



419 Canyon Avenue, Suite 300  
 Fort Collins, Colorado 80521  
 (970) 221-6243  
 (800) 332-0950 (Colorado only)  
 FAX: (970) 416-2406

[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

**Technical Advisory Committee**

- Dawn Anderson—Chair  
City of Evans
- Dennis Wagner—Vice Chair  
Town of Windsor
- Eric Bracke—Past Chair  
City of Greeley
- Stephanie Brothers, Town of Berthoud
- Jeff Bailey, City of Loveland
- Gary Carsten, Town of Eaton
- John Franklin, Town of Johnstown
- Eric Fuhrman, Town of Timnath
- John Holdren, Town of Severance
- Seth Hyberger, Town of Milliken
- Janet Lundquist, Weld County
- Suzette Mallette, Larimer County
- Jessicca McKeown, Town of LaSalle
- Karen Schneiders, CDOT
- Martina Wilkinson, City of Fort Collins

- Aaron Bustow, FHWA
- Amanda Brimmer, RAQC
- Paul Lee, CDPHE
- Gary Thomas, SAINT
- Christopher Barnes, COLT
- Will Jones, GET
- Kurt Ravenschlag, Transfort
- NoCo Bike & Ped Collaborative

**MPO Transportation Staff**

- Terri Blackmore, Executive Director
- Becky Karasko, Regional Transportation Planning Director
- Aaron Buckley, Transportation Planner
- Alex Gordon, Transportation Planner II/ Mobility Coordinator
- Medora Kealy, Transportation Planner
- Jenna Levin, Transportation Planner

**Next TAC Meeting:**  
 July 20, 2016  
 1:00 to 4:00 p.m.

**Town of Windsor Wi-Fi**  
**Username:** Windsor-WLAN  
**Password:** Windsor@WLAN

**NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA**

June 15, 2016  
 Windsor Community Recreation Center  
 250 N. 11<sup>th</sup> Street—Pine Room  
 Windsor, Colorado

1:00 to 4:00 p.m.

1. Public Comment (2 minutes each)
2. Approval of May 18, 2016 Meeting Minutes (page 2)

**CONSENT AGENDA:**

3. 2016 CMP Annual Report (page 8) Kealy

**ACTION ITEMS:**

No items this month.

**OUTSIDE PARTNERS REPORTS (verbal):**

4. NoCo Bike Ped Collaborative
5. Regional Transit Items
6. Senior Transportation
7. Regional Air Quality Council

**DISCUSSION ITEMS:**

8. US 34 PEL Studies Partnerships Lou Keen, CDOT
9. Additional STP-Metro and CMAQ Funding Allocation (page 15) Buckley/Karasko
10. Calibration of TTI Performance Measure Target (page 23) Kealy
11. FY2020-2021 Call for Projects—CMAQ (page 24) Gordon

**REPORTS:**

- NFRMPO Counter Program Update (page 26) Buckley/Karasko
- Mobility Committee Updates Gordon/Karasko
- Roundtable All

**MEETING WRAP-UP:**

- Final Public Comment (2 minutes each)
- Next Month's Agenda Topic Suggestions

**TAC MEMBERS:** If you are unable to attend this meeting, please contact Becky Karasko at (970) 416-2257 or [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org).  
 Thank you.

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

**Windsor Recreation Center - Pine Room  
250 North 11<sup>th</sup> Street  
Windsor, CO**

**May 18, 2016  
1:05 – 3:18 p.m.**

**TAC MEMBERS PRESENT:**

Dawn Anderson, Chair – Evans  
Dennis Wagner, Vice-Chair – Windsor  
Jeff Bailey – Loveland  
Eric Bracke – Greeley  
Amanda Brimmer – RAQC  
Aaron Bustow – FHWA  
John Holdren – Severance  
Seth Hyberger – Milliken  
Janet Lundquist – Weld County  
Suzette Mallette – Larimer County  
Gary Thomas – SAINT  
Martina Wilkinson – Fort Collins

**NFRMPO STAFF:**

Aaron Buckley  
Alex Gordon  
Becky Karasko  
Medora Kealy  
Jenna Levin

**CALL TO ORDER**

Chair Anderson called the meeting to order at 1:05 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE APRIL 20, 2016 TAC MINUTES**

Bracke moved to approve the April 20, 2016 TAC meeting minutes, Thomas supported the motion and it was approved unanimously.

**CONSENT ITEMS**

**2016 Q2 TIP Amendment** – Bracke moved to recommend Planning Council approve the 2016 Q2 TIP Amendment. Wilkinson supported the motion and it was approved unanimously.

**ACTION ITEMS**

**FY2017 Unified Planning Work Program (UPWP)** – Karasko asked TAC to recommend approval of the FY2017 UPWP tasks to Planning Council. She stated the Finance Committee will review and approve the budget at their May meeting. TAC was provided a handout of the local match numbers as a reference.

**TAC MEMBERS ABSENT:**

Stephanie Brothers – Berthoud  
Gary Carsten – Eaton  
John Franklin – Johnstown  
Eric Fuhrman – Timnath  
Jessica McKeown – LaSalle  
Karen Schneiders – CDOT

**IN ATTENDANCE:**

David Averill – CDOT  
Christopher Barnes – COLT  
Marissa Gaughan – CDOT  
Will Jones – GET  
Jeff Purdy – FHWA  
Kurt Ravenschlag – Transfort  
Kathy Seelhoff – CDOT  
Wade Willis – Windsor, NoCo Bike & Ped

Thomas moved to recommend Planning Council approve the FY2017 UPWP, Wagner supported the motion and it was approved unanimously.

### **OUTSIDE PARTNERS REPORTS (verbal)**

**Northern Colorado (NoCo) Bike & Ped Collaborative** – Willis stated the May 11 meeting included an update on the permanent trail counter installations; Mallette and Jeffrey Boring from Larimer County presented updates on N I-25 plans and how they relate to the Poudre River Trail. The 2017 Northern Colorado Bike & Walk Conference committee held its first meeting prior to the regular NoCo meeting. Willis requested ideas from TAC members for the conference and stated the primary goal is to educate and engage elected officials on non-motorized transportation opportunities and about the November 2017 conference.

**Regional Transit Items** – Jones stated GET held the first meeting for the Greeley and Fort Collins via Windsor route last month. Travel behavior survey data will be collected from students at UNC, Aims Community College, and Front Range Community College in the fall. . GET completed their second annual 'Ride Free with ID' survey with positive results.

Barnes reported COLT staff will attend a special Loveland City Council session on June 26 to review COLT's Strategic Plan.

**Senior Transit Items** – Thomas reported Colorado State University and Columbine Health System have partnered to start The Center for Healthy Aging. The partnership will be research focused with community outreach components. Thomas was invited to interview candidates for the Center's director and will provide further details when they are available.

**Regional Air Quality Council (RAQC)** – Brimmer stated the State Implementation Plan (SIP) will be posted on Monday, May 23. Written public comments will be due May 31, and oral comments can be provided at the June 3 RAQC Board meeting. Written comments may be submitted to [SIPComments@raqc.org](mailto:SIPComments@raqc.org).

RAQC received their revised modeling, which shows attainment at 75.7 parts per billion (ppb) and 75.8 ppb, meeting the EPA standard of 75 ppb because the decimals are truncated. Only certain control measures receive credit in the SIP. Voluntary measures, transit, voluntary lawn and garden programs, and outreach programs, and all of the data that is built into the transportation model. These items, in addition to federally required measures, will be included in the SIP and will ensure compliance by 2017. The SIP is expected to be recommended to the Air Quality Control Commission (AQCC) on June 30. The AQCC is expected to review and approve the measures at an October hearing. Subsequently, it will be forwarded to the legislature and the Environmental Protection Agency (EPA) in early 2017.

The 'Mow Down Pollution' events on April 30<sup>th</sup> and May 7<sup>th</sup> were successful, with 112 electric mowers sold and an 80 percent recycle rate. A 'Mow Down' event will be held in Denver on June 4. Thomas mentioned the NFRMPO is working with the RAQC to bring the Ozone Aware marketing initiatives to this region.

### **PRESENTATION**

**Rural Regional Statewide Bus Network Plan** – David Averill, CDOT Division of Transit and Rail (DTR) presented a recommended change in the FTA §5311(f) funding distribution from a grant program to a competitive bid process. The goal is to increase the statewide transit network with a mix of private and public services to address regional and intercity mobility needs. The Plan will assess intermodal connectivity along the current network, recommend strategies to reduce VMT and emissions using existing services, and expand the network where possible.

The existing network is connected, but can be inconvenient due to varying bus route schedules and difficult travel times. Within Colorado, intercity bus carriers cut many routes a decade ago and the smaller network that resulted from these cuts is a primary concern in the Statewide Bus Network Plan. CDOT initiated a pilot program allowing Intercity Bus (ICB) Companies, such as Greyhound, to provide unsubsidized capital or operating miles as an in-kind match to encourage the reinstatement of services. Challenges include inconvenient schedules, a lack of shared branding, differing fare structures, operationalized capital, and a rural/urban disconnect. CDOT would like to maximize service for covering capital costs and wants to move toward the State of Washington's model, which transitioned from a grant program to a competitive bid process in 2007.

Jones stated the ICB route through Greeley is subsidized by WYDOT and asked if extending Bustang from Greeley to Denver is still being considered. Averill confirmed it is being considered. An application process will be used before rolling the money into §5311(f). DTR is studying transit service on US-85. Jones stated service from Greeley to Denver would be helpful.

Ravenschlag stated he is concerned with reducing private carrier subsidies for the interstate services. Averill stated he believes the private carriers would still bid due to the competitive framework, even if the routes may not be as profitable. Ravenschlag asked if the connections can retain their interstate service. Averill responded CDOT is seeking to maintain maximum connectivity.

In August, DTR will request Transportation Commission approval of the operating plan and procurement of 10 to 13 Bustang busses. Upon approval, CDOT will request bids. Some routes would be packaged for the bid to create a competitive approach for a two-year period. Averill requested TAC members contact him or Mike Timlin if they have comments.

## **DISCUSSION**

**2016 CMP Annual Report** – Kealy presented changes to the Draft 2016 Congestion Management Process (CMP) Annual Report. The report title has changed to the 2016 CMP Annual Report and it will include 2015 data. The six page brochure will be the full CMP Annual Report and a technical supplement will provide background calculations.

