NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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

Next TAC Meeting:
August 17, 2016
1:00-4:00 p.m.

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

NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

July 20, 2016
Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, Colorado

1:00 — 4:00 p.m.

1. Public Comment *(2 minutes each)*
2. Approval of June 15, 2016 Meeting Minutes *(Page 2)*

CONSENT AGENDA:
No items this month.

ACTION ITEMS:
3. Additional STP Metro and CMAQ Funding Allocation *(Page 6)* — Buckley/Karasko
4. Travel Time Index (TTI) Target Revision *(Page 11)* — Kealy

OUTSIDE PARTNERS REPORTS *(verbal):*
5. NoCo Bike Ped Collaborative
6. Regional Transit Items
7. Senior Transportation
8. Regional Air Quality Council

DISCUSSION ITEMS:
9. Critical Urban Freight Corridors *(Page 20)* — Jason Wallis, CDOT
10. FY2016 Q3 TIP Amendment *(Page 24)* — Buckley
11. NFRMPO Schedule of Work *(Page 26)* — Gordon/Blackmore
12. Proposed Volkswagen Settlement — Blackmore

REPORTS:
Federal Inactives List — Schneiders
TIP Administrative Modification Updates *(Page 28)* — Buckley
Mobility Committee Updates — Gordon
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. 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 11th Street
Windsor, CO

June 15, 2016
1:07 – 2:56 p.m.

TAC MEMBERS PRESENT:
Dawn Anderson, Chair – Evans
Dennis Wagner, Vice-Chair – Windsor
Eric Bracke – Greeley
Amanda Brimmer – RAQC
Eric Fuhrman – Timnath
Paul Lee – CDPHE
Janet Lundquist – Weld County
Suzette Mallette – Larimer County
Karen Schneiders – CDOT
Gary Thomas – SAINT
Martina Wilkinson – Fort Collins
Christopher Barnes – COLT

TAC MEMBERS ABSENT:
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Gary Carsten – Eaton
John Franklin – Johnstown
John Holdren – Severance
Seth Hyberger – Milliken
Jessica McKeown – LaSalle

IN ATTENDANCE:
Will Jones – GET
Dan Mattson – CDOT
Jeff Purdy – FHWA
Wade Willis – Windsor, NoCo Bike & Ped

NFRMPO STAFF:
Terri Blackmore
Alex Gordon
Becky Karasko
Medora Kealy
Jenna Levin

CALL TO ORDER

Chair Anderson called the meeting to order at 1:07 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 18, 2016 TAC MINUTES

Mallette moved to approve the May 18, 2016 TAC meeting minutes. Wagner seconded the motion, and it was approved unanimously.

CONSENT AGENDA

2016 CMP Annual Report – Bracke requested the 2016 CMP Annual Report be pulled from the Consent Agenda based on discussions of the CMP Annual Report at previous TAC meetings and Council's discussion at the June 2 meeting.

ACTION ITEMS

2016 CMP Annual Report – Bracke stated there are issues with the report and he is not comfortable with it, but he understands the report needs to move forward. Mallette stated since the 2.5 TTI target was established prior to the availability of data, it is clear the analysis of TTI at

that target does not work well. TAC members agreed it is important to document there are issues that will be addressed in the 2017 CMP Annual Report. Bracke moved to recommend Planning Council approve the 2016 CMP Annual Report, noting the report is inaccurate, should not be used for project selection, and improvements will be made for the next CMP Annual Report. Wilkinson seconded the motion and it was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative – Willis reported Karen Schneiders presented on Transportation Alternatives (TA) funding at the June 8 NoCo meeting.

Regional Transit Items – Barnes stated the Loveland City Council transit workshop is on July 26, not June 26. Jones stated CDOT provided additional funding for the GET Transfer Center.

Regional Air Quality Council (RAQC) – Brimmer stated the final draft State Implementation Plan (SIP) will be posted by June 17 and there were no public comments at the June 3 RAQC meeting. Written public comments will be accepted through June 24, and RAQC will take official action on June 30. New motor vehicle emission budgets (MVEB) are being finalized for the SIP. The MVEBs are following the same format as the last SIP, with separate budgets for the Southern Subregion and the Northern Subregion. The 2015 ozone standard designation recommendations are due in October. AQCC will hold a public hearing on designations for the 2015 standard in late August or September. Designations will be finalized in October 2017. Until the EPA revokes the 2008 ozone standard, there will be parallel planning processes for the two standards.

Gordon reported on promotional items for the OzoneAware campaign this summer. Promotional items for public outreach events include tote bags, activity books, temporary tattoos, and balloons. Gordon stated banners on the campaign will be displayed at outreach events, and asked members to notify him if they have recommendations of where banners can be placed for short periods of time. Gordon stated bus advertising has been ordered for all three transit agencies in the region. Ads will run on GET buses in August and September, on COLT buses in July and August, and on Transfort buses (scheduling will be determined by the City of Fort Collins).

DISCUSSION ITEMS

US 34 PEL Studies Partnerships – Dan Mattson, CDOT Project Engineer, stated the draft scope of work for the US 34 PEL was presented to the US 34 Coalition on May 23. Comments on the draft scope are due June 15. Comments are being tabulated and those who submit comments will receive a response. The scope of work will be finalized July 2 and the RFP will be released July 5. After the consultant is selected, communities will have another opportunity to provide input and request additional studies. The planned timeline for the PEL is 18 months. Bracke asked if someone from the Coalition will be on the consultant selection panel. Mattson stated CDOT will try to have at least one representative from the Coalition on the panel. Lundquist suggested having an elected official and a staff person, from separate communities, on the panel. Mattson stated CDOT will consider having two representatives from the Coalition, but the panel should not be too large. Schneiders stated it is a multi-day commitment to serve on the panel due to training requirements. Mattson presented estimated costs for additional studies that communities may choose to request. Communities would fund the additional studies on their own.

Additional STP Metro and CMAQ Funding Allocation – Karasko reported on updates to the reconciliation adjustments. As of April 30, 2016, $265,751 is available for STP Metro and $243,926 is available for CMAQ. Karasko presented options for allocation of the additional funds. Discussion on STP Metro funding included the importance of allocating funding to projects ready to use the funding, and selecting projects with the highest rank. Mallette suggested using the large community portion for large community projects, and the small community portion for small community projects.

Regarding CMAQ funding, Karasko explained funds could be allocated to the CNG Bus Replacement pool or the CNG Equipment pool. Jones stated the allocation is not sufficient for purchasing a bus, but could be used to offset the higher-than-expected costs of recently-ordered vehicles.

Schneiders stated the next reconciliation adjustment will occur before the July TAC meeting. TAC members requested the allocation discussion return as an action item in July and include the next reconciliation adjustment for allocation. Karasko confirmed with TAC the $7,060 in TA funding would be rolled into the next Call for Projects.

Calibration of TTI Performance Measure Target – Kealy stated Planning Council requested TAC identify locations of congestion to revise the target for the Travel Time Index (TTI). TAC members worked in groups to identify congested locations on Regionally Significant Corridor (RSC) maps with INRIX data. Kealy stated staff will consolidate feedback, compare identified locations to 2015 INRIX TTI data, and bring the item back for discussion in July.

FY2020-20121 Call for Projects—CMAQ – Gordon stated four project categories will be used for the CMAQ Call for Projects and funding targets will be based on the previous Call. A map of the project location will be required for all funding pools. As with the previous Call, project sponsors' applications will be limited to 50 percent of total available CMAQ funds. Blackmore asked if it is feasible for applications to be released in July and due in October, so Conformity can be determined by May 2017. TAC members agreed the schedule is adequate. Mallette asked how much STP Metro funding is available in each funding source. Karasko stated she will email the funding estimates by year and by program. She noted FAST Act allocations will end in FY2020, the first year of the Call, which is why the funding amount in the second year will be lower than the first year.

