



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
December 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 November 18, 2020 Meeting Minutes (Page 2)**

CONSENT AGENDA

- | | |
|--|---------|
| 1) 2017-2021 NFRMPO Targets for Safety Performance Measures (Page 6) | Karasko |
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ACTION ITEM

- | | |
|----------------------------------|---------|
| 2) Election of 2021 TAC Officers | Karasko |
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PRESENTATIONS

- | | |
|---|--------------------------|
| 3) US34 Expansion Project and Kendall Parkway Mobility Hub (Page 9) | Dave Klockeman, Loveland |
| 4) North I-25 Project Update | Josie Hadley, CDOT |

DISCUSSION ITEM

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| 5) NFRMPO Air Quality Program Update (Page 14) | Bornhoft |
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OUTSIDE PARTNER REPORTS

- | | |
|--|-----------------------|
| 6) NoCo Bike & Ped Collaborative (Page 15) | Written Report |
| 7) Regional Air Quality Council | |
| 8) Regional Transit Agencies | |
| 9) Senior Transportation | |

REPORTS

- | | |
|---|-----------------------|
| 10) December Planning Council Meeting Summary (Page 16) | Written Report |
| 11) Roundtable (Page 17) | All |

4. **Final Public Comment (2 minutes each)**
5. **Next Month’s Agenda Topic Suggestions**
6. **Next TAC Meeting: January 20, 2021**

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

Virtual Meeting

November 18, 2020

1:01 – 2:39 p.m.

TAC MEMBERS PRESENT:

Dave Klockeman, Past Chair – Loveland
Dawn Anderson – Weld County
Abdul Barzak – Severance
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Brad Buckman – Fort Collins
Aaron Bustow – FHWA
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Omar Herrera – Windsor
Pepper McClenahan – Milliken
Mark Oberschmidt – Evans
Karen Schneiders – CDOT

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Eric Tracy, Vice Chair – Larimer County
Marco Carani – Johnstown
Mitch Nelson, Chair – Severance
Jeff Schreier – Eaton
Town of LaSalle
Ranae Tunison – FTA

IN ATTENDANCE:

Darren Davis – GET
Katie Guthrie – Loveland
Josie Hadley – CDOT
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Katrina Klobberdanz – CDOT
Jake O’Neal - CDOT
Randy Ready - Evans
Bryce Reeves - CDOT

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE OCTOBER 21, 2020 TAC MINUTES

Buckman moved to approve the October 21, 2020 TAC minutes. Anderson seconded the motion, which was approved unanimously.

CONSENT AGENDA

Updated Federal Performance Measures: Pavement Condition, FY2021 UPWP Tasks Amendment, & FY2020 TIP Delay Review – Oberschmidt moved to approve the Consent Agenda. Baxter seconded the motion, which was approved unanimously.

ACTION ITEMS

November TIP Amendment – Bornhoft outlined the November 2020 Amendment, which included two requests from the City of Fort Collins to revise the *FY2020-2023 Transportation Improvement Program (TIP)*. The 30-day public comment period opened on November 11, 2020 and no comments have been received to date. Buckman moved to approve the November TIP Amendment. Oberschmidt seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month.

DISCUSSION

37th Street Widening Project Scope Changes – Bornhoft stated the City of Evans is requesting a change to their STBG-funded project and requested TAC consider the reasonableness and eligibility of the proposed project. In addition, Bornhoft requested TAC decide if the project updates should be taken to Planning Council for approval. Oberschmidt presented the proposed scope change, including removing federal funding for a portion of the project, which will then be completed using local funds and applying the \$1,118,565 of STBG funds to complete a double-lane roundabout project at 37th Street and 47th Avenue.

Anderson asked for clarification on the timeline. Oberschmidt stated the scope change would allow the roundabout to be completed in 2022 and the widening project to be completed in 2023. Baxter asked for clarification on the disadvantages listed in the AIS. Bornhoft explained another option for this project would be for Evans to return the funds to the pool, at which point the funds would become available for partially funded or waitlisted projects from the 2018 Call for Projects. Bryce Reeves, CDOT, asked for clarification on the purpose of the scope change. Oberschmidt explained completing the roundabout in 2022 would allow for construction to tie in with current construction on 47th Avenue and address current congestion issues at the intersection. TAC expressed support for the scope change but determined Evans should present the project update to the Planning Council.