The CMP Annual Report measures congestion using the regional Travel Time Index (TTI) with the adopted target of 2.5, which was set in the 2040 Regional Transportation Plan (RTP) Goals, Objectives, Performance Measures, and Targets (GOPMT). CDOT established and uses the Planning Time Index (PTI) after NFRMPO adopted its target, which displays more congestion. On May 5<sup>th</sup>, TAC received a memo from staff on travel time reliability thresholds and staff received feedback. Staff proposes the CMP Annual Report include analysis of the TTI measure of the adopted target, and supplement with the PTI. Data from the NFRMPO Regional Travel Demand Model shows the region meeting the target for the TTI. The region is not meeting the CDOT target for the PTI.

Based on FHWA's CMP Guidebook, congestion management strategies included in the report are grouped, into four categories: Travel Demand Management (TDM), public transportation improvements, traffic operations improvements/Intelligent Transportation Systems (ITS), and additional system capacity. Kealy requested TAC provide feedback by Friday, May 20<sup>th</sup> so comments can be included in the May 24<sup>th</sup> Council packet. The Annual Report will return to TAC for recommendation to Planning Council on June 15<sup>th</sup>, and to Planning Council for Action on July 7<sup>th</sup>.

Malette asked if the project list was taken from the TIP and the federally obligated projects list. Kealy responded they are congestion-related projects from the TIP and the Federally Obligated

Projects list. She added to let her know if any additional projects should be included. Bracke stated he believes there is still a mistake in the TTI data and the data does not identify the correct congested locations. He stated the analysis of VMT was not clear as the two data sources contradict each other. He stated he understands the two targets, but the brochure should state which one the region used and why. Kealy stated she would investigate the issue. Bracke requested clarification on the role the CMP has in the TIP selection process. Kealy stated the RTP performance measures were used in the TIP selection process. Lundquist requested the report restate the connection as between the performance measures and project selection process.

Jones stated 2015 transit agency information should be available and should be used. Kealy stated she will make the update. Mallette stated one of the highlighted bottlenecks is in a rural area. Wilkinson added she does not believe County Road 29 is within the NFRMPO region. Karasko stated staff will review the intersection.

Wilkinson asked how projects were divided into the categories. Karasko stated the four strategy categories and associated projects were from the FHWA CMP Guidebook.

**FY2020-2021 Call for Projects** – Gordon discussed the proposed CMAQ project categories, target category pools, and funding availability for projects not completely within the NFRMPO boundary. Discussion surrounded the proposed target percentages and funding availability. Following April's TAC meeting, staff investigated eligible CMAQ projects and FAST Act changes.

Gordon discussed the 17 eligible CMAQ project categories identified by FHWA, the staff proposed four project categories, and proposed target percentages. TAC members discussed projects benefiting air quality operating outside of the NFRMPO boundary. Lundquist stated Milliken should be removed from the land percentage element. She is concerned Larimer, Weld, and Milliken are being penalized. Karasko stated the NFRMPO is trying to keep funding and benefits equitable within the boundary. Mallette stated she would be comfortable making projects which go outside of the boundary less eligible. Wilkinson questioned the method for calculating the project percent within the boundary and how the outside benefits would be deducted. Ravenschlag suggested a lower rating if the project location is unclear. Karasko suggested applicants provide a map to document project locations in the application.

Wilkinson asked why staff is recommending using the same category percentages. Karasko stated the percentages are different. TAC members discussed the need for categories and percentages. Karasko responded equity could be increased by allowing additional project types in the call. Ravenschlag stated the funding category targets are helpful in ensuring a variety of project types are selected. Karasko stated projects would not be funded simply because a target percentage was set and indicated the target percentages could be removed. Lundquist approved of removing the percentages. Karasko responded the application can be modified for those entities with area outside of the NFRMPO. Mallette stated she agrees with the application modification and stated she understands staff would like to ensure one entity does not receive all of the funding.

Gaughan questioned if a cost-benefit analysis system is in place. Karasko replied an emissions benefit process is in place. Lundquist added there is a cost benefit analysis, but emissions reduction is weighed over cost. Air quality projects with the greatest impact should be prioritized in the scoring process; however, it should be acceptable if the benefit is outside of the region. Ravenschlag proposed keeping the project categories, but not the percentages. Wilkinson suggested using the same project categories as the last call. Karasko asked if TAC members wanted the four proposed project categories or the three project categories from the previous call for projects. Lundquist responded the four project categories and to establish percentages

later. Mallette agreed. Karasko confirmed the four project categories will be used without percentages.

**Non-Motorized Plan (NMP) Update** – Buckley presented the updated table of contents for the NMP, which is expected to be adopted by Council in December 2016. TAC feedback on the table of contents was requested by May 31. A NMP steering committee has been formed and additional participation was requested. The committee will meet the third Tuesday of the month at the Windsor Recreation Center from 9:00 to 11:00 a.m. Non-motorized transportation data requests were sent to communities to request additional data to incorporate into the Plan.

Wilkinson questioned if the existing conditions section of the Plan's table of contents is related to safety or performance measures. Bracke questioned if staff will be able to complete the plan within the proposed timeline. Karasko requested the TAC offer feedback on section appropriateness. Several TAC members asked if the deadline could be extended. Karasko stated the NFRMPO will consider extending the timeline for the plan.

Buckley discussed the mobile bicycle and pedestrian counter MOU. Communities using the counters will be assessed prorated fees for tubing and batteries in the yearly member dues beginning in 2017.

**2040 RTP Summary Brochure** – Levin discussed the draft 2040 RTP Brochure and requested comments by May 31. Bustow requested the federal mandate statement be removed and the website link be moved to the cover. Lundquist requested the statement about the 2007 NFRMPO border expansion be replaced with a statement regarding the member governments. Wilkinson requested Council and TAC information be added. Gaughan recommended the Air Quality Planning section be less technical and state how it impacts the public.

## **REPORTS**

**NFRMPO Counter Program Update** – Buckley reported the permanent bicycle and pedestrian counters were installed at the River Bluffs Open Space and the Rover Run Dog Park along the Poudre River Trail.

**Mobility Committee Update** – Gordon reported on the April 21<sup>st</sup> Larimer County Mobility Committee meeting, which included a presentation on the Larimer County Workforce Center. The upcoming Weld County Mobility Committee meeting will have a presentation from GET on their new Strategic Plan and discussion regarding the NMP.

## **ROUNDTABLE**

Karasko stated the NFRMPO has additional STP-Metro, CMAQ, and TAP funds following CDOT's recent reconciliation adjustment. She asked TAC members if they would like to allocate the funds to remaining unfunded projects from the 2014 Call for Projects or roll them into the upcoming Call for Projects. Mallette asked if there are current projects eligible for and able to use the funding. Karasko responded staff will provide TAC with list of the eligible projects at the June TAC meeting.

Gaughan reported two trainings will be held on the Transportation Alternatives project applications. Participation in the workshop is encouraged for entities applying for these funds.

## **MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

### **Next Month's Agenda Topic Suggestions**

Anderson requested Bracke present on the Greeley Adaptive Signals project next month. Bracke agreed.

**Meeting adjourned at 3:18 p.m.**

**Meeting minutes submitted by:**

Jenna Levin, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, June 15, 2016 at the Windsor Recreation Center, Pine Room.**

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
June 15, 2016	2016 CMP Annual Report **CONSENT**	Medora Kealy
<b>Objective/Request Action</b>		
Staff is requesting TAC recommend Planning Council approve the 2016 Congestion Management Process (CMP) Annual Report at their July 7, 2016 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Staff drafted the 2016 CMP Annual Report, which reports on six congestion-related performance measures from the 2040 Regional Transportation Plan (RTP) and assesses the effectiveness of strategies implemented to manage congestion as required by federal regulations</li> <li>• The report focuses on the Regionally Significant Corridors (RSCs) in the NFRMPO region</li> </ul>		
<b>Committee Discussion</b>		
<p>At the April 20, 2016 and May 18, 2016 TAC meetings, the Draft 2016 CMP Annual Report was discussed. Staff incorporated all applicable suggestions from TAC members.</p> <p>The Draft 2016 CMP Annual Report was presented to Planning Council at their June 2, 2016 meeting as a Discussion Item. Discussion focused on the inability of the Travel Time Index (TTI) analysis to identify congestion. Planning Council requested TAC identify congested locations and NFRMPO staff calibrate the TTI target to the identified congested locations for future reporting, beginning with the 2017 CMP Annual Report. Planning Council indicated their support for the Draft 2016 CMP Annual Report based on the targets adopted in the 2040 RTP.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• This is the first CMP Annual Report since the 2015 Congestion Management Process was adopted in September 2015</li> <li>• Federal legislation requires urbanized areas with over 200,000 residents have a Congestion Management Process (CMP), including a periodic assessment of the effectiveness of strategies through established performance measures</li> <li>• The NFRMPO meets the federal requirements for periodic assessment through annual reporting</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• The report fulfills federal requirements for the periodic assessment of the effectiveness of congestion management strategies in terms of the region's established performance measures</li> <li>• Analysis will inform regional priorities in future RTPs and federal funding project selection in the TIP</li> </ul>		
<b>Disadvantages</b>		
Not having an Annual Report means the NFRMPO is not meeting federal reporting requirements.		
<b>Analysis/Recommendation</b>		
Staff requests TAC members recommend Planning Council approve the 2016 Congestion Management Process (CMP) Annual Report at their July 7, 2016 meeting.		
<b>Attachments</b>		
2016 CMP Annual Report		

Rev. 9/17/2014



# 2016 Congestion Management Process Annual Report



## What is the CMP Annual Report?

The Congestion Management Process (CMP) Annual Report examines congestion in the NFRMPO region and assesses the effectiveness of strategies implemented to manage congestion. The annual report fulfills federal requirements for periodic assessment as part of the CMP.

The report focuses on the Regionally Significant Corridors (RSCs) as identified in the [2040 Regional Transportation Plan \(RTP\)](#). The CMP Performance Measures section provides baselines and trends for the six performance measures related to congestion identified in the RTP. The analysis shows the region is meeting the targets for three of the five measures with available data. Additional information is included as outlined in the [2015 CMP](#).