REPORTS

NFRMPO Counter Program Update – Karasko stated the MOU for the bicycle and pedestrian counter program is available as a handout and will be emailed to TAC. Communities that want to check out a mobile counter must submit a signed MOU and an employee must have attended the training session. Completed MOUs should be sent to Buckley. Karasko reported 7,700 trail users were counted as of May 31 at River Bluffs, and 6,900 users were counted at Rover Run.

Mobility Committee Updates – Gordon stated the May 24 Weld County Mobility Committee meeting included presentations from Jones on the GET Strategic Plan and Buckley on the Non-Motorized Plan. The Larimer County Mobility Committee meeting on June 16 will include a discussion led by Barnes on the transit study session with the City of Loveland Council, a presentation from Timothy Wilder on the Transfort Route Improvement Project, and a presentation from Gordon on the Non-Motorized Plan.

ROUNDTABLE

Karasko stated the Region 4 Intersection Prioritization list is available as a meeting handout. The Telephone Town Hall for the North Front Range region is on Tuesday, June 28. Anyone interested in receiving a call for the Town Hall can send a text to sign up. Flyers for the new OzoneAware campaign are available upon request. Karasko stated anyone interested in representing TAC at NoCo Bike & Ped meetings should notify Buckley. Mallette stated TAC members used to rotate attendance at NoCo Bike & Ped meetings and suggested TAC members sign up for meetings for which they are available. Anderson stated the calendar of NoCo Bike & Ped meeting dates will be sent out for that purpose. Karasko stated the effective date of the new Planning Rule from FHWA and FTA is June 27 and someone from FHWA will present on the Rule at a future TAC meeting.

Levin stated staff is in the process of updating the Regional Travel Demand Model with posted speed limits and will be requesting data from member communities. A map and spreadsheet of roads represented in the model for each community will be sent out to TAC members in mid- to late-July. The spreadsheet can be used to submit posted speed limit data for modeled roadways. Bracke stated Greeley has a map of posted speed limits he would email. Schneiders stated CDOT has posted speed limit data for state roads on the Online Transportation Information System (OTIS).

Purdy stated he is moving to USDOT Headquarters in Washington, DC to work in the FHWA Office of Freight Management and Operations.

Schneiders stated the June 9 TA Application Workshop was well attended. Agencies on the Federal Inactives List as of August 1 will not be eligible for to apply for CDOT's TA funding. Schneiders will bring the Federal Inactives List to the July TAC meeting as a reminder. The Telephone Town Halls are focusing on the Transportation Commission districts not planning regions. The Telephone Town Hall for this region encompasses Morgan, Weld, and Larimer counties. A training class for local agencies on CDOT's OTIS may be available if there is enough interest. Schneiders requested those who are interested in OTIS training to contact her.

Blackmore stated the FHWA Smarter Work Zones training is available for local communities. If interested in the training, notify the NFRMPO by June 20.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.
Next Month's Agenda Topic Suggestions – None specified.

Meeting adjourned at 2:56 p.m.

Meeting minutes submitted by:
Medora Kealy, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 20, 2016 at 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
July 20, 2016	Additional STP Metro, CMAQ and TAP Funding Allocation	Aaron Buckley Becky Karasko

Objective / Request Action

Staff is requesting TAC discuss and recommend allocation of additional FY2015-FY2017 STP Metro and CMAQ funds.

- ☐ Report
- ☐ Work Session
- ☐ Discussion
- ☑ Action

Key Points

- CDOT's Office of Financial Management and Budget (OFMB) has completed its reconciliation adjustments for FY2015-FY2016
- The reconciliation lists an additional STP Metro allocation of $491,259 for the NFRMPO
- The reconciliation lists an additional CMAQ allocation of $325,278 for the NFRMPO
- Additional allocation is to be programmed for NFRMPO FY2016 STP Metro and CMAQ projects in the FY2016-2019 TIP
- The reconciliation also shows an additional TAP allocation of $10,362 for the NFRMPO. This additional funding will be rolled into the Call for Projects for FY 2020-2021.

Committee Discussion

At their June 15, 2016 meeting, TAC members discussed the additional allocation of funds from CDOT. Members requested the highest ranking STP Metro project, the Loveland US 34 Widening Project, receive the additional STP Metro allocation. The CMAQ pools were discussed and it was agreed there would discussions offline for the affected transit agencies to decide on the allocation within the CNG Bus Replacement Pool. CDOT staff noted there could be additional funds in all three funding pools in the June 30, 2016 year end CDOT reconciliation. TAC members requested the item along with any additional funds from the June 30, 2016 reconciliation be brought back to the July 20, 2016 TAC meeting as an Action Item.

Additional STP Metro allocation of $491,259:

- Allocate $467,942 (Large Community portion of $351,250 plus $116,692 owed from Small Community pot) to the Loveland US 34 Widening Project for FY2017
- Allocate remaining $23,317 to the Evans 65th Widening Project for FY2017

Additional CMAQ allocation of $325,278:

- **S**ignal Timing Pool (4.1%): $13,336
  - Loveland: Requested this funding be moved to the CNG Bus Replacement Pool
- CNG Bus Replacement Pool (56%): $195,492 ($182,156 plus $13,336)
  - Greeley Evans Transit (GET): $95,386
  - Transfort: $100,000
  - City of Loveland Transit (COLT): $0
- CNG Equipment Pool (39.9%): $129,786

The NFRMPO STP-Metro, CMAQ, and TAP Project Funding Schedules are attached to this AIS.

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.

Affected parties, including COLT, GET, Larimer County, Loveland, Transfort, and Weld County, discussed allocations offline for the additional CMAQ funds in FY2017. See attached tables for specific allocation totals.

Advantages

Allocating additional STP Metro and CMAQ funds ensures they 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 the allocation of the additional STP Metro and CMAQ funds.

Attachments

- NFRMPO STP Metro Project Funding Schedule
- NFRMPO CMAQ Project Funding Schedule
- NFRMPO TAP Project Funding Schedule

Rev. 9/17/2014

FY2016-2019 STP Metro Project Funding Schedule

Projects approved by Planning Council on December 4, 2014

Additional funding total: $491,259 (must be spent in 2017 or before)

Project Sponsor	Project Name	Federal Request	Federal Recommendation	Unfunded	Rank	Additional Funding Allocation Option One	Additional Funding Allocation Option Two	Federal Fiscal Year			
								2016	2017	2018	2019
CDOT											
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	-
Large Communities											
Fort Collins	Horsetooth and College Intersection Improvements (2)	$2,400,000	$2,367,867	$32,133	2	-	-	-	$1,252,912	$1,114,955	-
Loveland	US 34 Widening	$2,320,000	$1,108,031	$1,211,969	1	$467,942	$491,259	-	-	$646,560	$461,471
Larimer County/Berthoud	LCR 17 Expansion	$865,855	$865,855	$0	5	-	-	-	.	$532,014	$333,841
Greeley	10th 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	-	-	-	-	-	-
Small Communities											
Evans	65th Ave Widening	$1,808,259	$1,230,705	$740,703	3	$23,317	-	$456,678	$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
Total		**$14,765,554**	**$13,174,114**	**$4,754,589**	-	**$491,259**	**$491,259**	**$3,456,678**	**$3,293,528**	**$3,293,529**	**$3,293,528**

Evans Unfunded amount is after the $163,149 additional STP Metro allocation approved in July 2015.

The $467,942 for the Loveland US 34 Widening project includes the the large community share (71.5%) as well as the $116,652 payback from the small community pool *(see note from July 2015 below)* .