Premium Transit Analysis Update – Gordon presented an update on the status of the Premium Transit Analysis, which was approved by Planning Council in February 2020 using Multimodal Options Funds. Gordon outlined the Scope of Work, the proposed corridors, and expected deliverables. Staff has drafted an RFP for a consultant which will, upon review by the NFRMPO Finance Team, be released for six weeks. Klockeman asked who will be included on the Advisory Committee once the project is underway. Gordon answered it will be comprised of representatives from the transit agencies and interested planners and engineers from surrounding communities. Anderson asked who will be on the RFP Scoring Committee, Gordon stated it is currently representatives from Fort Collins, Windsor, and Greeley and NFRMPO staff. TAC members asked to review the RFP prior to release and to be included in the creation of an advisory group for the project.

2017-2021 NFRMPO Targets for Safety Performance Measures – Cunningham presented 2017-2021 Targets set by CDOT in August 2020 for the five federally required Safety Performance Measures. The NFRMPO has the option to support statewide targets or set targets specific to the region. As requested during the setting of the 2016-2020 targets, Cunningham presented actual fatality and serious injury numbers for the NFRMPO and the State along with optional region-specific targets and outlined the advantages and disadvantages for both options. Klockeman asked if the NFRMPO must provide proof of how we will achieve statewide targets. Cunningham clarified when supporting statewide targets, the NFRMPO is agreeing to plan and program

projects that will contribute to the achievement of statewide targets. The TAC expressed support for endorsing the State targets as has been done previously.

Call for Projects Improvements Survey Results – Bornhoft presented the results from the survey TAC members completed following the discussion at the October TAC meeting. The purpose of the survey was to identify barriers communities faced in previous calls for projects and to identify improvements, which can be made to the next Call for Project process. Bornhoft identified which options provided in the survey should be carried forward into the Draft Call for Projects Guidebook based on survey results and staff recommendations.

Baxter asked if the Guidebook was revised during each Call for Projects. Bornhoft explained the Call for Projects process is approved prior to each Call to ensure regional priorities are being addressed but this update is more in depth due to the amount of feedback received following the most recent Call. Klockeman noted the need get input from Planning Council members to ensure their concerns are being addressed. Bornhoft noted staff is recommending taking the Draft Guidebook to Planning Council for review in mid-2021 to be closer to when the Call will open. Bornhoft noted TAC members could discuss it with their Council representatives to help inform future TAC discussions. Anderson noted the option of the STBG set aside would be a decision by Council and may need to be discussed by Council before moving forward. Klockeman recommended sending a survey to Council in the first quarter of 2021 to get their input. Mallette and Bornhoft agreed to bring a Discussion Item on the Call for Projects Improvements to Planning Council in Q1 2021 and gather input during the meeting rather than emailing a survey.

Bornhoft asked if TAC had interest in pursuing one of the suggestions from the survey to use federal funds to pay consultants to review and score the projects. Klockeman responded Council has previously rejected that proposal.

The next Call for Projects is currently anticipated to happen in mid- to late-2021.

OUTSIDE PARTNERS REPORTS

Regional Transit Agencies – Davis responded GET service is running as normal, but most surrounding schools are remote learning.

Senior Transportation – Gordon reported the NFRMPO has hired a Mobility Manager who will be starting December 1. The NFRMPO sponsored an ADA training, which addressed what ADA means in the time of COVID. The training was recorded and is posted on the NFRMPO’s YouTube page. On December 3, the Mobility and Access Priority Group will be holding a training with Dementia Together.

Regional Air Quality Council – Brimmer provided an update on the Serious State Implementation Plan (SIP), which is going through the public hearing process currently. An alternative proposal was provided to reduce the Motor Vehicle Emissions Budgets (MVEB) by 25 percent, the NFRMPO requested late party status but was denied so will instead provide testimony along with DRCOG as a witness for the RAQC. Other alternative proposals were to include all of Weld County in the nonattainment area, voluntarily reclassify the region to Severe status, disapproval of the attainment demonstration, and disapproval of some contingency measures. The RAQC is coordinating with NFRMPO staff on the impacts to federal funding and transportation projects if the MVEBs were reduced thereby causing a conformity lapse. Rebuttal statements are due December 2 and the Air Quality Control Commission (AQCC) hearing is December 16-18.