## What is congestion?

Congestion occurs when there are too many vehicles attempting to use the same facility at the same time. Congestion results in slower travel times, which decreases the quality of the transportation user's experience and increases the risk of vehicle crashes.

There are two types of congestion: recurring and non-recurring. Causes of recurring congestion include unrestrained demand, insufficient capacity, and ineffective management of capacity. Causes of non-recurring congestion include temporary events such as traffic incidents, weather events, special events, work zones, and emergencies.

## CMP Performance Measures

### Travel Time Index (TTI)

The travel time index (TTI) indicates how much longer it takes to travel a road during peak travel periods compared with free-flow conditions. For example, a TTI of 1.3 means travel time is 30% longer during peak periods than during free-flow.

The NFRMPO target for this measure is maintaining at least 80% of RSCs with a TTI of 2.5 or lower. The target is considered attainable, and was set at that level to ensure compliance and avoid potential funding impacts.

To supplement this analysis, data is presented for the more aspirational target set by the Colorado Department of Transportation (CDOT) for the Planning Time Index (PTI). The PTI assesses travel time reliability by comparing the 95th percentile travel time during the peak period to free-flow conditions.

The PTI represents the amount of time needed to arrive on-time 95% of the time. The CDOT target is 1.08 PTI or lower on 90% or greater of non-Interstate NHS centerline miles and 1.25 PTI or lower on 90% or greater of Interstate centerline miles.

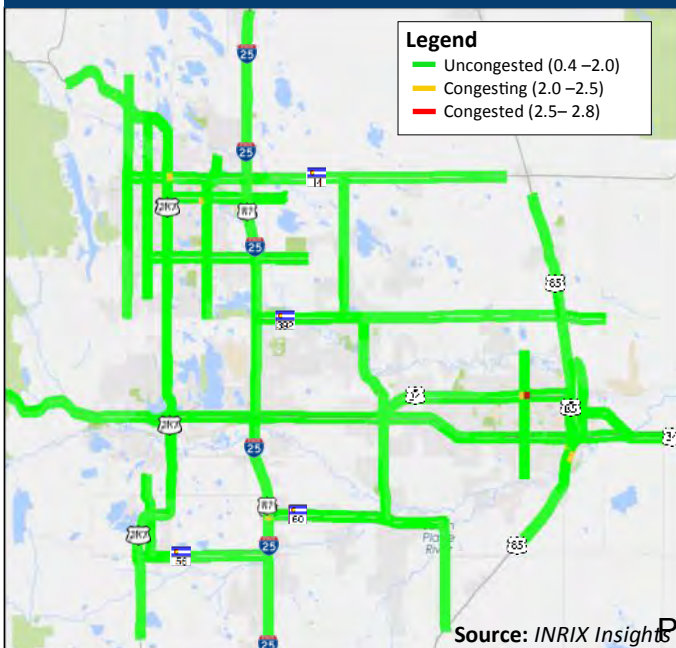
There are two sources of data for the TTI:

- INRIX provides real-time probe data that covers 67.7% of the RSC mileage in the region. According to this dataset, none of the RSCs had a TTI above 2.5 in 2014, and one section of an RSC had a TTI above 2.5 in 2015 (see map). This section is on 35th Ave at US-34 Business in Greeley. According to this analysis, 100% of RSCs met the target in 2014, and 99.9% of RSCs met the target in 2015.

*Continued on next page...*

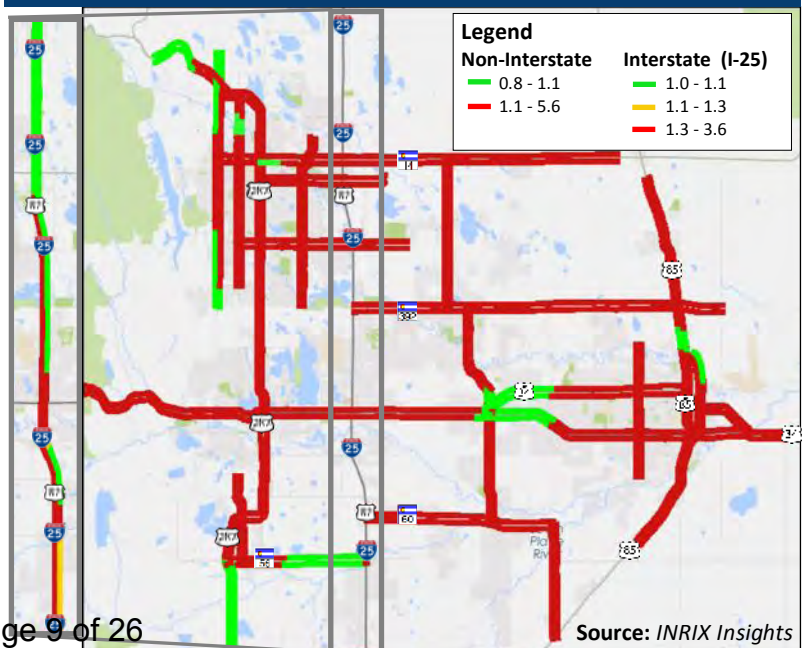


### Travel Time Index on RSCs, 2015




Source: INRIX Insights Page 9 of 26

### Planning Time Index on RSCs, 2015





Source: INRIX Insights

## Travel Time Index (TTI) - Continued

- Vehicle travel time collector systems are maintained by the cities of Fort Collins, Greeley, and Loveland. The Fort Collins system began collecting data in 2014, while the other systems were installed in 2015. All systems are currently being expanded. According to the Fort Collins system, two sections of RSCs had a TTI above 2.5 in 2015, which represents 4.8% of RSCs with data. 

There are two sources of data for the PTI:

- According to INRIX data for 2015, 13.0% of RSC road sections met the thresholds of 1.08 PTI or lower on non-Interstates and 1.25 PTI or lower on Interstates. This analysis indicates the region is not meeting the CDOT target of 90% of roadway miles meeting the specified thresholds (See PTI Map on Page 1). 
- According to the vehicle travel time collector system in the City of Fort Collins, none of the road sections met the thresholds of 1.08 PTI or lower on non-Interstates in 2015 (there is no data for Interstates using this system). 

Sources: INRIX Insights, City of Fort Collins

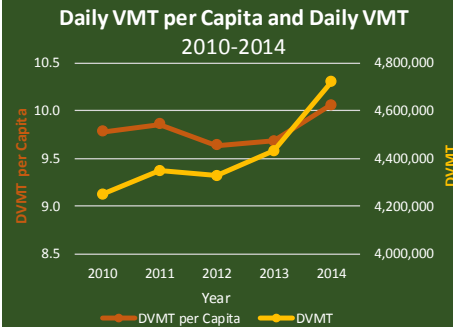
## Vehicle Miles Traveled (VMT)



### Growth per Capita

VMT is the number of miles traveled by vehicles within a specified region and during a specified time period.

The target for this measure is a lower increase in regional VMT than the increase in regional population. This target was set as a stretch goal.



CDOT measures VMT for state maintained facilities (US and State Highways), which cover 686 lane miles in the NFRMPO region. From 2010 to 2014, daily VMT

(DVMT) increased by 11.1% while population in the region increased by 8.0%. DVMT per capita increased from 9.8 miles per day per person in 2010 to 10.1 in 2014, an increase of 2.9%. The target for this measure is not currently being met. 

Sources: CDOT, DOLA


## Non-Motorized Facilities per Capita



The total miles of non-motorized facilities per capita indicates the availability of non-motorized transportation options in the region. Increasing the availability of non-motorized transportation may help to mitigate congestion.

The target for this measure is an increase of at least 2% per capita. This target was set as a stretch goal.

Data for the pedestrian network is available for 2012, and updated data will be available later this year. Full analysis of this measure will be included in the Non-Motorized Plan and in the 2017 CMP Annual Report.

Data for the bicycle network is available for 2012 and 2014. The number of miles of bicycle facilities in the region increased from 629 miles in 2012 to 664 miles in 2014. As of 2014, there are 1.4 miles of bicycle facilities for every 1,000 people in the region. There was a 1% increase in bicycle facilities per capita from 2012 to 2014. The status for this target is unknown. 


Sources: Municipalities, Counties, and CDOT

## Fixed-Route Revenue Hours per Capita within Service Areas



This performance measure provides an indication of availability of transit service.

The target for this measure is a 30% increase. This target was set as a stretch goal.

In 2012, across the three local and/or regional fixed-route transit systems, revenue hours per capita was 0.41. In 2015, revenue hours per capita increased to 0.49. Most of that increase can be attributed to Transfort, which experienced a 37.4% increase in revenue hours per capita from 2012 to 2015. Revenue hours per capita increased by 1.6% for COLT over the same time period. GET also experienced an increase in the total number of revenue hours, but on a per capita basis revenue hours declined by 16.6%. Data is not available for the North Route of CDOT's Bustang service. Systemwide, revenue hours per capita increased 19.4% from 2012 to 2015. The target for this measure is not currently being met. 


Source: National Transit Database, Transit Agencies, CDOT

## Transit Service Vehicles within Useful Life Parameters Established by FTA



The percentage of transit service vehicles within useful life parameters indicates the maintenance of the public transportation system.

The target for this measure is to maintain 75% of vehicles within useful life parameters. This target was set as a stretch goal.

In 2015, 75.0% of vehicles in operation by Transfort, GET, and COLT were within useful life parameters. The percentage of vehicles within useful life is 40.0% for COLT, 75.9% for GET, and 81.1% for Transfort. The target for this threshold is currently being met. 

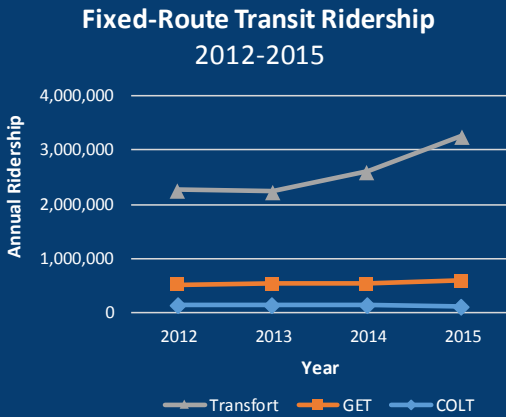
Source: Transit Agencies

### Note on Transit-Related CMP Performance Measures

Transit-related CMP performance measures assess performance of the publicly-owned fixed-route transit systems in the region. Three public agencies provide local and/or regional fixed-route transit service: Transfort, operated by the City of Fort Collins; Greeley-Evans Transit (GET), operated by the City of Greeley; and City of Loveland Transit (COLT), operated by the City of Loveland. A state-owned fixed-route transit system, Bustang, provides interregional service between Fort Collins and Denver via the North Route.