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

FY2016-2019 CMAQ Project Funding Schedule

Projects approved by Planning Council on December 4, 2014

Additional funding total (must be spent in 2017 or before):	**$325,278**

CMAQ Pool	Project Sponsor	Project Name	Federal Request	Federal Recommendation Reduction	Unfunded	Rank	Additional 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	$13,336	$0	$185,000	-	-	-
	Loveland	Loveland Traffic Optimization	$380,000	$380,000	$0	4		$0	$380,000	-	-	-
	Loveland	Loveland Adaptive Signals	$770,000	$0	$770,000	6		($13,336 allocated to CNG Bus Replacement)	-	-	-	-
CNG Bus Replacement	Greeley	GET CNG Bus Replacement	$5,892,933	$3,989,657	$1,903,276	5	$182,156	$95,492	$874,269	$778,567	$778,567	$1,558,255
	Fort Collins	Transfort CNG Bus Replacement	$3,311,600	$3,003,092	$308,508	7		$100,000	$1,418,013	$791,926	$793,154	-
	Loveland	COLT CNG Bus Replacement	$2,208,000	$726,616	$1,481,384	8		$0	-	-	$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	$129,786	$129,786	$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	$95,787
Total			**$21,868,344**	**$13,791,770**	**$8,076,574**	-	**$325,278**	**$325,278**	**$4,652,371**	**$3,046,467**	**$3,046,467**	**$3,046,466**

The $13,336 portion for the Signal Timing projects was allocated to the Bus Replacement pool, bringing the Bus Pool Total to $182,156. It was distributed as follows: $100,000 to Transfort, $82,156 to GET, and $0 to COLT.

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.

FY2016-2019 TAP Project Funding Schedule

Projects approved by Planning Council on December 4, 2014

A. Avaliable Federal Funding: $1,000,000	**$ 1,005,908**
B. Additional leftover funding needed to be allocated:	**$0**
C. Total Federl Funding:	**$ 1,005,908**

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
Total		$1,000,000	$1,005,908	$255,908	$250,000	$250,000	$250,000

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Memorandum

To: **NFRMPO Technical Advisory Committee (TAC)**

From: **Medora Kealy**

Date: **July 20, 2016**

Re: **Travel Time Index (TTI) Target Revision**

Background

At the June 2, 2016 Planning Council meeting, Council members discussed the inability of the Travel Time Index (TTI) analysis in the 2016 Congestion Management Process (CMP) Annual Report to identify congestion on the Regionally Significant Corridors (RSCs). Planning Council requested TAC identify congested locations and NFRMPO staff calibrate the TTI target to the identified congested RSCs for future reporting, beginning with the 2017 CMP Annual Report.

At the June 15, 2016 meeting, TAC members identified areas of congestion in the region. Staff consolidated the identified areas of congestion (See **Figure 1**), and compared the identified areas to the TTI data for 2015 from INRIX Insights. The target threshold which most closely matches the 2015 INRIX Insights data to the TAC identified areas is 1.2. To create an aspirational target, staff recommends setting the target percentage at 70 percent. Please see **Additional Information** for analysis of the TTI threshold options, including alignment with TAC's identified areas of congestion, analysis by RSC, and comparison between INRIX Insights and the City of Fort Collins' BlueTOAD system.

The target currently established by the NFRMPO for the TTI 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. Please see Page 2 for **Definitions** and **Data Sources** for the TTI.

To revise the TTI target, TAC will make a recommendation on the target, including a target threshold and target percentage, to Planning Council. The revised target will be approved by Planning Council, and then it will be included in the 2040 Regional Transportation Plan (RTP) Amendment in late 2016/early 2017. Once the revised TTI target is adopted, it will be used in future reports beginning with the 2017 CMP Annual Report.

Action

Planning Council is requesting TAC identify a revised TTI target which more closely matches congestion in the region. Staff recommends the following target: ***maintaining at least 70% of RSCs with a TTI lower than 1.2.***

Definitions

Travel Time Index: $\frac{average\ peak\ period\ travel\ time}{free-flow\ travel\ time}$

Peak period: Time of day when congestion is typically highest. For the NFRMPO analysis, travel time is assessed for two time periods for each road segment: the AM peak period and the PM peak period. The peak period with the longer travel time is used to calculate TTI.

- BlueTOAD data is analyzed using the peak period definitions from the 2040 Regional Travel Demand Model (RTDM). The 2040 RTDM defines the AM peak period as weekdays from 7:00 – 9:00 a.m. and the PM peak period as weekdays from 2:30 – 6:30 p.m.
- INRIX Insights data is available in one hour blocks, and is analyzed for 7:00 – 9:00 a.m. and 3:00 – 6:00 p.m.

Free-Flow Travel Time: The time it takes during uncongested periods to travel a road segment.

- The BlueTOAD system in Fort Collins uses mid-block speeds to calculate free-flow travel time and does not account for intersection delay.
- INRIX Insights determines free-flow travel time from "free-flow speed", which is based on the 85th percentile of observed speeds.

TTI Target Threshold: The index score which delineates congested road segments from uncongested road segments.

TTI Target Percentage: Desired percentage of RSC miles to meet the target threshold.

Target: A specific desired performance level to be achieved within a certain timeframe. The TTI target consists of a target threshold and a target percentage.

Data Sources

INRIX Insights: Vehicle probe data that records average traffic stream speed using GPS. This memo presents INRIX data for 2014 and 2015, which covers 67.7 percent of RSC miles.

BlueTOAD: Vehicle travel time data collection using Bluetooth; located at major intersections in the City of Fort Collins. This memo presents BlueTOAD data for 2015, which covers 7.0 percent of RSC miles.

Additional Information

At the June 15, 2016 TAC meeting, TAC members worked in four groups to identify congestion on maps of the region. The maps displayed the RSCs, the RSCs with INRIX data, major roads, local roads, and other reference information. TAC members identified congestion using four categories:

(1) Consistently congested in the AM and PM peak,
(2) Consistently congested in AM or PM peak,
(3) Sometimes congested in peak periods (e.g. incidents), or
(4) Congested in 2015 due to construction.

Staff consolidated the identified areas of congestion, shown in **Figure 1**. Areas of congestion identified by more than one group at the TAC meeting are displayed in red in **Figure 2**, along with INRIX data availability on the RSCs.

Travel time data for 2015 from INRIX Insights was compared with the TAC identified areas of congestion to provide a basis for identifying a revised TTI target. Staff examined TTI thresholds ranging from 1.1 to 2.6 at intervals of 0.1, but due to the similarities among performance for TTI thresholds at 1.8 and higher, analysis is not provided for TTI thresholds above 2.0.[1] **Table 1** displays analysis of the TAC identified areas of congestion according to INRIX Insights data for 2015, **Table 2** displays the percentage of RSCs meeting various TTI thresholds in 2014 and 2015 according to INRIX Insights, **Table 3** displays TTI performance for each assessed RSC in 2015 according to INRIX Insights, and **Table 4** provides a comparison of INRIX Insights data with the City of Fort Collins' BlueTOAD System.

[1] The limited utility of TTI thresholds at 1.8 and higher is demonstrated in **Table 2**. In 2014, less than one percent of assessed RSCs had a TTI of 1.6 or higher. In 2015, one percent of assessed RSCs had a TTI of 1.8 or higher.