Reports

Planning Council – Written report was provided.

ROUNDTABLE

Anderson reported Weld County’s Comprehensive Plan and Transportation Plan have been approved. The functional classification map has had some changes and will be updated on the website soon. Approved land use code changes included new criteria for subdivisions and no recorded exemptions.

Oberschmidt reported Evans is finishing the 37th Street Overlay project and will be completing the 23rd Avenue Extension in early December.

Klockeman noted Loveland will be completing their street, bike and pedestrian, and transit plans in the first or second quarter of 2021. The stakeholder committee will be meeting again in December.

Barzak reported Severance is working on their Transportation Master Plan and will have public open houses soon.

Cunningham informed TAC that the next newsletter will include an update to the online construction map. Emails will be sent out soon to request construction project updates for January through June 2021.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – Karasko stated next month’s agenda will include the Safety Performance Measures and the Election of the 2021 TAC officers.

Meeting adjourned at 2:39 PM.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 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
December 16, 2020	2017-2021 NFRMPO Targets for Safety Performance Measures ***CONSENT***	AnnaRose Cunningham
Objective/Request Action		
To approve 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 type="checkbox"/> Discussion <input checked="" 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>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.</p> <p>TAC discussed the 2017-2021 Safety Targets at the November 16 meeting and proposed supporting the Statewide targets. Planning Council discussed the targets at the December 3 meeting and requested the Safety Vision be referenced in submission to the State and FHWA.</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 CDOT and the NFRMPO 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 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

US 34 Widening – Denver Avenue to Centerra Parkway Loveland and CDOT Projects

December 16, 2020
NFRMPO TAC Meeting

David Klockeman, PE
Senior Civil Engineer
Public Works Department

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AGENDA

- US 34 Widening – Project Overview
- Project Area
 - City of Loveland
 - CDOT I-25 Widening Component
- Project Schedules

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Loveland US 34 Widening Overview

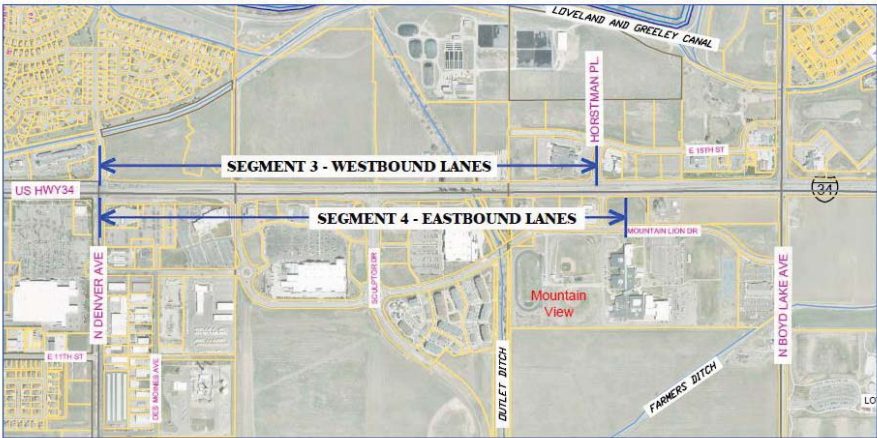
- US 34 widening identified for additional funding in 2015
- Initial Limits Established by Public Works in 2016
 - Denver Avenue to Rocky Mountain Avenue
- Project Elements:
 - Additional travel lane in each direction
 - Auxiliary (turn) lane additions and extensions
 - Improved bike lanes in each direction
 - Additional sidewalk
 - Replace Temporary
 - Fill in Gaps

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Project Area – Denver Avenue to Boyd Lake Avenue (Loveland Project)