## CMP Performance Measures

### Fixed-Route Ridership per Capita within Service Areas



This performance measure indicates use of the fixed-route transit system.

The target for this performance measure is a 10% increase. This target was set as a stretch goal.

In 2012, systemwide transit ridership per capita was 9.8. In 2015, ridership per capita increased to 11.9. Most of that increase can be attributed to Transfort, which increased from 15.8 trips per capita in 2012 to 20.6 trips per capita in 2015. GET experienced an increase in ridership, along with a higher increase in population, resulting in a decline in ridership per capita from 5.5 trips per capita in 2012 to 5.1 in 2015. Ridership per capita on COLT decreased from 2.2 trips per capita in 2012 to 2.0 in 2015. The Bustang system began in July 2015, and ridership on the North Route is included in the systemwide value for 2015.

Systemwide, ridership per capita increased 21.6% from 2012 to 2015. The target for this measure is currently being met.



Source: National Transit Database, Transit Agencies, CDOT

## Implemented and Programmed Projects

### Congestion Management Strategies

Implemented and Programmed projects presented in this report provide one or more congestion management strategies. Congestion management strategies can be organized into four main categories, as identified in FHWA's "Congestion Management Process: A Guidebook." Strategies associated with each category are shown below. They do not constitute an exhaustive list of congestion management strategies. All reasonable strategies must be evaluated and deemed ineffective or infeasible prior to the consideration of additional system capacity.

- **Transportation Demand Management (TDM)**
  - Congestion pricing
  - Parking management and parking pricing
  - Pedestrian and bicycle improvements
  - Telework and flexible work hours
  - Ridesharing programs
  - Land use controls and growth management programs
- **Traffic Operations Improvements / Intelligent Transportation Systems (ITS)**
  - Traffic metering
  - Access management
  - Converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes
  - Bus-only shoulder lanes
  - Traffic signal optimization
  - Geometric improvements
  - Road diets
  - Traffic Incident Management (TIM)
- **Public Transportation Improvements**
  - Operations improvements
  - Capacity improvements
  - Bicycle and pedestrian accessibility improvements
- **Additional System Capacity**
  - New HOV or HOT lanes
  - Intersection improvements
  - Center turn lanes
  - Overpasses or underpasses
  - New travel lanes (including truck climbing lanes)

Source: Congestion Management Process: A Guidebook. U.S. Department of Transportation, Federal Highway Administration. April 2011. [http://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/cmpguidebk.pdf](http://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf)

### Strategy Effectiveness

Each congestion management strategy category contributes improvements to one or more CMP Performance Measures.

**TDM Strategies** contribute improvements toward the TTI, VMT Growth per Capita, and Non-Motorized Facilities per Capita measures.

**Traffic Operations Improvements / ITS Strategies** contribute improvements toward the TTI measure.

**Public Transportation Improvement Strategies** contribute improvements toward the TTI, VMT Growth per Capita, Fixed-Route Revenue Hours per Capita within Service Areas, Transit Service Vehicles within Useful Life Parameters, and Fixed-Route Transit Ridership measures.

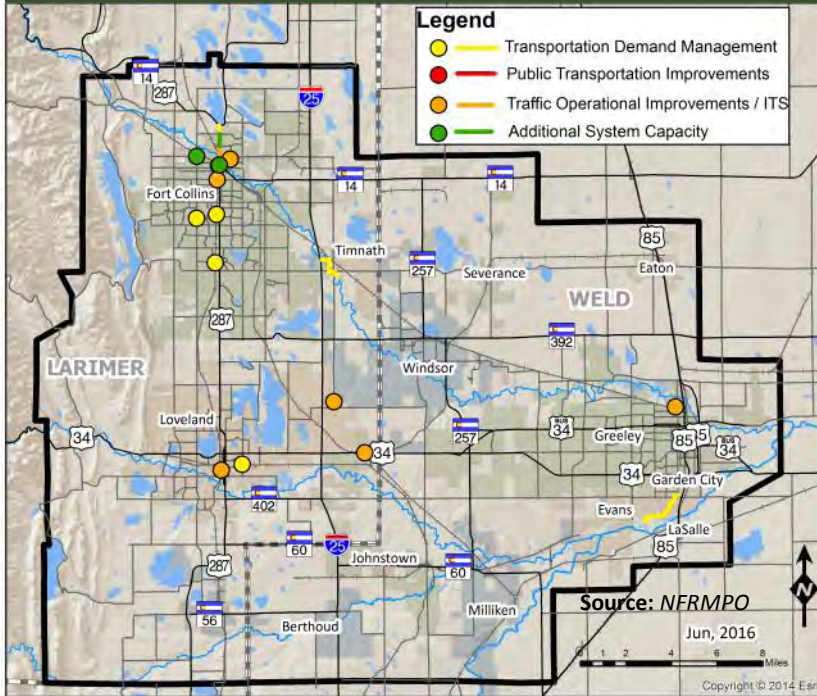
**Additional System Capacity Strategies** contribute improvements toward the TTI measure.



# Implemented and Programmed Projects

## Implemented Projects

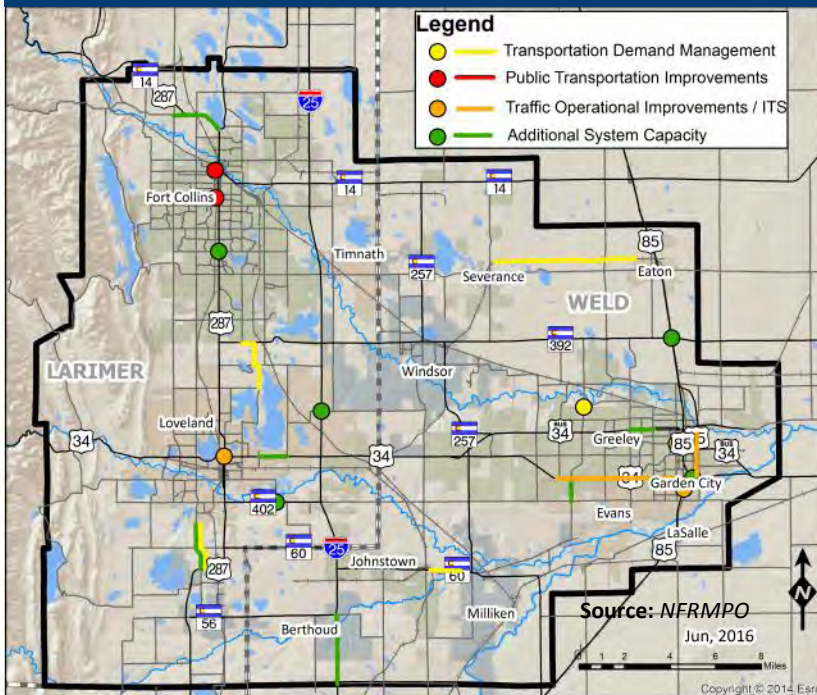
Projects selected by the NFRMPO Planning Council for FY12-17 funding that were completed in FY15 or earlier are considered implemented projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Mason Trail Overpass @ BNSF	Multiple
	Mason/Corridor Troutman Crossing	None
	Poudre River Tr: North Timnath	Multiple
	Madison Ave Bridge – Loveland	Multiple
	Evans Bike/Ped Trail-Phase II	Multiple
	37 <sup>th</sup> St. Bike/Ped Evans Ph I	Multiple
	Fort Collins FC Bikes CMAQ FY12 and FY13	Multiple
	US 287: Willox to SH 1 & Ped Bridge	US 287
	LCR17 Poudre Bridge Replacement	LCR 17
	Fort Collins Shields & LaPorte Bridges	LCR 17
Traffic Operational Improvements / ITS	North College Avenue Improvement	US 287
	Loveland I-25/ US34/Crossroads VMS	Multiple
	North Ft Collins Adaptive Signals	Multiple
	Fort Collins Traffic Signal Sys Software	Multiple
	Greeley Fiber Optic Communications #2	Multiple
Additional System Capacity	Loveland Fiber Optic Project	Multiple
	US287: Conifer to Willox	US 287
	Jefferson Street/SH14 Improvements	SH 14
	Shields St & Vine Dr Intersection Imp	LCR 17

## Programmed Projects

Projects selected by the NFRMPO Planning Council for FY12-17 or FY16-19 funding that have not yet been completed are considered programmed projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Sheep Draw Trail Poudre Connection	None
	Milliken to Johnstown Trail Connection	None
	Berthoud CR 17 Bike Lanes	LCR 17
	Great Western Trail	None
	Colorado Front Range Trail	None
Traffic Operational Improvements / ITS	Adaptive Signal US 85 Greeley	US 85
	10th Street Access Control Implementation	US 34 Business
	US 85 Access Control at 31st Street Intersection	US 85
	Loveland Traffic Optimization	Multiple
	Greeley Signal Timing 2016	Multiple
Public Transportation Improvements	Adaptive Signals 34 and 85 Bypass	Multiple
	Secure Bicycle Parking (2 locations)	Multiple
Additional System Capacity	US 287: SH1 to LaPorte Bypass	US 287 & SH1
	US 34 & US 85 Interchange Bridges	US 34 & US 85
	10 <sup>th</sup> Street in Greeley: Phase II	US 34 Business
	US 34 Business (10 <sup>th</sup> St): 23 <sup>rd</sup> to 35 <sup>th</sup>	US 34 Business
	US 34 Widening	US 34
	I-25 Truck Climbing Lane	I-25
	LCR 17 Expansion	LCR 17
	65th Avenue Widening	65th Ave
	I-25/Crossroads Bridge	I-25
	Horsetooth and College Intersection Improvement	US 287
US 85 & SH392	US 85 & SH 392	
SH 402 & CR 9e	SH 402	
65 <sup>th</sup> Ave: US34 Bypass to 37 <sup>th</sup> Ave	65 <sup>th</sup> Ave	

## The CMP's Role in Project Selection



The Transportation Improvement Program (TIP) provides the transportation-related projects and activities to be funded in the region over the next four years. The TIP reflects the CMP performance measures and strategies as required by federal regulations.