Figure 1. TAC Identified Areas of Congestion, 2015

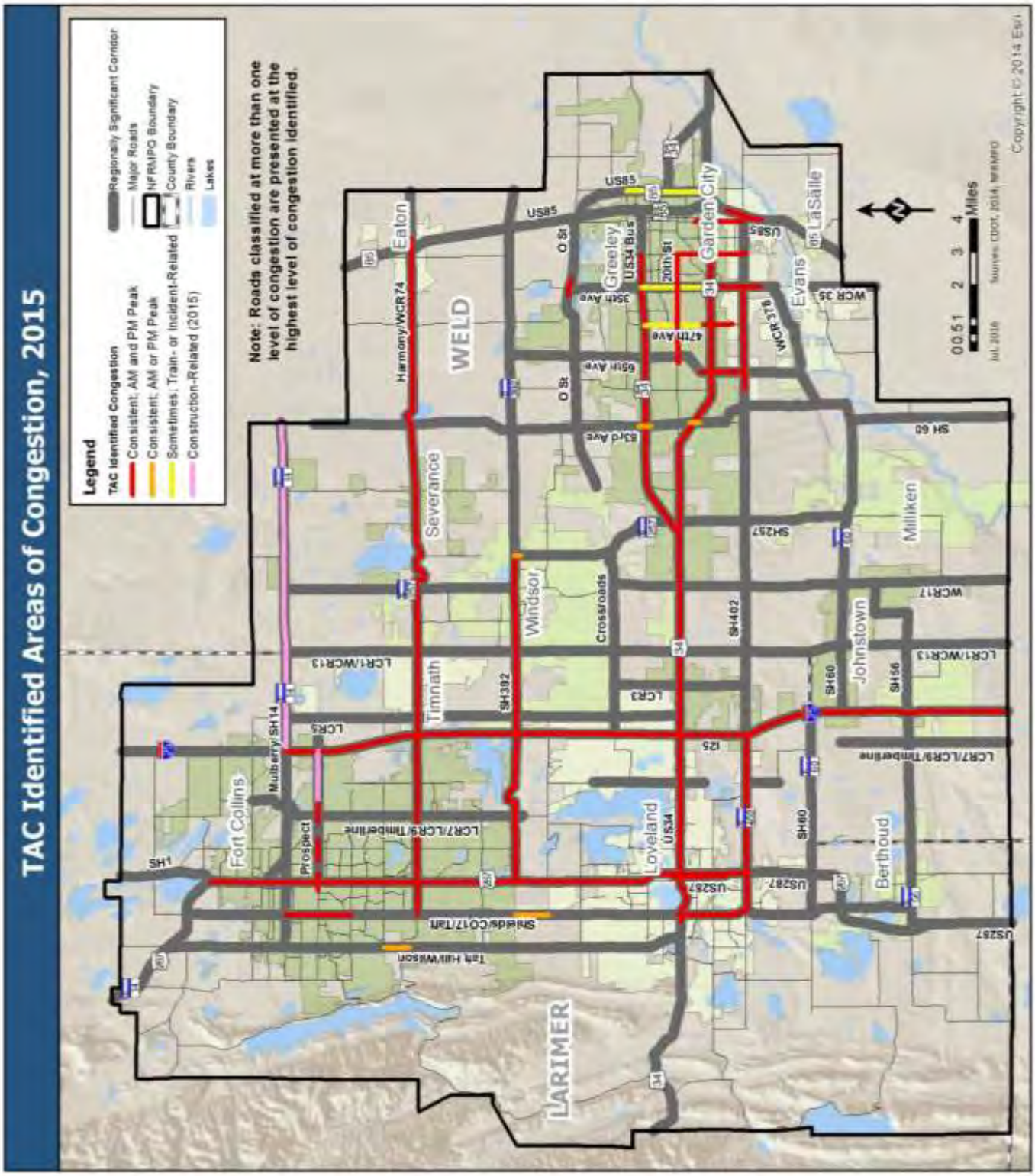
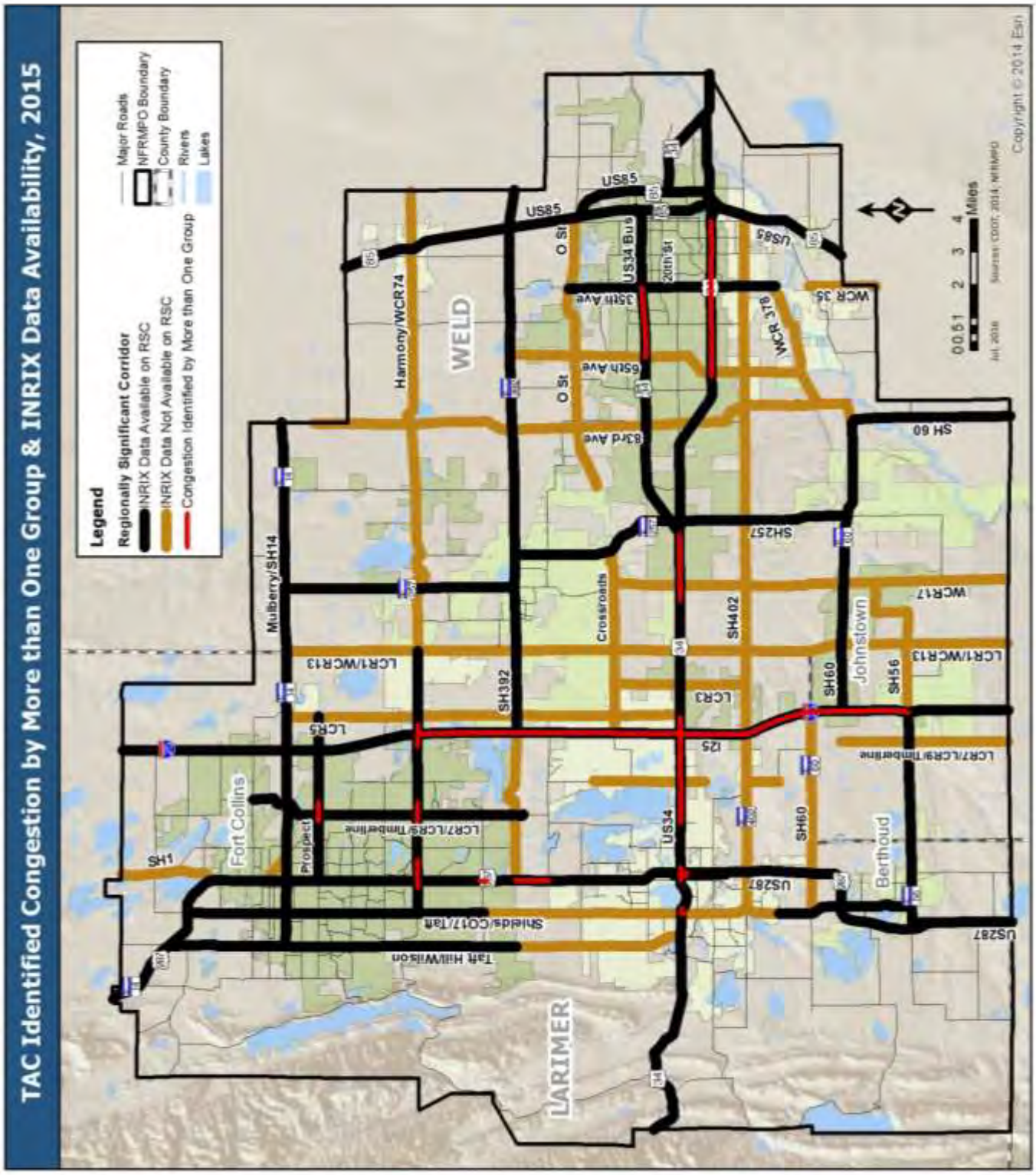


Figure 2. TAC Identified Congestion by More than One Group & INRIX Data Availability, 2015



The RSCs identified as congested by TAC were organized into three classification sets for comparison with the INRIX Insights data, with a fourth set representing all RSCs *not* identified as congested by TAC.[2] **Table 1** presents the percentage of RSCs within each set that exceed various TTI thresholds. The purpose of the table is to demonstrate the percentage of TAC identified areas of congestion which would be classified as "congested" at each TTI threshold. For example, the 1.1 TTI threshold classifies a majority (62.2 percent) of TAC identified areas of congestion (set 1) as congested, but it also classifies a majority (50.6 percent) of areas *not* identified as congested by TAC (set 4) as congested.

Based on the comparison of INRIX Insights data for 2015 with the TAC identified areas of congestion, staff recommends setting the TTI target threshold at 1.2. As shown in **Table 1**, almost half (48.3 percent) of all TAC identified areas of congestion have a TTI of 1.2 or higher, a majority (51.9 percent) of areas identified as consistently congested in the AM and PM peak have a TTI of 1.2 or higher, a majority (58.3 percent) of areas identified by more than one group as congested have a TTI of 1.2 or higher, and less than a quarter (22.0 percent) of RSCs *not* identified as congested by TAC have a TTI of 1.2 or higher.