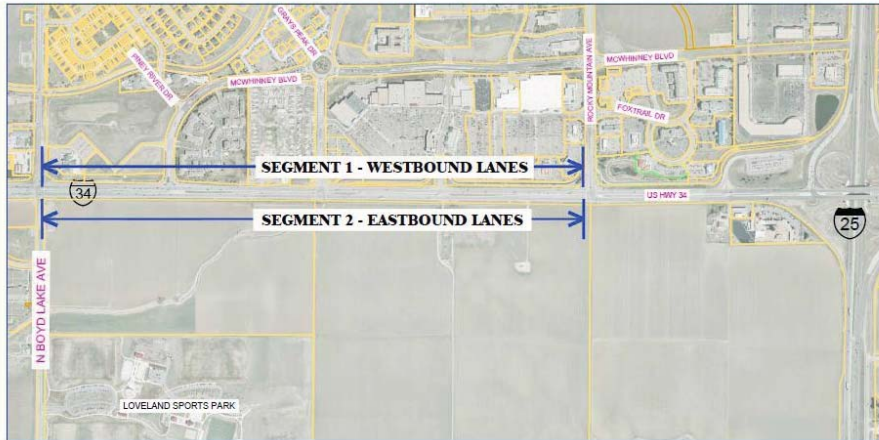


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Project Area – Boyd Lake Avenue to Rocky Mountain Avenue (Loveland Project)



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CDOT US 34 Widening Overview

- US 34 – Rocky Mountain Avenue to Centerra Parkway
 - Added to I-25 Widening Project as Local Companion Project
 - With I-25 and SH 402
 - City contributed \$6M (plus Land Donation for SH 402 PnR)
- Project Elements:
 - Additional travel lane in each direction
 - New Bridges over I-25
 - Replaced Aesthetic Improvements
 - Steel Arches
 - Monuments
 - Landscaping
 - Horses – Removed
 - Permanent Location - TBD

6



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Project Area – Rocky Mountain Avenue to Centerra Parkway (CDOT Project)



7



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US 34 Widening Schedule

- City Sections
 - Proposed Work Sequence (Based on Available Funding)
 1. Westbound – West of Boyd Lake Avenue to Denver Avenue – Underway
 2. Eastbound – Denver Avenue to West of Boyd Lake Avenue – Underway
 3. Westbound – Fall River Drive to East of Boyd Lake Avenue – 2021
 4. Eastbound – East of Boyd Lake Avenue to Rocky Mountain Avenue – Future Construction
- CDOT Section
 - Rocky Mountain Avenue to Centerra Parkway - Underway
 - Scheduled to be complete Late 2021 / Early 2022

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Christmas Bonus – Mobility Hub!!

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QUESTIONS?

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MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: December 16, 2020

Re: NFRMPO Air Quality Program Updates

Background

Due to an increase in air quality topics and proposals that impact the North Front Range MPO, NFRMPO staff have re-distributed work tasks to provide better coverage of air quality tasks. Specifically, Medora Bornhoft will lead air quality planning and AnnaRose Cunningham will lead the Transportation Improvement Program (TIP) and Call for Projects.

Air quality tasks underway or on the horizon include:

- Providing witness testimony during the Air Quality Control Commission's (AQCC) Serious SIP Rulemaking Hearing on December 16-18, 2020 to oppose the alternative proposal to lower Motor Vehicle Emissions Budgets (MVEBs) by 25 percent.
- Participation as a stakeholder in the development of greenhouse gas (GHG) budgets for regional transportation plans, as proposed in the Colorado Energy Office's Draft *Colorado Greenhouse Gas Pollution Reduction Roadmap*. An AQCC rulemaking hearing request is scheduled for April 2021 to address GHG emissions from transportation and the associated AQCC rulemaking hearing is scheduled for July 2021.
- Participation on the Regional Air Quality Council's (RAQC's) Employer-Based Trip Reduction Control Strategy Work Group, which is developing a proposal to reduce ozone through decreasing drive alone commute trips by employees of large employers. The proposal could be recommended to the AQCC as a regulatory program.
- Potentially requesting the Air Pollution Control Division (APCD) complete analysis and submit an exceptional event demonstration to the EPA to remove ozone exceedances influenced by wildfires in 2020.