The current version of the TIP addresses funding for FY16-19 and includes projects selected from an approved Call for Projects process held in 2014. Project applications were required to indicate which of the 2040 RTP Goals and Performance Measures the project would impact, and were scored in part based on the project's contribution toward the Goals and Performance Measures. Many of the 2040 RTP Goals and Performance Measures are included as part of the CMP. Specifically, three of the four Goals are related to congestion — Mobility, Multi-Modal, and Operations — and six of the 12 Performance Measures are related to congestion.

## Additional Information

### Transportation Funding and Gas Tax



The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015 by President Obama. The FAST Act authorizes \$305 B in funding for surface transportation over a five year period (FY 2016—FY 2020). It is anticipated Colorado could receive an average of \$566 M for each of the five years for a total of \$2.8 B in funding.

According to the CDOT FY 2015-16 Budget Allocation Plan, the largest source of revenue other than Federal Highway Revenue - Highway Trust Fund is the Highway User Tax Fund (HUTF). The HUTF is primarily funded through the state motor fuel tax, along with vehicle registration fees and other vehicle fees and surcharges. The state gasoline tax is \$0.22 per gallon, and has not increased since 1993.

### Major Regional Bottlenecks



As defined by INRIX, bottlenecks occur when speeds fall below 60% of free flow speed for at least 5 minutes over a stretch of road at least 0.3 miles long. Once speed returns to 60% of free flow speed for more than 10 minutes the bottleneck is considered cleared.

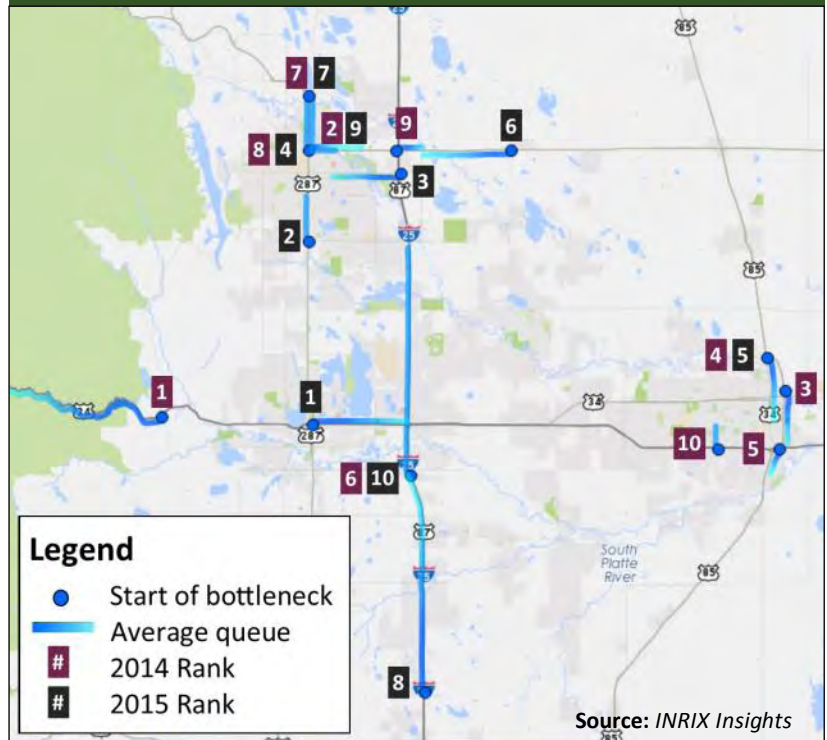
Roadway locations that experience bottlenecks are ranked according to average duration, average maximum length, and number of occurrences of bottlenecks.

The 10 locations most impacted by bottlenecks in 2014 and 2015 are displayed in the map. The dark blue circle represents the start of the bottleneck, and the light blue tail represents the average length of the queue behind the bottleneck location.

In 2014, the location most impacted by bottlenecks was eastbound US 34 at CR-29, west of Loveland. In 2015, the location most impacted by bottlenecks was westbound US 34 at US 287/N Lincoln Avenue in Loveland.

Source: INRIX Insights

### Top 10 Bottleneck Locations in 2014 and 2015



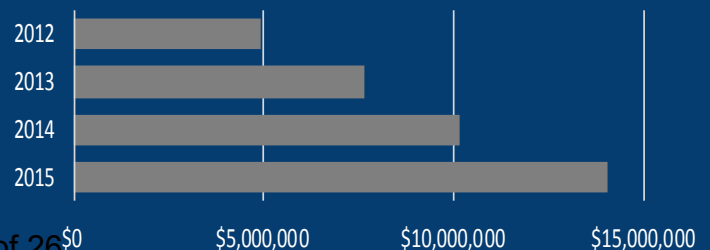
Source: INRIX Insights

### Cost of Congestion

Congestion in the NFRMPO region on RSCs cost users \$4.9 M in 2012, and the cost increased 186% to \$14.0 M in 2015. The cost of delay per hour is estimated by the Texas Transportation Institute at \$16.79 for passenger vehicles and \$86.81 for commercial vehicles in 2012 dollars. Delay costs are calculated when speeds fall 20 mph or more below average speeds.

Source: INRIX Insights

### Cost of Congestion, 2012-2015





# Additional Information

**Retail Gas Price and VMT in Colorado**  
2001-2016



## Gas Prices and VMT

Retail prices for all grades of gasoline in Colorado rose to a high of \$4.08 in 2008, fell sharply in 2009, and hovered between \$2.80 and \$3.80 in 2011–2013. Gas prices again fell sharply in late 2014, and averaged \$2.41 in 2015.

VMT in Colorado increased almost every year from 2000 to 2007, fell in 2008 and 2009, fluctuated slightly between 2010 and 2013, and grew 4.3% in 2014.

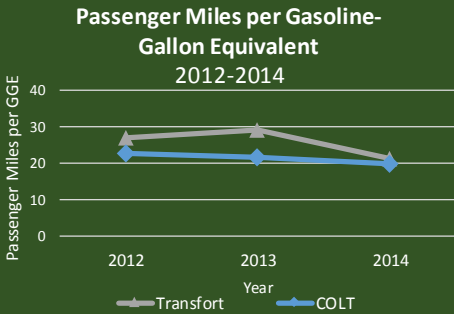
Sources: U.S. Energy Information Administration, FHWA

## Transit Passenger Miles per Gallon

Passenger miles per gasoline-gallon equivalent (pmpGGE) measures the per-passenger fuel economy of the fixed-route transit system, and is related to transit system use and fuel efficiency. This measure indicates how many passengers were moved one mile per gallon of fuel. Fuel is measured in gasoline-gallon equivalents (GGE).

From 2012 to 2014, pmpGGE dropped from 27.0 to 21.5 for Transfort, and from 22.9 to 20.0 for COLT. Contributing to the drop was a decline in average trip length for passengers on both systems. On average, passengers traveled 2.6 miles per trip in 2014 on Transfort, a 10.9% decline from 2012. The average trip length for passengers on COLT in 2014 was 5.8 miles, a 7.6% decline from 2012. The decline in average trip length could indicate more efficient transit routes for passengers.

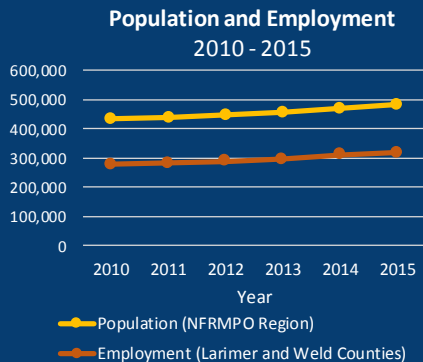
Data is not available for GET or CDOT's Bustang North Route.



Source: National Transit Database

## Population and Employment

Population in the North Front Range region increased 11.0% from 2010 to 2015, with an average growth rate of 2.1% per year. Employment increased 14.4% in Larimer and Weld counties from 2010 to 2015, with an average growth rate of 2.7% per year.



Sources: DOLA, BLS

## Transit On-Time Performance

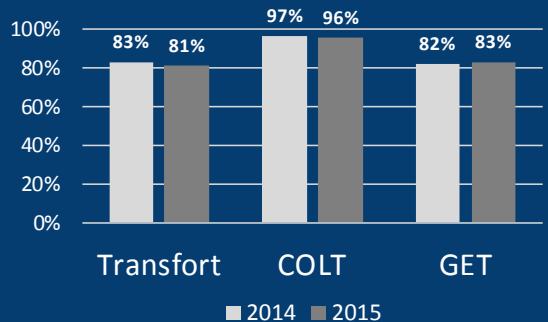
On-time performance is the percentage of time a bus remains on its published schedule. Transit agencies determine the range of time that qualifies as "on-time." The definitions used by the three transit agencies that provide fixed-route service in the region are listed in the table.

In 2014, on-time performance was 83% for Transfort, 97% for COLT, and 82% for GET. In 2015, on-time performance decreased slightly for both Transfort and COLT to 81% and 96%, respectively, and increased slightly for GET, to 83%. Data is not available for CDOT's Bustang.