Table 1. Percentage of Assessed RSCs* Exceeding Various TTI Thresholds by TAC Congestion Classification, 2015

	Percentage of Assessed RSCs Exceeding TTI Threshold *(Percent Congested)*			
TTI Thresholds	**RSCs Identified as Congested by TAC**			**Set 4: RSCs Not Identified as Congested by TAC**
	Set 1: All Identified Areas	**Set 2: Identified as Consistently Congested in AM and PM Peak**	**Set 3: Identified by More than One Group as Congested**	
1.1	62.2	68.4	78.1	50.6
1.2	48.3	51.9	58.3	22.0
1.3	32.2	33.5	32.2	13.5
1.4	22.9	23.1	21.1	7.0
1.5	14.8	14.6	14.5	2.9
1.6	6.8	6.3	7.0	1.8
1.7	3.8	4.2	4.2	1.0
1.8	1.7	1.9	1.3	0.5
1.9	0.8	1.0	0.0	0.2
2.0	0.7	0.9	0.0	0.1
Length Assessed in Miles	237.7	192.9	97.0	332.3

*By length

Source: INRIX Insights

[2] Note that for all four sets, only RSCs with INRIX data ("Assessed RSCs") are included, since the TTI performance measure is focused on RSCs.

The percentage of assessed RSCs meeting various TTI thresholds is displayed in **Table 2** to guide selection of a target percentage that is appropriate for the selected target threshold. The current target percentage is 80 percent, which means 80 percent of RSCs must meet the target threshold (currently 2.5) to achieve the target.

In 2014, 74.2 percent of assessed RSCs met the 1.2 TTI threshold. In 2015, 67.0 percent of assessed RSCs met the 1.2 TTI threshold. Based on performance in 2014 and 2015, staff recommends setting the target percentage at 70 percent for a target threshold of 1.2.

Table 2. Percentage of Assessed Regionally Significant Corridors (RSCs)* Meeting Various Travel Time Index (TTI) Thresholds, 2014 and 2015

TTI Thresholds	**Percentage of Assessed RSCs Meeting TTI Threshold** *(Percent Uncongested)*	
	2014	**2015**
1.1	48.1	44.6
1.2	74.2	67.0
1.3	88.2	78.7
1.4	95.1	86.4
1.5	97.8	92.1
1.6	99.4	96.1
1.7	99.6	97.8
1.8	99.8	99.0
1.9	99.9	99.6
2.0	99.9	99.6
Length Assessed in Miles	569.9	569.9

*By length

Source: INRIX Insights

Table 3 indicates the percentage of each RSC that would be considered congested according to TTI thresholds ranging from 1.1 to 2.0. For example, if the TTI threshold is set at 1.1, then 15.5 percent of I-25 would be considered congested, since 15.5 percent of I-25 have TTI scores of 1.1 or higher. If the TTI threshold is set at 1.4, zero percent of I-25 would be considered congested. Each RSC would have at least one location considered "congested" in 2015 at TTI thresholds of 1.3 or lower.

Table 3. Percentage of Assessed RSCs* Exceeding Various TTI Thresholds by RSC, and Length Assessed in Miles by RSC, 2015

RSC	Percentage of Assessed RSCs Exceeding TTI Threshold *(Percent Congested)*										Length Assessed in Miles
	1.1	**1.2**	**1.3**	**1.4**	**1.5**	**1.6**	**1.7**	**1.8**	**1.9**	**2.0**	
I-25	15.5	4.5	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.6
US 34	73.6	40.0	22.2	13.9	8.1	2.7	0.8	0.2	0.0	0.0	85.0
US 34 Business Route	64.9	61.5	23.6	10.1	5.8	1.1	1.0	0.8	0.5	0.3	28.4
US 85	30.5	19.7	19.7	9.1	6.4	6.1	3.3	1.8	1.7	1.7	37.6
US 85 Business Route	78.3	59.6	26.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2
US 287	63.6	43.7	31.7	19.7	11.8	2.8	2.5	2.0	1.5	1.1	67.5
SH 14	31.2	23.1	17.8	15.5	7.8	5.8	3.9	2.0	0.0	0.0	51.8
SH 56	33.0	25.2	25.2	25.2	15.2	15.0	0.0	0.0	0.0	0.0	13.3
SH 60	74.3	11.0	0.6	0.6	0.6	0.6	0.3	0.3	0.3	0.3	28.7
SH 257	35.6	5.5	5.5	5.4	5.4	0.1	0.1	0.1	0.0	0.0	37.1
SH 392	48.4	0.8	0.8	0.7	0.5	0.3	0.0	0.0	0.0	0.0	35.1
LCR 17/Taft Ave/Shields St	83.0	45.8	33.3	21.9	4.7	0.5	0.1	0.1	0.0	0.0	26.3
LCR 19/Taft Hill Rd	37.6	29.3	10.5	2.3	0.2	0.2	0.1	0.0	0.0	0.0	24.1
35th Ave	100.0	92.6	78.8	48.8	31.3	21.7	11.5	3.7	0.5	0.5	12.6
Harmony Rd	100.0	100.0	60.3	57.3	32.6	29.3	23.1	7.4	0.3	0.2	16.0
Mulberry St	100.0	100.0	49.1	24.7	0.4	0.4	0.4	0.4	0.2	0.0	4.0
Prospect Rd	100.0	66.4	51.0	51.0	48.6	17.0	8.7	3.0	3.0	3.0	12.1
Timberline Rd	93.9	69.3	57.2	20.6	8.0	1.0	0.7	0.7	0.4	0.4	16.5
Total	55.4	33.0	21.3	13.6	7.9	3.9	2.2	1.0	0.4	0.4	569.9

*By length

Source: INRIX Insights

Table 4 provides a comparison of INRIX Insights data with BlueTOAD data for the City of Fort Collins in 2015. The RSCs analyzed in the Table have data available from both data sources; however, the segments from the two sources do not completely align. There are notable differences in RSC performance between the two data sources, which can be partially explained by the calculation of free-flow travel time for each data source. The City of Fort Collins determines free-flow travel time from mid-block speeds, and does not account for intersection delay. INRIX Insights uses the 85th percentile of observed speeds to calculate free-flow travel time, which accounts for intersection delay. The difference in free-flow travel times would inflate the TTI from the BlueTOAD system relative to the INRIX data, indicating more congestion according to BlueTOAD. As shown in **Table 4**, the INRIX data indicates lower levels of congestion at most TTI thresholds for all roads except Shields St.

Table 4. Percentage of Assessed RSCs* Exceeding TTI Thresholds by RSC and by Data Source – A Comparison of INRIX Insights and the City of Fort Collins' BlueTOAD System, 2015

RSC	Data Source	Percentage of Assessed RSCs Exceeding TTI Threshold *(Percent Congested)*										Length Assessed in Miles
		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0	
US 287 / College Ave	BlueTOAD	100.0	100.0	87.6	68.8	50.2	31.5	25.2	6.3	0.0	0.0	16.0
	INRIX	100.0	89.0	77.8	66.8	42.7	9.5	9.4	7.4	5.8	4.3	18.0
Harmony Rd	BlueTOAD	100.0	100.0	100.0	62.5	50.2	50.2	50.2	37.7	37.7	37.7	8.0
	INRIX	100.0	100.0	100.0	100.0	50.7	50.7	38.2	13.0	0.5	0.4	8.0
Mulberry St	BlueTOAD	100.0	85.4	47.2	35.8	35.8	12.2	12.2	12.2	12.2	12.2	8.7
	INRIX	100.0	78.3	37.3	18.3	9.8	0.8	0.2	0.2	0.1	0.0	11.6
Prospect Rd	BlueTOAD	100.0	100.0	100.0	100.0	100.0	100.0	100.0	50.0	25.2	0.0	4.0
	INRIX	100.0	100.0	100.0	100.0	100.0	51.4	26.4	9.1	9.1	9.1	4.0
Shields St	BlueTOAD	100.0	87.5	75.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	8.0
	INRIX	100.0	100.0	75.2	62.6	12.8	0.2	0.2	0.2	0.0	0.0	8.1
Taft Hill Rd	BlueTOAD	85.7	78.6	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	7.0
	INRIX	100.0	71.4	7.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	7.1
Timberline Rd	BlueTOAD	100.0	87.7	87.7	63.5	51.3	37.8	12.3	0.0	0.0	0.0	8.3
	INRIX	100.0	100.0	87.9	27.7	15.7	2.0	1.4	1.4	0.8	0.8	8.4
Total	BlueTOAD	98.4	92.4	74.5	55.6	47.7	34.8	27.5	16.4	10.6	9.1	60.0
	INRIX	100.0	90.0	68.0	51.5	29.6	12.4	9.2	4.4	2.3	1.9	65.2

*By length, for all RSC segments with data available from both INRIX Insights and the BlueTOAD system

Sources: INRIX Insights and City of Fort Collins

National Highway Freight Network

The Fixing America's Surface Transportation Act (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the National Multimodal Freight Network (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for designating and certifying CRFCs and CUFCs, although no formula funds from the National Highway Freight Program (NHFP) may be expended on a corridor prior to its designation. Designations may occur at any time, may be full or partial designations of the CRFCs or CUFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis. FHWA recommends that State Freight Plans are updated to include these routes once designated.