Action

Staff requests TAC members consider if other local agency staff should be added to the TAC packet distribution list and attend TAC meetings as non-voting members, such as local agency staff working on air quality or other environmental issues.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, December 9, 2020

GoToMeeting Virtual Meeting

Winter Biking Tips

A very bright set of lights; bar mitts/pogies or heavy gloves; shoes covers/booties; wide, knobby tires run at lower pressure; good face lotion; stay inside; wait a few days for it to warm up...it's Colorado!; ear buds/speaker to drown out complaints from the cold kids riding in the Burley.

2019 Larimer and Weld County Community Health Assessment Findings

Suman Mathur (smathur@healthdistrict.org) and Sue Hewitt (shewitt@healthdistrict.org) from the Health District of Northern Larimer County and Cindy Kronauge (ckronauge@weldgov.com) with the Weld County Department of Public Health and Environment presented findings from the respective community health assessments conducted in Fall 2019. The surveys are statistically valid and are conducted every three years. The presenters shared findings summarized by community and various demographic groups related to ease of walking, biking and taking transit; meeting CDC's recommended exercise guidelines; distracted and impaired driving patterns; support for various policies; and top themes from open-ended responses related to active transportation and active living. The results can help planners and other local staff and decision makers identify policies and other strategies that most directly address the perceptions and behaviors reported in the surveys.

The presenters stated they welcome inquiries and additional presentation opportunities. They can process the results at various geographies and across various topic areas and demographic groups to meet the needs of communities and other partners.

2021 Leadership Team and Group Goals

The 2021 Leadership Team will consist of Aaron Fodge (CSU), Abdul Barzak (Town of Severance), Katie Guthrie (City of Loveland), and Ryan Dusil (NFRMPO). The group would like to add 1-2 additional Leadership Team members.

2021 Goals			
Discussions	Recommendations/ Actions	Presentations	Special Events
<ul style="list-style-type: none"> Continue updating the Regional Bike/Ped Project Pipeline Working with railroad and ditch companies Funding opportunities Sharing innovative bike/ped ideas and highlights from local plans 	<ul style="list-style-type: none"> Stay engaged with the 2021 NFRMPO Call for Projects guidelines discussions Participate in the Call for Projects scoring process and offer technical assistance to applicants Assist with implementation of any short-term recommendations from the ATP Expand recruitment efforts to new contacts within and just beyond the NFRMPO region Regular reports to TAC and Planning Council of NoCo's achievements and ongoing initiatives 	<ul style="list-style-type: none"> Front Range Trail Updates (Fort Collins to Wellington and Firestone to Evans) Regional Active Transportation Plan (ATP) updates NFRMPO Mobility Manager Introduction Berthoud Bicycle Safety Stop Law: Lessons Learned (mid-late 2021) 	<ul style="list-style-type: none"> Virtual Walk Audit 101 Training (and record it) Walk Audit in Severance (hybrid virtual and in-person) Celebratory bike ride on the Great Western Trail between Severance and Eaton CSU Bike/Ped Infrastructure Tour

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

APPROVAL OF THE MEETING AGENDA

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

APPROVAL OF THE MINUTES

McLeod **moved** to *APPROVE THE NOVEMBER 5, 2020 MINUTES*. The motion was **seconded** and **passed** unanimously.

LEAD PLANNING AGENCY FOR AIR QUALITY

Air Pollution Control Division

Wojtach explained the updates in the APCD monthly report and provided information on the influence of wildfires on ozone readings. She explained the process of submitting an exceptional event demonstration to the EPA to exclude high readings due to wildfires, noted a decision to submit a demonstration has not yet been made, and identified methods for engaging in the process. Council members expressed support for submitting an exceptional event demonstration.

SIP Hearing

Mallette and Amanda Brimmer, RAQC, provided information on the Air Quality Control Commission (AQCC) rulemaking hearing for the Serious State Implementation Plan (SIP) on December 16-18. As part of the RAQC's hearing statement, Mallette will provide witness testimony to support the motor vehicle emissions budgets (MVEBs) submitted in the SIP and oppose the alternative proposal to reduce the MVEBs by 25 percent.