**Definition of On-Time**

Transit Agency	On-Time Minimum	On-Time Maximum
Transfort	1 min. early	5 min. late
COLT	15 sec. early	5 min. late
GET	0 min. early	8 min. late

**On-Time Performance**



Source: Transit Agencies

The Technical Supplement to this report is available at:

**North Front Range MPO (NFRMPO)**  
419 Canyon Avenue  
Suite 300  
Fort Collins, CO 80521

Main Line: (970) 221-6243  
Toll Free: (800) 332-0950 (CO only)  
Email: [staff@nfrmpo.org](mailto:staff@nfrmpo.org)  
Web: [nfrmpo.org](http://nfrmpo.org)



# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By										
June 15, 2016	Additional STP-Metro and CMAQ Funding Allocation	Aaron Buckley										
<b>Objective / Request Action</b>												
Allocate additional FY2015-FY2016 STP-Metro and CMAQ revenue from CDOT.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action										
<b>Key Points</b>												
<ul style="list-style-type: none"> <li>• CDOT's Office of Financial Management and Budget (OFMB) has completed its reconciliation adjustments for FY2015-FY2016</li> <li>• The reconciliation lists an additional STP-Metro allocation of \$305,932 for the NFRMPO</li> <li>• The reconciliation lists an additional CMAQ allocation of \$149,196 for the NFRMPO</li> <li>• Additional allocation is to be programmed for NFRMPO FY2016 STP-Metro and CMAQ projects in the TIP</li> </ul>												
<b>Committee Discussion</b>												
<p>This is the first time TAC has seen the reconciliation.</p> <p>Possible additional STP-Metro allocation of \$305,932:</p> <ul style="list-style-type: none"> <li>• Small Community Portion (28.5%): \$87,191</li> <li>• Large Community Portion (71.5%): \$218,741             <ul style="list-style-type: none"> <li>• \$32,133 to fill unfunded Fort Collins, Horsetooth and College Intersection Improvements (2) project</li> <li>• Remaining \$273,799 to fund a portion of the Evans, 65<sup>th</sup> Avenue Widening project: total unfunded portion is \$414,405 (\$577,554 unfunded amount minus \$163,149 STP Metro funds in August 2015)</li> </ul> </li> <li>• \$303,260 would be the resulting total small communities owe large communities (existing amount of \$116,652 plus \$186,608)</li> </ul> <p>Possible additional CMAQ allocation of \$149,196:</p> <ul style="list-style-type: none"> <li>• CNG Bus Replacement (per vehicle cost):             <ul style="list-style-type: none"> <li>• Greeley Evans Transit (GET): \$392,862 [Total federal request divided by 15 vehicles quoted in Call for Projects]</li> <li>• Transfort: \$500,000 [Call for Projects quoted cost per bus, 8 buses were requested]</li> <li>• City of Loveland Transit (COLT): Unknown vehicle cost, staff estimates \$363,308 per vehicle based on federal recommendation reduction divided by two [Total Call for Projects funding request \$2,208,000]</li> </ul> </li> <li>• CNG Equipment (per vehicle cost):             <ul style="list-style-type: none"> <li>• Weld County [Quoted costs, Call for Projects]:                 <table border="0" style="width: 100%;"> <tr> <td>Class 8: \$230,000 (10 vehicles)</td> <td>Class 3: \$40,000 (3 vehicles)</td> </tr> <tr> <td>Class 7: \$230,000 (10 vehicles)</td> <td>Class 2: \$40,000 (3 vehicles)</td> </tr> <tr> <td>Class 5: \$40,000 (5 vehicles)</td> <td>Class 1: \$35,000 (2 vehicles)</td> </tr> <tr> <td>Class 4: \$40,000 (5 vehicles)</td> <td></td> </tr> </table> </li> <li>• Loveland: \$77,096 [Total project cost divided by 38 vehicles quoted in Call for Projects]</li> <li>• Larimer County [Quoted costs, Call for Projects]:                 <table border="0" style="width: 100%;"> <tr> <td>Class 3: 48,000 (12 vehicles)</td> <td>Class 2: \$43,000 (28 vehicles)</td> </tr> </table> </li> </ul> </li> </ul> <p>The NFRMPO STP-Metro, CMAQ, and TAP Project Funding Schedule is attached to this AIS.</p>			Class 8: \$230,000 (10 vehicles)	Class 3: \$40,000 (3 vehicles)	Class 7: \$230,000 (10 vehicles)	Class 2: \$40,000 (3 vehicles)	Class 5: \$40,000 (5 vehicles)	Class 1: \$35,000 (2 vehicles)	Class 4: \$40,000 (5 vehicles)		Class 3: 48,000 (12 vehicles)	Class 2: \$43,000 (28 vehicles)
Class 8: \$230,000 (10 vehicles)	Class 3: \$40,000 (3 vehicles)											
Class 7: \$230,000 (10 vehicles)	Class 2: \$40,000 (3 vehicles)											
Class 5: \$40,000 (5 vehicles)	Class 1: \$35,000 (2 vehicles)											
Class 4: \$40,000 (5 vehicles)												
Class 3: 48,000 (12 vehicles)	Class 2: \$43,000 (28 vehicles)											

### Supporting Information

On May 16, 2016, CDOT's OFMB released a memo detailing reconciliation adjustments for FY2015-FY2016 allocations. The changes included additional STP-Metro and CMAQ allocations for the NFRMPO based on actual revenues received from FHWA. The adjustments are being applied to currently open FY2016 pools; however, the allocations are being rolled forward to FY2017 due to CDOT's STIP deadlines.

### Advantages

Allocating additional STP-Metro and CMAQ funds ensures the funds are programmed in a timely manner and allows the TIP to remain fiscally constrained.

### Disadvantages

None noted.

### Analysis /Recommendation

Staff requests TAC members review the attached tables and make a recommendation on allocating the additional STP-Metro and CMAQ funds.

### Attachments

- CDOT FY 2015-16 Reconciliation Adjustments Memo and FY 2016-17 Program Allocations
- NFRMPO STP-Metro, CMAQ, and TAP Project Funding Schedule

Rev. 9/17/2014



### FY 2016-2019 STP-Metro Project Funding Schedule

Projects approved by Planning Council on December 4, 2014

<b>A. Leftover funding total (Line C + Line B): \$598,833 (must be spent in 2016 or before)</b>
<b>B. Remaining funding needed to complete last call for projects (65th Ave widening project): \$435,684</b>
<b>C. Remaining leftover funding needed to be allocated after 65th Ave widening project allocation (Line A - Line B): \$163,149</b>
<b>D. Available federal funding FY 2016-2019: \$13,174,114</b>
<b>E. Total available federal funding (Line A - Line D): \$13,772,947</b>

Project Sponsor	Project Name	Federal Request	Federal Recommendation	Unfunded	Rank	Leftover funding needed to be allocated option one	Leftover funding needed to be allocated option two	Federal Fiscal Year			
								2016	2017	2018	2019
<b>CDOT</b>											
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1	-	-	\$3,000,000			
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1	-	-		\$1,000,000	\$1,000,000	
<b>Large Communities</b>											
Fort Collins	Horsetooth and College Intersection Improvements (2)	\$2,400,000	\$2,367,867	\$32,133	2	\$116,652	-		\$1,252,912	\$1,114,955	
Loveland	US 34 Widening	\$2,320,000	\$1,108,031	\$1,211,969	1		-			\$646,560	\$461,471
Larimer County/Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5		-			\$532,014	\$333,841
Greeley	10 <sup>th</sup> Street Access Control Implementation	\$3,100,000	\$1,498,216	\$1,601,784	3		-				\$1,498,216
Fort Collins	US 287 Intersection Improvements	\$1,168,000	\$0	\$1,168,000	3	-	-				
<b>Small Communities</b>											
Evans	65 <sup>th</sup> Ave Widening	\$1,808,259	\$1,230,705	\$577,554	3	\$46,497	\$163,149	\$293,529	\$937,176		
Eaton/Weld County	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2	-	-		\$103,440		
Berthoud/Larimer County	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1	-	-				\$1,000,000
<b>Total</b>		<b>\$14,765,554</b>	<b>\$13,174,114</b>	<b>\$4,591,440</b>	<b>-</b>	<b>\$163,149</b>	<b>\$163,149</b>	<b>\$3,293,529</b>	<b>\$3,293,528</b>	<b>\$3,293,529</b>	<b>\$3,293,528</b>

The large community portion of the remaining leftover funding needed to be allocated, \$116,652, will go into the Evans project with the understanding if additional funding comes into the small community pot it will go to the large community pot until the \$116,652 is reached.

**FY 2016-2019 CMAQ Project Funding Schedule**  
 Projects approved by Planning Council on December 4, 2014

<b>A. Leftover funding total (must be spent in 2016 or before):</b>	<b>\$1,605,904</b>
<b>B. Additional leftover funding needed to be allocated:</b>	<b>\$0</b>
<b>C. Available Federal Funding FY 2016-2019:</b>	<b>\$12,185,866</b>
<b>D. Total Available Funding (Line A + Line C):</b>	<b>\$13,791,770</b>

CMAQ Pool	Project Sponsor	Project Name	Federal Request	Federal Recommendation Reduction	Unfunded	Rank	Leftover funding needed to be allocated	Federal Fiscal Year			
								2016	2017	2018	2019
Signal Timing	Greeley	Greeley Comprehensive Traffic Signal Timing	\$185,000	\$185,000	\$0	1	\$0 <small>(\$34,083 allocated to CNG Bus Replacement)</small>	\$185,000			
	Loveland	Loveland Traffic Optimization	\$380,000	\$380,000	\$0	4		\$380,000			
	Loveland	Loveland Adaptive Signals	\$770,000	\$0	\$770,000	6					
CNG Bus Replacement	Greeley	GET CNG Bus Replacement	\$5,892,933	\$3,989,657	\$1,903,276	5	\$0	\$874,269	\$778,567	\$778,567	\$1,558,255
	Fort Collins	Transfort CNG Bus Replacement	\$3,311,600	\$3,003,092	\$308,508	7		\$1,418,013	\$791,926	\$793,154	
	Loveland	COLT CNG Bus Replacement	\$2,208,000	\$726,616	\$1,481,384	8				\$363,308	\$363,308
CNG Equipment	Weld County	Vehicle Replacement /Facility Expansion/LaSalle Vehicle Replacement	\$5,303,429	\$4,741,110	\$562,319	2,3	\$0	\$1,699,302	\$1,252,472	\$887,936	\$901,400
	Loveland	Loveland CNG Vehicle Replacement	\$2,343,720	\$383,147	\$1,960,573	9			\$127,716	\$127,716	\$127,716
	Larimer County	Larimer County CNG Vehicle Replacement	\$1,473,662	\$383,147	\$1,090,515	10			\$95,787	\$95,787	\$95,787
<b>Total</b>			<b>\$21,868,344</b>	<b>\$13,791,770</b>	<b>\$8,076,574</b>	<b>-</b>	<b>\$0</b>	<b>\$4,652,371</b>	<b>\$3,046,467</b>	<b>\$3,046,467</b>	<b>\$3,046,466</b>

**Total of \$34,083 needed to be distributed among the Signal Timing projects to make up for funding the CNG Bus Replacement projects in 2016.**