Excluding the CRFCs and CUFCs, the NHFN in Colorado currently includes the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- 1,217.17 miles
  - PHFS: 789.94 miles
  - PHFS Intermodal Connectors: 13.52 miles
  - Non-PHFS Interstates: 172.67 miles
  - CRFC: 160.69 miles
  - CUFC: 80.35 miles

National Highway Freight Program

The National Highway Freight Program (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately $15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project. The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.

- A wide range of other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

Critical Corridor Designation – Proposed Approach

- Use State Highway Freight Plan (Colorado Freight Corridors and Freight Project Areas) as starting point
- Focus on smaller, logical corridor segments rather than entire corridors given limited allotment of miles
- Consider leaving some portion of miles unallocated to retain flexibility and assign if/when needed.
- Expedited process to identify initial corridor designations this fall – get in early in tandem with designation of NMFN, get corridors designated in order to provide expanded eligibility of projects as we move forward in identifying priorities for funding under the formula freight program.
- Solicit input through Regions, TPRs, MPOs, STAC, and FAC
- Coordinate with DRCOG and PPACG processes for urbanized areas > 500,000
- Building on initial analysis, input and designations, conduct more detailed analysis of corridors and priorities as part of Multimodal Freight Plan development.
- Develop annual update process to update corridors annually as projects are completed, needs change, etc.

Critical Rural Freight Corridors

- 160.69 miles, designated by the State

Criteria

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
    - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
    - Provides access to:
        - Energy exploration, development, installation or production areas
        - Grain elevators
        - Agricultural facilities
        - Mining facilities
        - Forestry facilities
        - Intermodal facilities
        - Significant air, rail, water or other freight facilities in the State
    - Connects the PHFS or Interstate System to facilities that handle more than:
        - 50,000 20 foot equivalent units per year
        - 500,000 tons per year of bulk commodities
    - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- States are encouraged to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
    - Colorado Freight Corridors
    - Freight Project Areas

July-September

- Regions and TPRs/MPOs provide input on:
    - Most important logical segments
    - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
    - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)

October

- Identify up to 160 miles of initial Critical Rural Freight Corridors, based on Region, TPR/MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

November/December

- Transportation Commission review
- Submit Critical Rural Freight Corridors to FHWA

Critical Urban Freight Corridors

- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

Criteria

- Is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
    - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
    - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
    - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
    - Is important to the movement of freight within the region, as determined by the MPO or the State.
- States and MPOs are encouraged to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial zoned land.

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
    - Colorado Freight Corridors
    - Freight Project Areas

July-September

- GVMPO, NFR MPO, and PACOG provide input on:
    - Most important logical segments
    - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
    - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)
- DRCOG, PPACG:
    - Identify Critical Urban Freight Corridors
- Coordinate with MPOs, negotiate mileage allocation between DRCOG, PPACG, and other urban areas

October

- Identify initial XX miles of Critical Urban Freight Corridors outside of DRCOG and PPACG, based on Region, MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

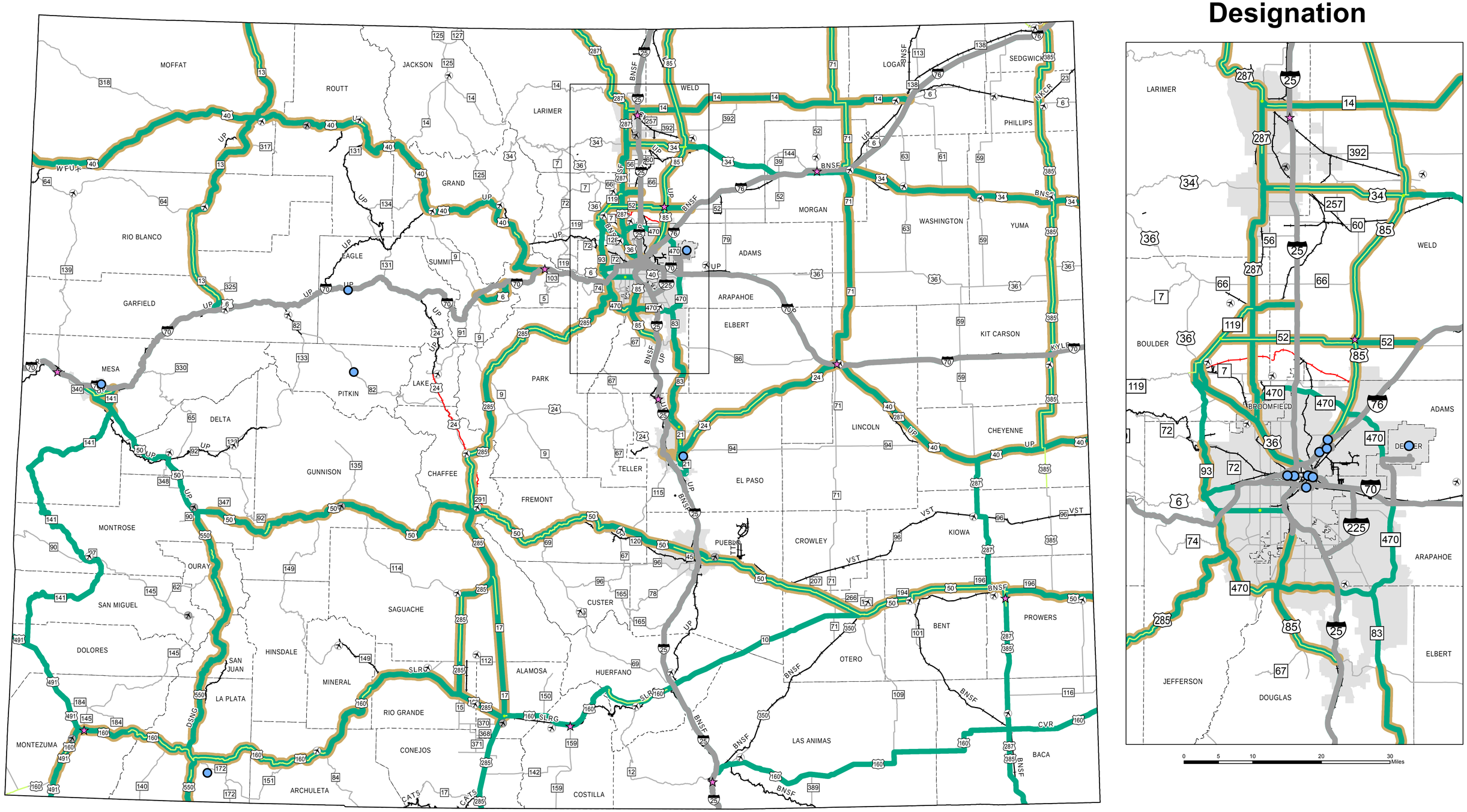
November/December

- Transportation Commission review
- Submit Critical Urban Freight Corridors outside of DRCOG, PPACG to FHWA

Maps

- **Critical Freight Corridor Designation**- Base map showing already identified NHFN corridors, Colorado Freight Corridors, and Freight Project Areas, Urbanized Areas, and other freight facilities such as ports of entry, airports, railroads, and intermodal facilities.
- **Colorado Freight Corridors with Freight Project Areas – Truck AADT –** Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and Truck AADT. Excludes corridors already identified NHFN corridors.
- **Colorado Freight Corridors with Freight Project Areas – Percent Truck AADT –** Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and percent off-peak Truck AADT. Excludes corridors already identified NHFN corridors.