CONSENT AGENDA

Updated Federal Performance Measures: Pavement Condition, FY2020 TIP Delay Review, FY2021 UPWP Tasks Amendment, and Articles of Association Update

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

ACTION ITEMS

November 2020 TIP Amendment

Bornhoft described the amendment, which includes two new FTA-funded projects for the Transportation Improvement Program (TIP). Ross **moved** to *APPROVE RESOLUTION 2020-25 FOR THE NOVEMBER 2020 TIP AMENDMENT*. The motion was **seconded** and **passed** unanimously.

E-Signature Policy

Kurtz explained the e-signature policy and noted it conforms with state law. Stephens **moved** to *APPROVE RESOLUTION 2020-26 FOR THE E-SIGNATURE POLICY*. The motion was **seconded** and **passed** unanimously.

2021 Officer Elections

Chair D. Clark opened nominations for 2021 Council Chair. *Chair D. Clark **nominated** McLeod*. The motion was **seconded**. *Chair D. Clark **moved** to close nominations and elect McLeod as 2021 Council Chair by Acclamation*. The motion was **seconded** and **passed** unanimously.

Chair D. Clark opened nominations for 2021 Council Vice Chair. *McLeod **nominated** Karspeck*. The motion was **seconded**. *Chair D. Clark **moved** to close nominations and elect Karspeck as 2021 Council Vice Chair by Acclamation*. The motion was **seconded** and **passed** unanimously.

DISCUSSION ITEM

2017-2021 NFRMPO Targets for Safety Performance Measures

Cunningham presented the five safety targets adopted by CDOT and explained the NFRMPO can support the statewide targets or adopt regionally specific targets. She noted data driven targets must be set each year and TAC proposed supporting the statewide targets.



2021 TAC Meeting Dates

**3rd Wednesday of the month
1:00 p.m. – 3:30 p.m.**

January 20, 2021

February 17, 2021

March 17, 2021

April 21, 2021

May 19, 2021

June 16, 2021

July 21, 2021

August 18, 2021

September 15, 2021

October 20, 2021

November 17, 2021

December 15, 2021



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Medora Bornhoft

Date: December 16, 2020

Re: Survey Questions for Completed Call for Projects Improvements Survey

Background

As a follow up from the Discussion on the Call for Projects Improvements Survey results at the November 16, 2020 TAC meeting, attached is the full text of the survey questions. The Call for Projects Improvements survey was open October 22 – November 6, 2020 and was sent to TAC members and applicants from the 2018 Call for Projects.

The results of the survey were presented at the November TAC meeting using paraphrases of the question text. The attachment can be used as a reference when reviewing the summarized survey data, which is available in the [November TAC packet](#).

Action

None.

Call for Projects Improvements Survey

The NFRMPO is seeking input from TAC members and applicants from the 2018 Call for Projects on how to improve the Call for Projects process.

The 2018 Call for Projects was the most recent NFRMPO Call to award federal funding from the Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs. The next Call will be held in mid- to late-2021 and will award an estimated \$18.4M in federal funding in FY2024 and FY2025.

Note: Questions marked with an asterisk are required.

*** 1. If you work for a local government, did your agency apply for funding in the 2018 Call for Projects?**

Applicants in the 2018 Call: Evans, Fort Collins, Greeley, Loveland, Weld County, Windsor
Did not apply in the 2018 Call: Berthoud, Eaton*, Garden City, Johnstown, Larimer County*, LaSalle, Milliken, Severance, Timnath

*Eaton and Larimer County were listed as partner agencies, but did not apply as a primary sponsor

- Yes
- No
- Not Applicable

*** 2. As an applicant in the Call, did your agency experience any of the following barriers in applying for funding or being selected for an award? Select all that apply.**

- We did not experience any barriers.
- The maximum request limits were too low.
- The application was too time consuming.
- The scoring criteria did not accurately weigh the relative benefits of our submitted project(s).
- Other (please specify)

* 2. Why did your agency not apply for funding in the 2018 Call for Projects? Select all that apply.