*Total of \$23,836 needed to be distributed among the bus projects to make up for fully funding the signal timing projects. It was distributed by amount awarded. \$12,550 was taken out of GET in 2016, \$8,936 out of Transfort in 2016. Both projects had \$1,175 taken out additionally to make up for the Loveland portion, \$2,350 total. Transfort gets the \$1,175 back in 2018 and GET in 2019.*

**FY 2016-2019 TAP Project Funding Schedule**  
 Projects approved by Planning Council on December 4, 2014

<b>A. Available Federal Funding: \$1,000,000</b>	<b>\$ 1,005,908</b>
<b>B. Additional leftover funding needed to be allocated:</b>	<b>\$0</b>
<b>C. Total Federal Funding:</b>	<b>\$ 1,005,908</b>

Project Sponsor	Project Name	Federal Request	Federal Recommendation	Federal Fiscal Year			
				2016	2017	2018	2019
Larimer County/Fort Collins/Loveland	Colorado Front Range Trail	\$450,000	\$455,908	\$255,908	\$200,000		
Windsor/Severance/Eaton	Great Western Trail	\$550,000	\$550,000		\$50,000	\$250,000	\$250,000
<b>Total</b>		<b>\$1,000,000</b>	<b>\$1,005,908</b>	<b>\$255,908</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$250,000</b>

DATE: May 16, 2016

TO: Metropolitan Planning Organizations (MPOs) and Region Transportation Directors (RTDs)

FROM: Maria Sobota, Chief Financial Officer, Division of Accounting and Finance (DAF)  
Jeff Sudmeier, Multimodal Planning Branch Manager, Division of Transportation Development (DTD)

SUBJECT: FY 2016-17 Program Allocations and FY 2015-16 Reconciliation Adjustments

In March of each year, the Transportation Commission adopts the annual budget for the upcoming State fiscal year beginning on July 1. The annual budget includes estimates of federal revenues for the federal fiscal year that begins on October 1. Annual program allocations based on this budget are distributed to CDOT budget pools and notification for suballocated programs are provided to the MPOs. Attachment A outlines FY 2016-17 allocations for suballocated programs, based on the recently adopted FY 2016-17 Annual Budget.

FY 2015-16 allocations for these programs were communicated in a memo dated August 3, 2015. Adjustments to these amounts were noticed on December 3, based on the reconciliation of FY 2014-15 revenues. The Division of Accounting and Finance (DAF) recently completed a reconciliation of actual federal revenues for FY 2015-16 to the estimates originally distributed to CDOT budget pools. Because the timing of receipt of information on actual federal revenues varies year to year, multiple adjustments are sometimes made to a single year. For example, FY 2015-16 estimates were adjusted in December 2015 based on the prior year's reconciliation, and are now being adjusted again based on the current year's reconciliation. Attachment B includes the adjustments based on the reconciliation of FY 2015-16 revenues, and the revised allocations which will be reflected in FY 2015-16 budget pools after adjustments are made.

If you have questions or concerns, please feel free to contact Jeff Sudmeier at 303-757-9063, or Andrew Wheeler at 303-757-9499.

Attachments

Attachment A: FY 2016-17 Program Allocations  
Attachment B: FY 2015-16 Program Allocations and Reconciliation

CC: Region Planners, Region Business Managers, DTD Liaisons

Attachment A - FY 2016 -17 Program Allocations

FY 2016 - 17 Program Allocations

	RPP	TAP			CMAQ			STP-M			Metro-PL		
	TOTAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
Region 1	\$ 17,768,964	\$ 2,069,191	\$ 1,655,353	\$ 413,838	\$ 1,004,098	\$ 831,293	\$ 172,805	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 2	\$ 9,927,713	\$ 1,582,522	\$ 1,266,017	\$ 316,504	\$ 200,820	\$ 166,259	\$ 34,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 3	\$ 7,132,510	\$ 1,565,965	\$ 1,252,772	\$ 313,193	\$ 401,639	\$ 332,517	\$ 69,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 4	\$ 11,621,669	\$ 2,268,168	\$ 1,814,535	\$ 453,634	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 5	\$ 3,549,144	\$ 714,790	\$ 571,832	\$ 142,958	\$ 401,639	\$ 332,517	\$ 69,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ 7,247,252	\$ 6,000,000	\$ 1,247,252	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DRCOG	\$ -	\$ 2,838,058	\$ 2,270,447	\$ 567,612	\$ 32,317,761	\$ 26,755,874	\$ 5,561,887	\$ 38,477,808	\$ 31,855,777	\$ 6,622,031	\$ 5,600,427	\$ 4,636,594	\$ 963,833
GVMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ 273,207	\$ 56,793
NFR	\$ -	\$ 316,134	\$ 252,907	\$ 63,227	\$ 4,124,301	\$ 3,414,509	\$ 709,792	\$ 4,286,084	\$ 3,548,449	\$ 737,635	\$ 805,155	\$ 666,588	\$ 138,567
PPACG	\$ -	\$ 668,702	\$ 534,962	\$ 133,740	\$ 1,017,676	\$ 842,534	\$ 175,142	\$ 9,066,130	\$ 7,505,849	\$ 1,560,281	\$ 1,178,192	\$ 975,426	\$ 202,767
PACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 289,765	\$ 60,235
UFR TPR	\$ -	\$ -	\$ -	\$ -	\$ 695,982	\$ 576,204	\$ 119,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 50,000,000</b>	<b>\$ 12,023,531</b>	<b>\$ 9,618,825</b>	<b>\$ 2,404,706</b>	<b>\$ 47,411,168</b>	<b>\$ 39,251,706</b>	<b>\$ 8,159,462</b>	<b>\$ 51,830,022</b>	<b>\$ 42,910,075</b>	<b>\$ 8,919,947</b>	<b>\$ 8,263,775</b>	<b>\$ 6,841,579</b>	<b>\$ 1,422,196</b>

FY 2016 - 17 Metro-PL Allocations

	TOTAL FHWA/FTA			TOTAL FHWA			TOTAL FTA		
	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
DRCOG	\$ 5,600,427	\$ 4,636,594	\$ 963,833	\$ 4,090,829	\$ 3,386,797	\$ 704,032	\$ 1,509,598	\$ 1,249,796	\$ 259,802
GVMPO	\$ 330,000	\$ 273,207	\$ 56,793	\$ 241,048	\$ 199,564	\$ 41,484	\$ 88,952	\$ 73,643	\$ 15,309
NFR	\$ 805,155	\$ 666,588	\$ 138,567	\$ 588,125	\$ 486,909	\$ 101,216	\$ 217,030	\$ 179,679	\$ 37,351
PPACG	\$ 1,178,192	\$ 975,426	\$ 202,767	\$ 860,610	\$ 712,499	\$ 148,111	\$ 317,582	\$ 262,926	\$ 54,656
PACOG	\$ 350,000	\$ 289,765	\$ 60,235	\$ 255,657	\$ 211,659	\$ 43,999	\$ 94,343	\$ 78,106	\$ 16,236
<b>TOTAL</b>	<b>\$ 8,263,775</b>	<b>\$ 6,841,579</b>	<b>\$ 1,422,196</b>	<b>\$ 6,036,270</b>	<b>\$ 4,997,428</b>	<b>\$ 1,038,842</b>	<b>\$ 2,227,505</b>	<b>\$ 1,844,151</b>	<b>\$ 383,354</b>

Attachment B - FY2015 - 16 Program Allocations and Reconciliation

FY 2015 - 16 Program Allocations with FY 2014 - 15 Adjustments

	RPP	TAP			CMAQ			STP-M			Metro-PL		
	TOTAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
Region 1	\$ 17,768,964	\$ 2,081,113	\$ 1,664,891	\$ 416,223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 2	\$ 9,927,713	\$ 1,591,640	\$ 1,273,312	\$ 318,328	\$ 200,000	\$ 165,580	\$ 34,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 3	\$ 7,132,510	\$ 1,574,988	\$ 1,259,991	\$ 314,998	\$ 400,000	\$ 331,160	\$ 68,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 4	\$ 11,621,669	\$ 2,281,238	\$ 1,824,990	\$ 456,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 5	\$ 3,549,144	\$ 718,909	\$ 575,127	\$ 143,782	\$ 400,000	\$ 331,160	\$ 68,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ 8,455,127	\$ 7,000,000	\$ 1,455,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DRCOG	\$ -	\$ 2,854,411	\$ 2,283,528	\$ 570,882	\$ 31,074,626	\$ 25,726,683	\$ 5,347,943	\$ 34,435,717	\$ 28,509,330	\$ 5,926,387	\$ 5,279,609	\$ 4,370,988	\$ 908,621
GVMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ 273,207	\$ 56,793
NFR	\$ -	\$ 317,956	\$ 254,365	\$ 63,591	\$ 3,853,801	\$ 3,190,562	\$ 663,239	\$ 3,835,830	\$ 3,175,684	\$ 660,146	\$ 759,033	\$ 628,403	\$ 130,629
PPACG	\$ -	\$ 672,555	\$ 538,044	\$ 134,511	\$ 950,930	\$ 787,275	\$ 163,655	\$ 8,113,732	\$ 6,717,359	\$ 1,396,373	\$ 1,110,700	\$ 919,549	\$ 191,152
PACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 289,765	\$ 60,235
UFR TPR	\$ -	\$ -	\$ -	\$ -	\$ 650,335	\$ 538,412	\$ 111,923	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 50,000,000</b>	<b>\$ 12,092,811</b>	<b>\$ 9,674,248</b>	<b>\$ 2,418,562</b>	<b>\$ 45,984,820</b>	<b>\$ 38,070,832</b>	<b>\$ 7,913,988</b>	<b>\$ 46,385,279</b>	<b>\$ 38,402,372</b>	<b>\$ 7,982,907</b>	<b>\$ 7,829,342</b>	<b>\$ 6,481,912</b>	<b>\$ 1,347,430</b>

FY 2015 - 16 Reconciliation Adjustments from FAST Act Apportionments

	RPP	TAP			CMAQ			STP-M			Metro-PL*		
	TOTAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
Region 1	\$ -	\$ 57,762	\$ 46,209	\$ 11,552	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 2	\$ -	\$ 44,176	\$ 35,341	\$ 8,835	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 3	\$ -	\$ 43,714	\$ 34,971	\$ 8,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 4	\$ -	\$ 63,316	\$ 50,653	\$ 12,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 5	\$ -	\$ 19,953	\$ 15,963	\$ 3,991	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DRCOG	\$ -	\$ 79,225	\$ 63,380	\$ 15,845	\$ 1,499,860	\$ 1,241,734	\$ 258,126	\$ 3,317,391	\$ 2,746,468	\$ 570,923	\$ 196,938	\$ 163,045	\$ 33,893
GVMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NFR	\$ -	\$ 8,825	\$ 7,060	\$ 1,765	\$ 180,210	\$ 149,196	\$ 31,014	\$ 369,528	\$ 305,932	\$ 63,596	\$ 28,313	\$ 23,440	\$ 4,873
PPACG	\$ -	\$ 18,667	\$ 14,934	\$ 3,733	\$ 44,467	\$ 36,814	\$ 7,653	\$ 781,643	\$ 647,122	\$ 134,521	\$ 41,431	\$ 34,301	\$ 7,130
PACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UFR TPR	\$ -	\$ -	\$ -	\$ -	\$ 30,411	\$ 25,177	\$ 5,234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 335,638</b>	<b>\$ 268,510</b>	<b>\$ 67,128</b>	<b>\$ 1,754,947</b>	<b>\$ 1,452,921</b>	<b>\$ 302,026</b>	<b>\$ 4,468,562</b>	<b>\$ 3,699,522</b>	<b>\$ 769,040</b>	<b>\$ 266,682</b>	<b>\$ 220,786</b>	<b>\$ 45,896</b>

\*Combines FY 2014 - 15 and FY 2015 - 16 adjustments for Metro-PL

FY 2015 - 16 Program Allocations with FY 2014 - 15 and FY 2015 - 16 Reconciliation Adjustments

	RPP	TAP			CMAQ			STP-M			Metro-PL		
	TOTAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL
Region 1	\$ 17,768,964	\$ 2,138,875	\$ 1,711,100	\$ 427,775	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 2	\$ 9,927,713	\$ 1,635,816	\$ 1,308,653	\$ 327,163	\$ 200,000	\$ 165,580	\$ 34,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 3	\$ 7,132,510	\$ 1,618,702	\$ 1,294,962	\$ 323,740	\$ 400,000	\$ 331,160	\$ 68,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 4	\$ 11,621,669	\$ 2,344,554	\$ 1,875,643	\$ 468,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Region 5	\$ 3,549,144	\$ 738,863	\$ 591,090	\$ 147,773	\$ 400,000	\$ 331,160	\$ 68,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ -	\$ -	\$ -	\$ -	\$ 8,455,127	\$ 7,000,000	\$ 1,455,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DRCOG	\$ -	\$ 2,933,635	\$ 2,346,908	\$ 586,727	\$ 32,574,486	\$ 26,968,417	\$ 5,606,069	\$ 37,753,108	\$ 31,255,798	\$ 6,497,310	\$ 5,476,547	\$ 4,534,033	\$ 942,514
GVMPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ 273,207	\$ 56,793
NFR	\$ -	\$ 326,781	\$ 261,425	\$ 65,356	\$ 4,034,011	\$ 3,339,758	\$ 694,253	\$ 4,205,358	\$ 3,481,616	\$ 723,742	\$ 787,346	\$ 651,843	\$ 135,502
PPACG	\$ -	\$ 691,222	\$ 552,978	\$ 138,244	\$ 995,397	\$ 824,089	\$ 171,308	\$ 8,895,375	\$ 7,364,481	\$ 1,530,894	\$ 1,152,131	\$ 953,849	\$ 198,282
PACOG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 289,765	\$ 60,235
UFR TPR	\$ -	\$ -	\$ -	\$ -	\$ 680,746	\$ 563,589	\$ 117,156	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 50,000,000</b>	<b>\$ 12,428,449</b>	<b>\$ 9,942,759</b>	<b>\$ 2,485,690</b>	<b>\$ 47,739,767</b>	<b>\$ 39,523,753</b>	<b>\$ 8,216,014</b>	<b>\$ 50,853,841</b>	<b>\$ 42,101,895</b>	<b>\$ 8,751,946</b>	<b>\$ 8,096,024</b>	<b>\$ 6,702,698</b>	<b>\$ 1,393,326</b>



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmpo.org](http://www.nfrmpo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

#### *MPO Planning Council*

Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County  
Mayor Kristie Melendez  
Town of Windsor

Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission

#### *MPO Staff*

Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation  
Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager

## Memorandum

**To:** NFRMPO Technical Advisory Committee  
**From:** Medora Kealy  
**Date:** June 15, 2016  
**Re:** Calibration of TTI Performance Measure Target

### Background

The 2016 Congestion Management Process (CMP) Annual Report analyzes the Travel Time Index (TTI) according to the target set in the 2040 Regional Transportation Plan's (RTP) Goals, Objectives, Performance Measures, and Targets (GOPMT), adopted September 4, 2014. The TTI indicates travel time reliability during peak periods and provides a measure of congestion. The TTI is analyzed for the Regionally Significant Corridors (RSCs) for which travel time data is available from INRIX, which constitute about two-thirds of the RSCs in the region.

The target adopted as part of the GOPMT for the TTI is ***maintaining at least 80% of RSCs with a TTI of 2.5 or lower.*** The target is considered attainable, and reveals few congested locations. In 2015, 99.9 percent of assessed RSCs met the established target according to INRIX data. The 2016 CMP Annual Report supplements the TTI analysis with analysis of the Planning Time Index (PTI), another measure of congestion. The PTI was analyzed according to the target set by CDOT, which is considered aspirational: ***maintaining a Planning Time Index (PTI) of 1.25 or less on 90% or greater of Interstate centerline miles, and maintaining a PTI of 1.08 or less on 90% or greater of non-Interstate NHS centerline miles.*** In 2015, 13.0 percent of assessed RSCs met the CDOT target for the PTI, according to INRIX data.

The North Front Range Transportation and Air Quality Planning Council (NFRMPO) discussed the Draft 2016 CMP Annual Report at their June 2, 2016 meeting. Planning Council deemed the analysis of the TTI and PTI at the adopted targets ineffective for identifying congested locations within the region. Planning Council requested TAC identify congested locations at their June 15 meeting so staff can calibrate the TTI target to better reflect conditions within the region. The calibrated target will be adopted by Planning Council and used for future reporting of the TTI beginning with the 2017 CMP Annual Report.

### Action

NFRMPO staff is requesting input from TAC members on the locations of congestion on the RSCs. Printed maps of the RSCs will be provided at the TAC meeting upon which members can mark congested locations. Consensus on the locations of congestion will be used to identify a revised TTI target which most closely represents congestion in the region.



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmipo.org](http://www.nfrmipo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

#### *MPO Planning Council*

*Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County  
Mayor Kristie Melendez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

#### *MPO Staff*

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation  
Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager*

## Memorandum

**To:** NFRMPO Technical Advisory Committee  
**From:** Alex Gordon  
**Date:** June 15, 2016  
**Re:** FY2020-21 Call for Projects — CMAQ

### Background

The NFRMPO will be conducting a Call for Projects in fall 2016 for Fiscal Years (FY) 2020 and 2021. CDOT has informed the NFRMPO there is approximately \$8.3M in CMAQ funding for this call. As discussed at the May TAC meeting, NFRMPO staff proposes the project categories below for the CMAQ funding pool. Category names and example project types are taken from FHWA's [Interim Program Guidance Under MAP-21](#) and were chosen based on projects submitted during previous calls.

The four proposed funding target pools include:

- 1) Congestion Reduction and Traffic Flow Improvements
  - a) Traditional improvements, including roundabouts, HOV, left-turn, or managed lanes
  - b) Intelligent Transportation Systems (ITS)
- 2) Transportation Control Measures
  - a) Programs for improved transit
  - b) HOV lanes
  - c) Park-n-rides
  - d) Bicycle storage facilities, bicycle lanes, pedestrian facilities
  - e) Limiting vehicle idling
  - f) Programs to reduce SOV usage
- 3) Transit improvements
  - a) Facilities
  - b) Vehicles and equipment
  - c) Fuel
  - d) Operating assistance
  - e) Transit fare subsidies
- 4) Alternative Fuels and Vehicles
  - a) Infrastructure
  - b) Non-transit vehicles
  - c) Hybrid vehicles

The targets from the previous Calls for Projects in 2014 will be included as recommendations as a part of the application packet narrative, and will be open to updates based on project applications received.



Projects will be required to provide a map of the project location within the NFRMPO boundary.

As with the previous Call for Projects, project sponsors applications will be limited to 50 percent of the total available CMAQ funds. For this Call, project sponsors could apply for a maximum amount of approximately \$4.1M.

**Action**

NFRMPO staff is requesting TAC concurrence on the CMAQ Call for Projects process and criteria.



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmppo.org](http://www.nfrmppo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

#### *MPO Planning Council*

*Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County  
Mayor Kristie Melendez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

#### *MPO Staff*

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance and Operations Manager*

## Memorandum

**To:** NFRMPO Technical Advisory Committee  
**From:** Aaron Buckley  
**Date:** June 15, 2016  
**Re:** NFRMPO Bicycle and Pedestrian Counter Program Update

### Background

The NFRMPO Mobile Bicycle and Pedestrian Counter Memorandum of Understanding (MOU) is attached for TAC member information and review.

The NFRMPO Mobile Bicycle and Pedestrian Counter MOU outlines the requirements for the use of a NFRMPO purchased mobile bicycle and pedestrian counter. Any NFRMPO member community qualifies to check out the devices after submitting a signed copy of the attached MOU.

Before installation each community must have NFRMPO training on the proper counter installation method to ensure accurate data collection. A prorated fee associated with counter use will be assessed with yearly NFRMPO member dues to those communities that have used the equipment. The first assessment will begin in 2018 for infrared batteries and tubing. The NFRMPO will begin assessment for the tube counter batteries beginning in 2021.

### Action

NFRMPO staff is requesting TAC members interested in collecting non-motorized data review the Mobile Bicycle and Pedestrian Counter MOU and return comments or a signed MOU.

Please forward any questions or count timeframe requests to Aaron Buckley at [abuckley@nfrmppo.org](mailto:abuckley@nfrmppo.org) or (970) 416-2309.

Copies of the NFRMPO Mobile Bicycle & Pedestrian Counter MOU will be provided at the June TAC meeting.