Critical Freight Corridor Designation



COLORADO
Department of Transportation

- Ports of Entry
- Commercial Service Airport
- Publicly-Owned and Operated Airport
- Counties
- Urban Areas (Pop. > 50,000)
- Intermodal Facilities

- National Highway Freight Network
- Colorado Freight Corridors
- Freight Project Areas (Non Interstates)
- Development Program Projects (Non Interstates)
- In Service Railroad
- Out of Service Railroad
- Highways

N

20 10 0 20 40 60 Miles

Data Source: CDOT 2015
Created: June 2016

AGENDA ITEM SUMMARY (AIS)

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

Meeting Date	Agenda Item	Submitted By
July 20, 2016	2016 Q3 TIP Amendment Discussion	Aaron Buckley

Objective / Request Action

To discuss moving Regional Priority Program Funds from *NFR I-25: Post EIS Design & ROW* to the *US34: PEL Study.*

- ☐ Report
- ☐ Work Session
- ☑ Discussion
- ☐ Action

Key Points

CDOT is requesting a TIP amendment to amend and to add the following projects and funding to the FY2016-2019 TIP:

- NFR I-25: Post EIS Design & ROW would be reduced $1,676k Federal STP Surface Treatment and $419k State Highway Fund – HUTF dollars.
- The US34 PEL Study would be funded with the funds reduced from the NFR I-25: Post EIS Design & ROW ($1,676k Federal STP Surface Treatment and $419k State Highway Fund – HUTF dollars).

This TIP amendment would move $2,095k in FY19 RPP funds from *NFR I-25: Post EIS Design & ROW* to the *US34: PEL Study*, plus an additional $117k ($94k Federal STP Surface Treatment and $23k State Highway Fund – HUTF dollars) in FY20 RPP funds per the action taken by Planning Council at their April 7, 2016 meeting and to add the *US34: PEL Study* as a new project to the FY2016-2019 TIP with $1,676k Federal STP Surface Treatment and $419k State Highway Fund – HUTF dollars.

Committee Discussion

This is the first time TAC has discussed the 2016 Q3 TIP Amendment.

Supporting Information

The projects to be amended and added into the FY2016-2019 TIP include:

Funding Program	Sponsor	Revised Projects	FY19
STA (Federal)	CDOT	NFR I-25: Post EIS Design & ROW	(-$1,676k)
SHF (State)	CDOT	NFR I-25: Post EIS Design & ROW	(-$419k)

Funding Program	Sponsor	New Project	FY19
STA (Federal)	CDOT	US34 PEL Study	$1,676k
SHF (State)	CDOT	US34 PEL Study	$419k

Advantages

Recommendation from the TAC to the NFRMPO Planning Council to fund the US34 PEL project and ensure the FY2016-2019 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis /Recommendation

Staff supports amending and adding the RPP projects into the FY2016-2019 TIP.

Attachments

2016 Q3 Policy Amendment Form

FY 2016 through 2019

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment Request #2016-Q3

Submitted to: CDOT **Prepared by:** Aaron Buckley **DATE:** 7/20/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
Regional Priority Program												
Previous Entry	2016-036	**NFR I-25: Post EIS Design & ROW**	CDOT	Highway Added Capacity	Federal	STA		790	1,762	526	2,251	**5,329**
SSP4428.001			Region 4	Modify & Reconstruct	State	SHF		198	441	131	638	**1,408**
					Total			988	2,203	657	2,889	6,737
Revised Entry	2016-036	**NFR I-25: Post EIS Design & ROW**	CDOT	Highway Added Capacity	Federal	STA		790	1,762	526	575	**3,653**
SSP4428.001			Region 4	Modify & Reconstruct	State	SHF		198	441	131	219	**989**
					Total			988	2,203	657	794	4,642
REASON:	*$2,095k FY19 RPP funds moved from I-25: Post EIS Design & ROW to US34: PEL study plus an additional $117k ($94k STA and $23k SHF) FY20 RPP funds per NFR Council at April 7,2016 meeting.*											
New Entry	2019-004	**US34 PEL Study**	CDOT	Planning	Federal	STA		-	-	-	1,676	**1,676**
SR46600.053			Region 4		State	SHF		-	-	-	419	**419**
					Total			0	0	0	2,095	2,095
REASON:	*$2,095k FY19 RPP funds moved from I-25: Post EIS Design & ROW to US34: PEL study plus an additional $117k ($94k STA and $23k SHF) FY20 RPP funds per NFR Council at April 7,2016 meeting.*											

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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

Memorandum

To: NFRMPO Transportation Advisory Committee (TAC)

From: Terri Blackmore

Date: July 20, 2016

Re: NFRMPO Schedule of Work

Background

The Colorado Department of Transportation (CDOT) is changing the schedule for the adoption of Colorado Unified Planning Work Programs (UPWP). The due dates for the UPWP and the contract scope of work must occur earlier to allow for FHWA approval of the UPWP and CDOT approval of the contracts prior to October 1. In addition, Planning Council requested a schedule for major FY2016 and FY2017 NFRMPO work products be provided, as several continue into FY2017.

The attached schedule identifies the timelines for the Freight Northern Colorado Plan, FY2018 UPWP development, FY2020 – FY2021 Call for Projects, 2040 RTP Amendment, FY2018 – FY2021 Transportation Improvement Program (TIP), Air Quality Conformity, the Non-Motorized Plan, and the Human Services Coordinated Plan. Each schedule identifies major work and TAC, Mobility Committee, and Planning Council actions.

It is important to note the Call for Projects, TIP, RTP Amendment, and Air Quality Conformity are linked and must be completed prior to May 2017 to retain eligibility to spend federal funds.

Planning Council requested NFRMPO staff share this schedule with TAC and to provide an update quarterly.

Action

No action required, this item is for information only.

	2016							2017											
NFRMPO Tasks	**June**	**July**	**August**	**September**	**October**	**November**	**December**	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**September**	**October**	**November**	**December**
Freight Northern Colorado Plan	Data Collection and drafting of chapters						Draft Document Completed	TAC review		Finalize Draft Document				TAC discussion	Planning Council Discussion TAC recom-mendation	Planning Council Approval			
UPWP					FY 2017 UPWP initiates UPWP amendment to TAC & Finance	Planning Council approval of UPWP Amendment		Initiate FY 2018 Budget Developme nt	Mid Year Review Initiate Task summary	FY2018 Tasks to TAC	Budget to Finance Committee TAC recommends approval of tasks	Planning Council approval of FY2018 UPWP	FY2018 UPWP and CPG Scope of Work to CDOT Scope of work to CDPHE	CDOT submittal of UPWP to FHWA		FHWA approval of UPWP CDOT approval of CPG contract	New UPWP takes effect		
FY2020-2021 Call for Projects		Call for projects opens Project Application Workshop	CMAQ Projects Due Projects submitted to FHWA for eligibility review	STP Metro, CMAQ, and TAP submissions due to MPO	Project Selection Discussion	TAC Call for Projects Recommendation	Planning Council Call for Projects Approval												
2040 RTP Amendment							TAC 2040 RTP Recommendation Post Public Hearing		Planning Council Approval of RTP										
FY2018-2021 TIP schedule					TAC TIP Discussion	Planning Council Discusion of TIP TAC Recommendation on TIP	TAC TIP Recommendation	Post Public Hearing	Planning Council Approval of TIP										
AQ Conformity								CDPHE for AQ Analysis	Public notice of Public Hearing for Conformity		Public Hearing and Planning Council Conformity approval Submission to AQCC for Concurrence								
Non-motorized Plan	Data Collection Public Involvement Initiate draft document			Draft Plan to TAC Public Involvement	TAC discussion Public Involvement	Planning Council Discussion TAC recommendation to Planning Council Public Involvement	Planning Council Approval												
Coordinated Public Transit/Human Services Transportation Plan					Larimer and Weld Mobility Committee Kick-off for Coordinated Plan	Public Invovlement Initiate draft chapters								Larimer and Weld Mobility Committees review draft Plan		Larimer and Weld Mobility Committees combined Plan review and Recommendation to Planning Council	Planning Council discussion of Human Services Coordinated Plan	Planning Council approval of Human Services Coordinated Plan	

FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council

Administrative Modification Request #2016-M7

Submitted to: CDOT **Prepared by:** NFRMPO **DATE:** 7/20/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
FASTER Transit												
SST7035.178	*NF6535*	**GET Regional Transfer Facility**	*Greeley-Evans*	*Transit Transfer Facilities*	State	FAS	1,510					**0**
Old Entry					Local		378					**0**
					Total		1,888	0	0	0	0	**0**
SST7035.178	*NF6535*	**Greeley-Evans Transit Hub Project**	*Greeley-Evans*	*Transit Transfer Facilities*	State	FAS			2,815			**2,815**
New Entry					Local				743			**743**
					Total			0	3,558	0	0	**3,558**
REASON:	*FY2012 - FY2017 Roll-forward to FY2016 - FY2019 and addition of funds ($1,306 FASTER & $743 Local) for the Greeley-Evans Transit Hub Project*											
New Entry	2016-051	**VanGo Program FY2016 Funds**	NFRMPO	Vehicle Purchase	State	FAS		240				**240**
					Local			60				**60**
					Total			300	0	0	0	**300**
REASON:	*Increase 2016 FASTER Funds for VanGo to 240K plus 60K local for the purchase of 10 vanpool replacement vehicles*											
SR47005.003	NF0986	**Evans Park & Ride: US85 & 42nd St**	CDOT	Multi-Modal Facilties	State	STL		70				**70**
New Entry			Region 4		Local							**0**
Roll Forward					Total			70	0	0	0	**70**
REASON:	*Project originally from NFRMPO FY2012-FY2017 TIP additional funds needed for project over-runs*											
Congestion Mitigation & Air Quality (CMAQ)												
SNF5788.035	*NF1010*	**US 34 (10th St): 35th to 23rd**	*Greeley*	*Access*	Federal	AQC	1,000	1,000				**1,000**
Old Entry				*Modify & Construct*	Local		208	208				**208**
					Total		1,208	1,208	0	0	0	**1,208**
SNF5788.035	*NF1010*	**Greeley 10th Street Phase I Construction**	*Greeley*	*Access*	Federal	AQC	1,000	1,000				**1,000**
New Entry		Formerly: US 34 (10th St): 35th to 23rd		*Modify & Construct*	Local		208	208				**208**
					Total		1,208	1,208	0	0	0	**1,208**
REASON:	*CDOT R4 requests update of the US 34 (10th St): 35th to 23rd project to reflect two construction phases.*											
SNF5173.049	*NF1103*	**US 287 & US 34 VMS Signs**	*Loveland*	*Multi-Modal Traveler*	Federal	AQC	497	497				**497**
Old Entry				*Information*	Local		103	103				**103**
					Total		600	600	0	0	0	**600**
SNF5173.049	*NF1103*	**US 287 & US 34 VMS Signs**	*Loveland*	*Multi-Modal Traveler*	Federal	AQC	497		497			**497**
Revised Entry				*Information*	Local		103		103			**103**
					Total		600	0	600	0	0	**600**
REASON:	*CDOT Rolling STIP requires the roll-forward of US 287 & US 34 VMS Signs funding from FY16 to FY17*											
SNF5173.051	*2016-003*	**Loveland Traffic Optimization**	*Loveland*		Federal	AQC		380				**380**
Old Entry					Total		0	380	0	0	0	**380**
SNF5173.051	*2016-003*	**Loveland Traffic Optimization**	*Loveland*		Federal	AQC			380			**380**
Revised Entry					Total		0	0	380	0	0	**380**
REASON:	*CDOT Rolling STIP requires the roll-forward of Loveland Traffic Optimization funding from FY16 to FY17*											
STP-METRO												
SNF5788.035	*NF1010*	**US 34 (10th St): 35th to 23rd**	*Greeley*	*Access*	Federal	STU	2,500					**0**
Old Entry				*Modify & Construct*	Local		520					**0**
					Total		3,020	0	0	0	0	**0**
SNF5788.035	*NF1010*	**Greeley 10th Street Phase I Construction**	*Greeley*	*Access*	State	STU	2,500					**0**
New Entry		Formerly: US 34 (10th St): 35th to 23rd		*Modify & Construct*	Local		520					**0**
					Total		3,020	0	0	0	0	**0**
SNF5788.035	*2017-021*	**Greeley 10th Street Phase II Construction**	*Greeley*	*Access*	State	STU			378			**378**
New Entry		Formerly: US 34 (10th St): 35th to 23rd		*Modify & Construct*	Local				79			**79**
					Total			0	457	0	0	**457**
REASON:	*CDOT R4 requests Roll Forward from FY12-17 TIP of FY15 TIP funds to complete project done in two phases. Phase 1 was completed in FY16 and remaining dollars require new project number and rolling of funds to keep progressing. US 34 (10th St): 35th to 23rd was changed to Greeley 10th Street Phase I Construction and completed. A portion of unused funds from Phase I ($378k STP Metro and $79k Local) will transfer to Phase II for full project completion.*											
New Entry	2016-050	**NFRMPO FY2017 Planning Funds**	NFRMPO	Planning	State	STU			250			**250**
					Local				53			**53**
					Total			0	303	0	0	**303**
REASON:	*FY2017 UPWP*											
Surface Treatment												

Previous Entry	2016-020	**US287 Berthoud Bypass Repair**	CDOT	Surface Treatment	Federal	STA		660				**660**
SR45218.182			Region 4	Repair	State	SHF		140				**140**
					Total			800	0	0	0	800
Revised Entry	2016-020	**US287 Berthoud Bypass Repair**	CDOT	Surface Treatment	Federal	STA				1242		**1,242**
SR45218.182			Region 4	Repair	State	SHF				258		**258**
					Total			0	0	1,500	0	1,500
REASON:	*Increase cost to current engineers estimate and move current funding to year of CDOT budget. Increase funds are available from within CDOT's Surface Treatment Pool*											

Non-Regionally Significant Regional Priority Program												
New Entry	2017-018	**Fort Collins CBC Underpass**	CDOT	Culvert	State	SHF			300			**300**
SR46600.054		College Ave S/O Foothills Parkway	Region 4	Installation	Total			0	300	0	0	300
REASON:	*New project in Region 4 RPP non-regionally significant pool. Funds are available from within the pool.*											

Safe Routes to School												
New Entry	2017-019	**Ft Collins Biking & Walking Camps, Clubs & Field Trips**	City of Ft Collins	Educational	State	Grant			13			**13**
SST-new				Program	Local	L			3			**3**
					Total			0	16	0	0	**16**
REASON:	*New project selected to receive Safe Routes to School grant. New funding in the North Front Range*											
New Entry	2017-020	**Walk Safe/Bike Safe Education**	Thompson R-2J SD	Educational	State	Grant			46			**46**
SST-new				Program	Local	L			12			**12**
					Total			0	58	0	0	**58**
REASON:	*New project selected to receive Safe Routes to School grant. New funding in the North Front Range*											

Additional Administrative Corrections Requested by the NFRMPO:

Funding Sources:

Delete 2015 VanGo Faster funds

Change title 'Larimer County Canal (LR-0.2-50)' to 'Larimer Co. Canal at CR9 (LR9-0.4-56)'