle Emission Budget.

CDOT R4 Update

Paddock stated there is a \$1.25M shortfall in the local commitment for the \$20M I-25 Segment 6 BUILD grant. The NFRMPO will convene a committee consisting of elected officials from the cities of Fort Collins, Loveland, and Greeley, Larimer and Weld Counties, the Town of Windsor, NFRMPO staff, and CDOT Region 4 staff to discuss options for identifying and committing the funds for expenditure by the end of 2023. The committee will present findings at the January 7, 2021 Planning Council meeting.

ACTION ITEMS

GHG Roadmap NFRMPO Comments Letter

Bracke suggested strengthening the introduction and conclusion to emphasize the NFRMPO's desire to be active in future discussions. Planning Council members concurred. Mallette stated NFRMPO staff will make the changes and submit the letter on November 6, 2020.

PRESENTATIONS

Transportation Commission Freight Regional and Interstate Mobility Committee

Beedy highlighted the goals, focus areas, and roles of the Committee as well as important partnerships to ensure reliable freight movement across Colorado.

Ports-to-Plains

Kiely explained how the Ports-to-Plains corridor relates to other designated corridors, findings of CDOT's CO-71 Truck Freight Diversion Feasibility Study and an economic study on the Texas portion of the corridor, and ongoing efforts to designate this corridor as a future Interstate.

DISCUSSION ITEMS

Articles of Association Updates

Mallette explained four updates related to virtual and hybrid meetings, alternate Planning Council member representation on other NFRMPO committees, voting norms for the Finance Committee, and committee charging statements. The updated Articles will return to the Planning Council in December for Action with the proposed changes.

Updated Federal Performance Measures: Pavement Condition

Cunningham highlighted the requirements for State DOTs and MPOs to report pavement condition and set four-year targets for the interstate system and non-interstate National Highway System (NHS), with the option to revise the targets at the midpoint. The NFRMPO can support the CDOT statewide targets or set targets specific to the NFRMPO region. Staff recommends setting targets by supporting the CDOT Revised 4-Year (2022) Pavement Targets.

FY2020 TIP Delay Review

Bornhoft described two projects in Fort Collins and Loveland awarded through NFRMPO Calls for Projects with milestone deadlines of FY2020 or earlier that are delayed for the second time. The item will return to Planning Council for approval at their December 3, 2020 meeting.

FY2021 UPWP Tasks Amendment

Karasko described two UPWP amendment requests received from Transfort. The item will return to Planning Council for approval at their December 3, 2020 meeting.