Note: The [2018 Guidebook](#) identifies the Call requirements and scoring, which you may wish to review prior to answering this question. Requirements are listed on pages 4, 6, 9, and 13-14. The scoring criteria is listed on page 7 for Congestion Mitigation and Air Quality Improvements (CMAQ), page 11 for Surface Transportation Block Grant (STBG), and pages 15-17 for Transportation Alternatives (TA).

- The maximum request limits were too low.
- No interest in federal funds and associated requirements (i.e. too burdensome/restrictive to federalize the project).
- The application was too time consuming.
- The transportation needs in our community were **not eligible** due to the **federal requirements** of the CMAQ, STBG, and TA programs.
- The transportation needs in our community were **not eligible** due to the **requirements set by the NFRMPO** (e.g. roadway projects must be on a Regionally Significant Corridor (RSC), CMAQ and STBG projects must support at least one federal performance target, etc.)
- The transportation needs in our community were **unlikely to be competitive** based on the **scoring criteria** of the Call.
- Was not aware of the availability of funding.
- Unsure of reason for not applying.
- Other (please specify)

The next several questions ask for your feedback on proposals for improving the Call for Projects. The proposals were developed by members of TAC, Planning Council, the NoCo Bike and Ped Collaborative (NoCo), and NFRMPO staff. Since the 2018 Call, feedback has focused on three themes:

- 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.

For more information on these themes, such as how they were addressed in the 2018 Call for Projects and recommendations from the NoCo Bike and Ped Collaborative, you may refer to the following resources:

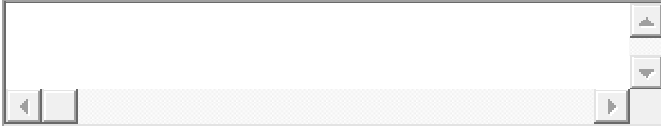
- [2018 Call for Projects Guidebook](#)
- [NoCo's Revised NFRMPO Call for Projects Recommendations Memo](#)
- [September TAC - Preliminary Call for Projects Considerations Discussion](#)
- [October TAC - 2018 Guidebook Review Discussion](#)

You may also reach out to Medora Bornhoft at mbornhoft@nfrmpo.org if you have questions about these proposals.

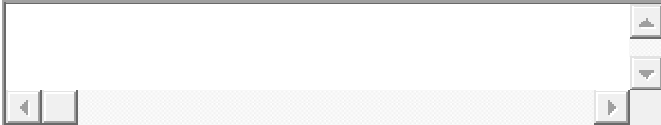
* 3. Indicate your level of support for each of the proposals related to improving the connection between the Call for Projects and regional priorities.

Proposal	Strongly Oppose	Oppose	Neutral	Support	Strongly Support	Unsure and Need More Information
No changes should be made; the process used in the 2018 Call for Projects effectively addressed regional priorities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create set-asides or target allocations for priorities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Revise scoring criteria and weights to emphasize regional connections and incorporate recommendations from NFRMPO Plans.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use subcriteria in CMAQ and STBG, as is done with TA, to facilitate more objective scoring.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leverage the performance measures and targets adopted by the NFRMPO to direct more funding to performance areas where targets are not being met.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>					

4. What are the advantages of the proposed set-aside of \$10M of STBG and/or CMAQ for I-25 Segment 5? Note the Call is expected to have a total of \$18.5M in federal funds available to award for FY2024 and FY2025.

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5. What are the disadvantages of the proposed I-25 set-aside?

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6. What are the advantages of the proposed Bicycle and Pedestrian Project Percentage Allocation Program?

Program Description

The 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 Funding:

- 100 percent of available TA funds¹
- 5 to 12 percent of available CMAQ funds²
- 5 percent of available STBG funds³

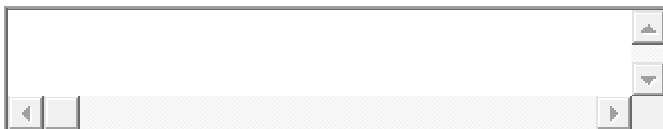
Proposed Conditions:

- 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

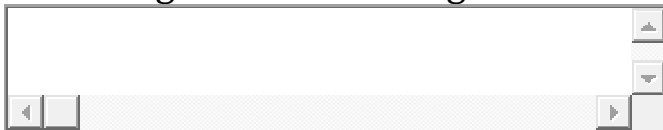
¹ While TA funds can be awarded to project types other than bike/ped improvements, including historic/scenic and environmental projects, 100 percent of TA funds have gone to bike/ped projects in recent NFRMPO Calls. It is estimated \$517K in TA funds will be available in FY2024-FY2025.

