

Appendix A FY2022  
& FY2023 MPDG  
Debrief Notes

## Meeting Minutes

**Date:** 02/22/2023 @ 11am Eastern

**Place:** Microsoft Teams Meeting

**Attendance:** Marina Manganaris (US DOT), Paul Trombino (City of Greeley), Bhooshan Karnik (City of Greeley), Ryan Davis (Bolton & Menk), & Madison Burke (Bolton & Menk)

**Project:** Greeley MERGE Application Debrief

Marina Manganaris supports MPDG team within US DOT. Did not evaluate our project specifically.

MERGE –applied to: INFRA, MEGA, and RURAL

1. Overall
  - a. More than 450 applications
    - i. 250 apps for INFRA
      1. 21% of funds went to SMALL projects
      2. 43% of funds went to Rural areas
    - ii. 150 apps for MEGA
      1. 30% of funding to Rural areas
      2. Publish the ratings/review on all for MEGA applications
    - iii. 241 apps for RURAL
  - b. Request 40 billion in funds
2. Phases of review: **Intake, Analysis Review** (high, medium and low rating, Project readiness and BCA), and Statutory requirements review), **Senior review** (reviews all ratings), **Secretary Review**
  - a. If didn't meet all statutory requirements, you automatically go to not recommended
    - i. Highly Rec. rating:
      1. 6 apps for INFRA
      2. 16 apps for MEGA
      3. 25 apps for Rural
3. Specifics of MERGE application
  - a. Recommended category for INFRA and Rural, not MEGA.\*

*\*The project qualified for MEGA but was not recommended as "The applicant submitted, together with the grant application, a data collection and analysis plan that meets the requirements in 49 USC 6701 (g)." The required data collection and analysis plan can be seen in Appendix F of the 2023 application package.*
  - b. Outcome areas:
    - i. Medium high rating for MERGE
      1. Means one three rating and no zeros.
    - ii. 6 criteria for each rating (refer to NOFO for exact titles for each section)
      1. Safety – 3
        - a. Grade separation to benefit all users.

2. State of good repair – 2
  - a. Will address bottleneck as region experiences rapid growth. But not transformative.

Response: Addressed on pages 12, 14, and 16 of the FY23 MPDG Application

3. Economic Impact – 2
  - a. Grade separation by reducing travel times and congestions. Economic Impacts are not significant given the scale of the project.

Response: Addressed on pages 4, 13, 14, 16, and 17 of the FY23 MPDG Application

4. Climate change – 2
  - a. Grade separation improve traffic flow and reduce emissions. Does not demonstrate evidence that modal shifts would occur as a result of the project.

Response: Addressed on pages 3, 15, 17, 18, and 21 of the FY23 MPDG Application

5. Equity - 2
  - a. Removing at grade and improving public transportation. Project does not result in a transformative access.
    - i. Provide some additional numbers – data driven.

Response: Addressed on pages 3, 4, 10, 11, 15, 17, 19, 20, and 21 of the FY23 MPDG Application

6. Innovation areas, - 1
  - a. Does not demonstrate intentions to use innovative technologies mentioned. Demonstrate directly incorporated into planning.
    - i. Incorporate into plans! Need documentation to show it will be incorporated.

Response: Addressed on pages 5, 11, and 21 of the FY23 MPDG Application

- c. Economic Analysis
  - i. Rated High – benefits will exceed its cost (BCA above 1.5)
  - ii. “Only a moderate level of transparency” – external modeling that could not be directly verified.

Response: Addressed on page 24 of the FY23 MPDG Application
  - iii. A few adjustments made:
    1. adjusted safety to reflect 6 year data period. Transit amenity lowered benefits for hub. Share of transit users that will use the hub as 3 of 5 routes don’t serve immediate area. Removed residual value (per USDOT guidelines) –
- d. Overall readiness rating
  - i. Medium low rating – it received all 2s
    1. Technical assessment review – somewhat uncertain rating –

2. Financial – partially complete rating – funding appears uncertain, unclear if done in a timely fashion.

a. Non federal funding identified but not clearly committed support from Colorado DOT and NFRMPO.

Response: Addressed on pages 2, 5, 6, 22 and 29 of the FY23 MPDG Application

3. Environmental – moderate risk rating

a. Project is subject to multiple planning studies to grade separation. But so little info provided for mobility hub on what risks will be there, too much uncertainty, need more information.

Response: Addressed on pages 8, 27, and 28 of the FY23 MPDG Application. As part of the TIFIA discussions, a meeting was held with the local FHWA staff and USDOT staff regarding the project's technical viability

e. Statutory requirements – All were met.

i. Reasonably expected to begin no later than 18 months after obligated – met through follow up information.

4. Highlights of 2023 round

a. All 3 programs again under MPDG but refining NOFO with some lessons learned.

i. INFRA \$1.5 billion

ii. MEGA \$1 billion

iii. RURAL \$300 million

b. Publishing later this Spring – Late March goal

5. Marina to send link to the MEGA reviews – on USDOT website.

# MPDG Debrief

Greeley, Colorado MERGE application

2/14/2024

US DOT Representative: Alex Clegg (Policy office)

5.5 billion available last year. 310 applications over 30 billion requested. Awarded to 57 projects

28 Infra, 11 MEGA, 18 in Rural

MERGE – Mark as many as possible as primary purpose of the project – Medium High Rating

Merit Criteria review:

1. Safety – 3
  - a. Showed why address high priority safety need and how will reduce crashes and make it safer within the community
2. State of Good Repair – 2
  - a. Doesn't discuss much on asset management plan or future maintenance of the project across lifespan. Who is maintaining with costs in future.
3. Economic Impacts, Freight Movement, and Job Creation – 2
  - a. Near economic center, helps with mobility around area. Helping reduces travel time, carpool, bike ped. Looking for more specifics and quantitative evidence on some of the benefits of the project needed.
4. Climate Change, Resiliency, and the Environment – 2
  - a. Improve traffic surface and multimodal opportunities which can reduce greenhouse gas emissions. Nothing else was mentioned. Stormwater impacts, resiliency impacts, make sure to include in the application. Make sure this information is all quickly and easily in this section, not in others.
5. Equity Multimodal Options and Quality of Life – 2
  - a. Not stated as a primary goal. EDA data was good. Saw the benefits.
6. Innovation - 3
  - a. EV and alternative energy. Innovative deployment. CMGC contracting. TIFIA loan.

Economic Analysis:

- BCA – Rated High (Over 1.5), 3
  - Minor changes, nothing of significant to note
- Environmental Risk – Low Risk, 3
  - No red flags
- Technical Capacity – Certain, 3
  - No concerns
- Financial Capacity – Partially complete, 2
  - Medium rating based on potential TIFIA loan, weren't sure if TIFIA funding would arrive in a timely manner. Could include information on contingency plan if TIFIA falls through.

Statutory Review concern:

- INFRA & MEGA – needed stable and committable funding and contingencies (due to TIFIA concern)
  - Need to provide additional contingency

MPDG – NOFO planned for FY25, no timeframe set