² With an estimated \$10M of CMAQ available for FY2024-FY2025, 5 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.

³ With an estimated \$7.8M of STBG available for FY2024-FY2025, 5 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.



7. What are the disadvantages of the proposed Bicycle and Pedestrian Percentage Allocation Program?



*** 8. Indicate your level of support for each of the proposals related to improving regional equity in the Call for Projects.**

As listed on the previous page, the following resources are available for your reference:

- [2018 Call for Projects Guidebook](#)
- [NoCo's Revised NFRMPO Call for Projects Recommendations Memo](#)
- [September TAC - Preliminary Call for Projects Considerations Discussion](#)
- [October TAC - 2018 Guidebook Review Discussion](#)

You may also reach out to Medora Bornhoft at mbornhoft@nfrmpo.org if you have questions about these proposals.

Proposal	Strongly Oppose	Oppose	Neutral	Support	Strongly Support	Unsure and Need More Information
No changes should be made; the process used in the 2018 Call for Projects effectively addressed regional equity.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Adjust the small- and large- community scoring weights in STBG.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the STBG small community set-aside.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create CMAQ small community set-aside.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Set a uniform STBG request limit of 50% of the STBG pool, like in CMAQ, instead of using population-based request limits.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use federal funds to pay consultants to assist small communities with applications.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add scoring criteria on historical funding, with points going toward communities with the lowest award levels relative to their population over the last three Calls for Projects.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 9. Indicate your level of support for each of the proposals related to improving the accuracy and amount of CMAQ emissions benefits.

Learn more about the CMAQ proposals by reviewing the [polling questions and results](#) from the October TAC meeting.

Also, as listed previously, the following resources are available for your reference:

- [2018 Call for Projects Guidebook](#)
- [NoCo's Revised NFRMPO Call for Projects Recommendations Memo](#)
- [September TAC - Preliminary Call for Projects Considerations Discussion](#)
- [October TAC - 2018 Guidebook Review Discussion](#)

You may also reach out to Medora Bornhoft at mbornhoft@nfrmpo.org if you have questions about these proposals.

Proposal	Strongly Oppose	Oppose	Neutral	Support	Strongly Support	Unsure and Need More Information
No changes should be made; the process used in the 2018 Call for Projects effectively accounted for CMAQ emissions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce or eliminate points for the amount of emissions benefit so that cost-effectiveness of the benefit is worth more points.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distinguish short- and long-term emissions estimates by allowing or requiring sponsors to submit two sets of inputs for benefits calculations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Account for varying lifetimes of projects by establishing lifespans by project type and calculating emissions benefits over entire lifetime.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Account for induced demand not captured by the emissions calculation by adding a scoring criterion on level of non-SOV mode share.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve accuracy of future emissions benefits by requiring awardees to estimate emissions benefits of completed projects.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

10. What is the minimum federal award amount needed to make federalizing a project worthwhile for your agency?

11. What suggestions do you have for revising the applications? Please be specific on which sections or questions could be clarified, expanded, condensed, or eliminated, or if any new sections or questions should be added.

For reference, in the 2018 Call the average length of submitted applications for CMAQ funding was 10 pages, the average for STBG was also 10 pages, and the one submitted TA application was 18 pages.

The 2018 Call applications are available at the links below:

CMAQ: <https://nfrmpo.org/wp-content/uploads/2018-cmaq-application.pdf>

STBG: <https://nfrmpo.org/wp-content/uploads/2018-stbg-application.pdf>

TA: <https://nfrmpo.org/wp-content/uploads/2018-ta-application.pdf>

Clarify:

Expand:

Condense:

Eliminate:

New Section/ Question:

12. What other suggestions do you have for the next Call for Projects?

13. Please provide your email address to enable follow up clarification, if needed, on your responses: