



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

nfrmpo.org
www.VanGoVanpools.org

Technical Advisory Committee

- Dawn Anderson - Chair
Weld County
- Dennis Wagner - Vice Chair
Town of Windsor
- Jeff Bailey, City of Loveland
- Stephanie Brothers, Town of Berthoud
- Gary Carsten, Town of Eaton
- John Franklin, Town of Johnstown
- Eric Fuhrman, Town of Timnath
- Will Jones, City of Greeley/GET
- Tim Kemp, City of Fort Collins
- Suzette Mallette, Larimer County
- Wendy Haywood, Town of LaSalle
- Karen Schneiders, CDOT Region 4
- Fred Starr, City Evans
- Nick Wharton, Town of Severance
- CDPHE-APCD
- Town of Milliken

- Janet Bedingfield, SRS
- Amanda Brimmer, RAOC
- Aaron Bustow, FHWA
- Ranae Tunison, FTA
- NoCo Bike & Ped Collaborative

MPO Transportation Staff

- Terri Blackmore, Executive Director
- Becky Karasko, Regional Transportation Planning Director
- Ryan Dusil, Transportation Planner
- Alex Gordon, Transportation Planner II/ Mobility Coordinator
- Medora Kealy, Transportation Planner
- Sarah Martin, Transportation Planner

Next TAC Meeting:
January 17, 2018
 1:00-3:30 p.m.

Town of Windsor Wi-Fi
 Username: Windsor Rec Center
 Public Wi-Fi
 Password: password

HOLIDAY LUNCH SERVED AT 12:30

**NFRMPO TECHNICAL ADVISORY COMMITTEE
 MEETING AGENDA**

December 20, 2017
 Windsor Community Recreation Center
 250 N. 11th Street—Pine Room
 Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (2 minutes each)
3. Approval of November 15, 2017 Meeting Minutes (Page 2)

CONSENT AGENDA:

No items this month.

ACTION ITEMS:

4. Election of 2018 TAC Officers Karasko
5. 2014-2018 NFRMPO Targets for Safety Performance Measures (Page 8) Kealy

OUTSIDE PARTNERS REPORTS (verbal):

6. NoCo Bike Ped Collaborative
7. Regional Transit Agencies
8. Senior Transportation
9. Regional Air Quality Council

PRESENTATIONS:

10. Bustang Outrider Program Mike Timlin, CDOT
11. Regional Route Study Will Jones, Greeley
12. NFRMPO Travel Demand Model TAZ Update Dusil

DISCUSSION ITEM:

13. NoCo Transportation Alternatives (TA) Funding Recommendation (Page 11) Tom Jones, Great Western Trail Authority

REPORTS:

14. 2018 TAC Meeting Schedule (Page 17) Karasko
15. Roundtable All

MEETING WRAP-UP:

16. Final Public Comment (2 minutes each)
17. 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

November 15, 2017
1:03 p.m. - 2:51 p.m.

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Weld County
Jeff Bailey - Loveland
Aaron Buckley - NoCo Bike & Ped Collaborative
Aaron Bustow - FHWA
Eric Fuhrman - Timnath
Will Jones - Greeley
Tim Kemp - Fort Collins
Suzette Mallette - Larimer County

NFRMPO STAFF:

Terri Blackmore
Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Janet Bedingfield - Senior Resource Services
Stephanie Brothers - Berthoud
Amanda Brimmer - RAQC
Gary Carsten - Eaton
John Franklin - Johnstown
Wendy Heywood - LaSalle
Karen Schneiders - CDOT
Fred Starr - Evans
Ranae Tunison - FTA
Dennis Wagner - Windsor
Nick Wharton - Severance
CDPHE - APCD
Town of Milliken

IN ATTENDANCE:

Jim Flesher - Weld County
Dave Klockeman - Loveland, Alternate
Kathy Seelhoff - CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:03 p.m.

Anderson stated she is no longer employed by the City of Evans and now works for the Weld County Department of Public Works as Development Review Manager. Anderson asked TAC if they approve of her continuing to serve as Chair through December. Mallette stated she approves of Anderson continuing to serve, and other TAC members concurred.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE SEPTEMBER 20, 2017 TAC MINUTES

Jones moved to approve the September 20, 2017 TAC meeting minutes. Kemp seconded the motion and it was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

FY2018-2019 UPWP and Budget Amendment - Blackmore stated the NFRMPO needs to roll funds forward and add funding to four work tasks in the *FY2018-2019 UPWP*. Blackmore stated there are some leftover CPG funds from fiscal year 2017, and the NFRMPO is also receiving *FHWA 405C Safety Grant* funds to geocode crashes for the FHWA safety performance measures. The NFRMPO will also roll forward CPG funds to FY2018 for the purchase of travel time collectors. Additional CPG funds were added for consulting time for the *Land Use Model Update* in UrbanCanvas, traffic counts for the *Regional Travel Demand Model Update*, and additional staff time for the *Regional Transit Element*. Blackmore stated the budget amendment will go to Finance Committee tomorrow, then to CDOT and FHWA for approval. Klockeman asked where the local match comes from when the NFRMPO receives a grant. Blackmore stated the local match will come from the local communities and is being amended into the *FY2018 UPWP* as well. Bailey moved to recommend approval of the Amendment. Jones seconded the motion and it passed unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Dusil stated the Collaborative cancelled the November meeting. At the December TAC meeting the Collaborative will be recommending the Great Western Trail Authority (GWTA) receive \$415,000 in federal non-motorized funding to construct a segment of trail from Severance to Eaton. This recommendation was contingent on the commitment of an additional \$50,000 in local match from the towns of Eaton, Severance, and Windsor. Those matches were recently approved in each town's 2018 budget. A representative from the GWTA will present the project to TAC in December.

Dusil stated the Collaborative has formed a team of six to apply for funding assistance to attend the 2018 Walkability Action Institute (WAI) in Decatur, Georgia in April 2018. The WAI is a multi-day workshop during which teams develop an action plan to improve walking and walkability in their region. The team consists of Eric Aakko with Weld County, Katie Guthrie with the City of Loveland, Will Karspeck with the Town of Berthoud, Aaron Buckley with CSU, Chris Johnson with Bike Fort Collins, and Ryan Dusil from the NFRMPO.

Buckley introduced the I-25 project memo sent by the Collaborative to Betsy Jacobsen, Bicycle and Pedestrian Section Manager with CDOT. The memo was written after a presentation on the project from CDOT representatives at the August 2017 NoCo Bike & Ped meeting. The memo highlights the need for corridor preservation at Box Elder Creek and Big Thompson River to cross I-25 via the installation of box culverts. The Collaborative is recommending financial assistance from CDOT similar to funding they provided for projects completed in the Denver Metro area. Buckley stated the Box Elder Creek crossing is part of Regional Non-Motorized Corridor (RNMC) #7 and the Big Thompson River crossing is part of RNMC #3. Buckley added the Environmental Impact Statement (EIS) was completed 10 years ago. Mallette asked Kemp if there are adequate bike facilities planned for Prospect Road. Kemp stated he thinks so but will follow up with other City staff. Blackmore stated part of the concern is the bike lanes are not protected and are not safe for children accessing the school to be constructed at the northeast corner of the Prospect interchange. Mallette asked what the goal of the memo is. Buckley stated the goal is to continue the conversation regarding the installation of box culverts now to accommodate future trail construction. Mallette stated the bridges highlighted in the memo will not be replaced as part of the project. Buckley stated the memo requests the box culverts be added to the project.

Buckley presented data from the bicycle and pedestrian counter at the Shields Street and West Elizabeth Street underpass west of CSU's campus. The counter went live October 1 and has averaged counts of more than 2,000 users per day through the fall. Buckley stated 100 fewer users travel westbound through the underpass than eastbound each day. Pedestrian traffic is significantly higher on football game days. On weekday mornings, roughly 150 people pass through within 15 minutes, raising safety concerns. Jones asked if the signal timing was changed for the at-grade crossing. Kemp

responded the crossings are signaled by a push button and users have called for the signal less often. Buckley stated CSU has done pre- and post-construction studies and has observed different travel patterns with fewer pedestrians crossing mid-block.

Regional Transit Agencies - Jones stated GET's partnership with Transfort for game days is going well. The South Campus Shuttle transported almost 3,800 people for the Air Force game. Jones stated GET set a ridership record in October with 88,000 rides.

Bailey stated Loveland City Council passed four transit-related measures unanimously on October 17. COLT will receive its Transit Manager through a contract with Transfort, privatize paratransit services through Transfort's existing contract with Shamrock Taxi, and purchase four acres for the North Transit Center on the west side of US287 at 37th Street with a City Council request for expedited construction. Bailey stated the paratransit contract creates savings COLT will use to run a pilot bus along US34. Bailey stated COLT has improved its workforce and employees are positively engaged in the recent developments.

Kemp reported David Averill is no longer with Transfort and the City is actively looking to fill the position.

Senior Transportation - No update this month.

Regional Air Quality Council (RAQC) - No update this month.

PRESENTATIONS

2017 Coordinated Public Transit/Human Services Transportation Plan - Gordon stated the *Coordinated Plan* is required for agencies receiving FTA \$5310 funding. It is specifically earmarked for older adults and people with disabilities to prioritize transit services for funding and implementation. The *Coordinated Plan* is updated every four years, similar to the *Regional Transportation Plan* (RTP). The *Plan* consists of a needs assessment, an assessment of available services, an identification of gaps between current services and needs, and prioritization of implementation strategies. Gordon presented at 10 community meetings and made materials available at summer 2017 outreach events. Gordon stated there are not many service options that connect communities and highlighted the largest gaps. To address the needs and gaps, the *Coordinated Plan* has four goal areas: Inclusion, Education, Improvements for Smaller Communities, and Improvements for Large Communities. The public comment period for the *Coordinated Plan* is open until November 24 and it will go as a consent item to Planning Council on December 7.

DISCUSSION ITEMS

2045 Regional Transportation Plan Goals, Objectives, Performance Measures, and Targets (GOPMT) - Karasko stated the *Regional Transportation Plan* (RTP) update began this fall with updates to Regional Travel Demand Model inputs. Karasko stated addressing GOPMT is a federal requirement to be updated ahead of the RTP update process. The 2040 GOPMT were developed by TAC and approved by Council in September 2014, prior to the establishment of the federal performance measures. Gordon stated the performance-based planning requirements were introduced under the MAP-21 legislation and were carried forward in the FAST Act. The final rulemakings have been made for most of the performance measures and must be incorporated into the RTP and *Transportation Improvement Program* (TIP). CDOT must set targets for the state and the MPOs can support CDOT's targets or develop their own. Gordon stated FHWA and FTA are moving more towards data-driven planning. Mallette asked if we need to meet both the national and state goals. Gordon stated we must report on the federally required performance measures.

Gordon stated the national goal areas are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and environmental sustainability. The NFRMPO must set its targets in these goal areas within 180 days of CDOT setting its state-level

targets. Gordon stated we can adopt the state targets or set our own, but we must report to CDOT either way. Mallette asked if the NFRMPO must meet separate state and federal goals. Bustow stated the state is setting targets for the federal performance measures, and the MPOs also set targets for the federal performance measures. Gordon stated the NFRMPO's deadline for Planning Council approval of the five safety targets is February 27, 2018, and the deadline for the other targets will be November 16, 2018 at the latest. Gordon highlighted the performance measures the NFRMPO must address under each goal area. Gordon added most of the highway measures apply to the National Highway System (NHS) only. Gordon stated there is a proposed rulemaking to rescind the greenhouse gas performance measure. Fleisher asked what emissions are included in that performance measure. Bustow stated it is the criteria pollutants (VOC, NOx, and CO), but the measure proposed for rescission is total tailpipe CO₂ emissions.

Gordon stated there are no financial penalties for MPOs not reaching their targets. Bustow stated although there are not financial penalties for MPOs, there are recertification reviews in which MPOs can be penalized administratively. Mallette stated CDOT should have the majority of the data because targets only apply to the NHS. Gordon stated one benefit of using the state targets is the savings in staff time to be used for other tasks related to the 2045 RTP update. Fleisher asked if there is an incentive to set more ambitious targets. Gordon stated because the process is now more data-driven, MPOs must demonstrate the trends and projections that informed each target. Blackmore added one incentive is fewer traffic-related deaths in the region. Gordon asked how TAC would like to be involved in the process. Karasko stated we do not know the state targets yet, aside from safety. Mallette stated developing the GOPMT spreadsheet in the 2040 RTP was a very involved process. Klockeman suggested creating a table to highlight gaps between the existing GOPMT and the new requirements, so as to assess which parts of the 2040 GOPMT are still appropriate. Gordon stated there will need to be evidence of a data-driven process, but an inventory of the existing gaps could be a good starting point. Mallette stated the NHS is not representative of the MPO and setting our own targets may not be worth the effort this time. Karasko stated CDOT will provide the MPOs with data once they have set their state targets. Karasko stated staff will provide more information in December.

NFRMPO Targets for Safety Performance Measures - Karasko stated the regional safety target must be set by February 17, 2018 and NFRMPO must decide if it will create its own targets or go with the state's targets. The safety targets have an annual update frequency, and will be set again in 2019 before being incorporated into the 2045 RTP. Kealy introduced the measures and stated they are all person-based and must be calculated annually as a five-year rolling average for all public roads. Kealy stated by supporting CDOT's targets, we would agree to plan and program projects to achieve the targets. The targets must be based on realistic outcomes. Kealy stated she replicated the state's methodology and the anticipated 2014-2018 rolling average is higher than the baseline 2011-2015 rolling average for all five performance measures.

Mallette asked if the factor the MPO used to project anticipated outcomes is the same as the factor used by CDOT. Kealy stated she replicated CDOT's methodology, using a polynomial line of best fit with the observed data points to generate the anticipated outcome. Kealy stated there are other methodologies we can explore. Jones asked if a per capita rate would be useful since population may not be growing as fast as VMT. Kealy stated we can, but it will not substitute for the federally required performance measures. Mallette asked what it means to support the state target. Kealy stated it means we agree to plan and program projects for those targets but does not necessarily translate into a number.

Bustow suggested staff look at how targets will be incorporated into the NFRMPO's planning process and program of projects. Mallette asked Bustow if it is important the NFRMPO have a distinct number to report to FHWA. Bustow stated no, only the statewide number is reported to FHWA. Blackmore stated the NFRMPO needs to report targets to CDOT only. Blackmore reminded TAC this round of

targets will not go into RTP or TIP. Bailey stated it makes sense to see where our region is in relation to state targets before setting our own. Blackmore stated DRCOG is setting its own safety targets, but other MPOs are supporting CDOT's safety targets. Mallette stated supporting the state targets for this round makes the most sense, and other TAC members concurred. Kealy stated she will bring more background information to TAC in December for Action.

REPORTS:

Mobility Committee Updates - Gordon listed upcoming meeting information for the Larimer County and Weld County Mobility Committees. The *Larimer County Senior Transportation Needs Assessment* subcommittee has added extra meetings.

TIP Modification Updates - Kealy stated July-September Modifications were included in the packet. Mallette asked if there is anything staff should report to elected officials about on the I-25 design build. Kealy stated funds were re-programed but are still going to the same project. Klockeman asked if any modifications will come back for action. Kealy stated modifications are put into the TIP when they are requested and TAC and Planning Council are notified quarterly.

Bike/Ped Counters Updates - Dusil indicated a permanent counter report and information on the NFRMPO's three new counters are in the packet.

Public Involvement 2017 Summary - Martin stated NFRMPO staff attended 12 events and interacted with more than 1,400 people during 2017 Summer Outreach.

FHWA Inactive Project List - Seelhoff stated the Loveland I-25/US34/Crossroads VMS project submitted a bill and will come off the Inactive Project List in the next iteration.

ROUNDTABLE

Karasko stated NFRMPO's INFRA grant application for I-25 from SH402 to the Little Thompson Bridge was submitted on November 1 with a total ask of \$86.5M. Karasko stated a *Regional Travel Demand Model* consultant was selected and they are negotiating a contract now. Klockeman asked when the consultant will start. Karasko stated work will begin in January. Bailey asked how big the INFRA grant pool was. Blackmore stated it was over a billion because it was a two-year grant.

Flesher stated Weld County also submitted an INFRA grant application for just over \$100M for US85 to improve the interchange at WCR104, close the O Street interchange, purchase right-of-way from Union Pacific near Ault, and construct a flyover at CR44. Anderson stated Adams County and Brighton committed about \$17M for the project.

Martin stated NFRMPO staff is working on the new *Land Use Allocation Model*, UrbanCanvas. Martin is working on three databases for the project and will be asking for regional zoning, future land use, and development pipeline data from local staff.

Mallette stated she has been working on hiring a contractor for sections 7 and 8 of I-25 project as a local government liaison on the Bid Evaluation Committee. The project bids were opened at the end of August and all of them came in over the upset limit. CDOT made scope modifications and held a reevaluation process for Best and Final Offers (BAFOs) from the contractors. The reevaluation was completed this morning and the bid opening will be Friday morning. Kemp asked if it was a combination of scope changes and adding money to the project. Mallette said they will not add money to the project unless the BAFOs are all above the upset limit again. Blackmore stated one scope change was adding the SH402 overpass to the base configuration rather than as an Additional Requested Element (ARE) because all three firms stated it was cheaper for SH402 to pass over I-25. CDOT also shortened the project on the south end by 2,000 feet. CDOT also added assurances for contractors to use the fill dirt from the US34 canyon project to save money. This project originally

went to bid at the same time as Central I-70. CDOT is hopeful the new bids will come in lower because the contractors not awarded the Central I-70 bid are now available. If all bids come in over again, the project will go to negotiation with the lowest bidder.

Klockeman stated *US34 Planning and Environmental Linkages (PEL) Study* public meeting will be held tonight in Loveland at the Best Western Hotel.

Bailey reported a new City Council was seated last night, bringing in a new mayor and two new Council members. The new mayor is Jacki Marsh, a downtown business owner. The new NFRMPO Council representative will be Dave Clark, as Joan Schaefer did not run for reelection.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Anderson stated the Great Western Trail funding recommendation will come for Action, safety targets will come back for Action, and the meeting will start at 12:30 with a luncheon and elections of the 2018 TAC chair and vice chair.

Karasko stated there will be two presentations from CDOT, one on Bustang and one on the roadway usage fee pilot study. NFRMPO staff will also present on the Traffic Analysis Zone (TAZ) update.

Meeting adjourned at 2:51 p.m.

Meeting minutes submitted by - Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 20, 2017 at the Windsor Recreation Center, Pine Room, with a luncheon beginning at 12:30 p.m.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 20, 2017	2014-2018 NFRMPO Targets for Safety Performance Measures	Medora Kealy
Objective / Request Action		
To recommend Planning Council support the 2014-2018 statewide targets set by the Colorado Department of Transportation (CDOT) for the five national safety performance measures and agree to plan and program projects to contribute toward accomplishment of those targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • Per federal requirements, the NFRMPO must set targets for five national safety performance measures for the 2014-2018 time period by February 27, 2018. • CDOT set statewide targets for 2014-2018 for the national safety measures in August 2017. • The NFRMPO can either: <ul style="list-style-type: none"> A. Support the CDOT statewide safety targets and agree to plan and program projects to contribute toward accomplishment of the state safety targets, or B. Set targets specific to the NFRMPO region. • There is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The MPO could be penalized administratively via certification reviews for not meeting targets. • Since safety targets must be set annually, the NFRMPO's targets, which need to be set next year for 2015-2019, will be the safety targets included in the FY2020-FY2023 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP). 		
Committee Discussion		
<p>The CDOT 2014-2018 safety targets were presented to TAC by CDOT in August 2017. At the November 2017 TAC meeting, staff presented historical safety data and anticipated outcomes for the NFRMPO region for the five safety performance measures. The data show performance on all five measures has been worsening, with increased fatalities and serious injuries, in the NFRMPO region and statewide. TAC members concurred the NFRMPO should support the State's safety targets for 2014-2018, and staff agreed to bring the item back for Action in December with additional background information.</p>		
Supporting Information		
<ul style="list-style-type: none"> • The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation Act (FAST Act) require State Departments of Transportation (State DOTs), public transportation agencies, and Metropolitan Planning Organizations (MPOs) to conduct performance-based transportation planning by setting targets for national performance measures and reporting on progress. • The Federal Highway Administration (FHWA) established five safety performance measures in April 2016 (23 CFR Part 490 Subpart B). • State DOTs are required to set targets for the five safety performance measures annually by August 31, beginning with August 31, 2017 (23 CFR Part 924). • MPOs are required to either support the state DOT's targets or set their own within 180 days of the state setting their targets. MPOs may choose either option for each performance measure. • Regardless of the target setting option, the NFRMPO's targets will be reported to the CDOT. • The safety performance measures are person-based, include crashes on all public roads, and are calculated based on the five-year rolling average. 		

Supporting Information (Continued)

- Federal regulation requires safety targets represent the anticipated performance outcomes, which means targets must be data-driven and realistic.
- CDOT set 2014-2018 safety targets with a data-driven process based on performance forecasts and in collaboration with planning partners.
- Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) adopted after April 14, 2018 must include the MPO's adopted safety targets (23 CFR 450).
 - RTPs must include a description of performance measures and targets and a system performance report evaluating progress achieved by the MPO in meeting its targets, and
 - TIPs must be designed to make progress toward achieving targets and must include a description of the anticipated effect of the TIP toward achieving the MPO's targets.

Advantages

- Adopting the state's targets requires less staff time than setting targets specific to the NFRMPO.
- Since trends for the safety performance measures in the NFRMPO region are similar to statewide trends (i.e. upwards), the state safety targets are generally reflective of regional performance.
- The 2014-2018 safety targets will not be incorporated into the next TIP and RTP, since the 2015-2019 safety targets need to be set prior to the planned adoption dates for those documents.
- In 2018 the NFRMPO will geocode serious injury crashes for 2007-2010, which will enable more thorough forecasting for the 2015-2019 safety targets to be adopted by February 27, 2019. The NFRMPO may choose to set safety targets specific to the region at that time.

Disadvantages

- Although safety trends in the NFRMPO region are similar to statewide trends, the state safety targets do not reflect performance specific to the NFRMPO region.

Analysis /Recommendation

Staff recommends supporting the CDOT statewide safety targets for the 2014-2018 time period.

Attachments

- CDOT Safety Baseline Data and 2014-2018 Targets

CDOT Safety Baseline Data and 2014-2018 Targets

National Performance Measure	Baseline (2012-2016)	Target (2014-2018)
Number of Fatalities	520.0	610
Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)	1.064	1.20
Number of Serious Injuries	3,214.8*	3,350
Rate of Serious Injuries per 100M VMT	6.710*	6.790
Number of Non-motorized Fatalities and Serious Injuries	524.2*	586

* Due to the lag in serious injury data availability, these values represent the 2011-2015 time period.



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Alex Gordon, Transportation Planner II/
Mobility Coordinator
Medora Kealy, Transportation Planner
Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: The Great Western Trail Authority
Date: December 20, 2017
Re: NoCo Transportation Alternatives (TA) Funding Recommendation

Background

The Great Western Trail Authority (GWTA) is applying for \$415,000 in federal non-motorized funding returned to the NFRMPO in 2017. The funding would be used to construct a seven-mile, crusher fines section of trail from Severance to Eaton in 2018-19. The NoCo Bike & Ped Collaborative recommended this project receive the funds at its October 11, 2017 meeting. Through a 2006 Intergovernmental Agreement (IGA) between the towns of Eaton, Severance, and Windsor, GWTA was formed to improve and maintain the trail surface, with a \$10,000 annual contribution from each town. All three towns have committed to an additional one-time, \$50,000 contribution (\$150,000 total) to meet the local match requirements of this additional funding.

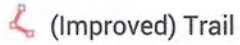
The requested funds will supplement the \$550,000 Transportation Alternatives Program (TAP) funding awarded in the NFRMPO 2014 Call for Projects to complete construction more quickly and efficiently.

Action

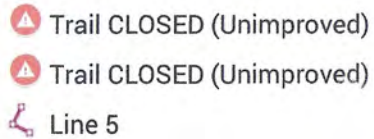
GWTA requests TAC discuss the NoCo Bike & Ped recommendation to award \$415,000 in TA funding to the Great Western Trail project.

Great Western Trail (Colorado) Windsor, Severance, Eaton

Improved Trail



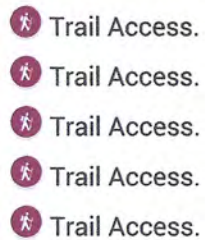
(Unimproved) Trail – Severance, CO to Eaton, CO



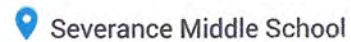
Windsor Trail



Trail Access Points.



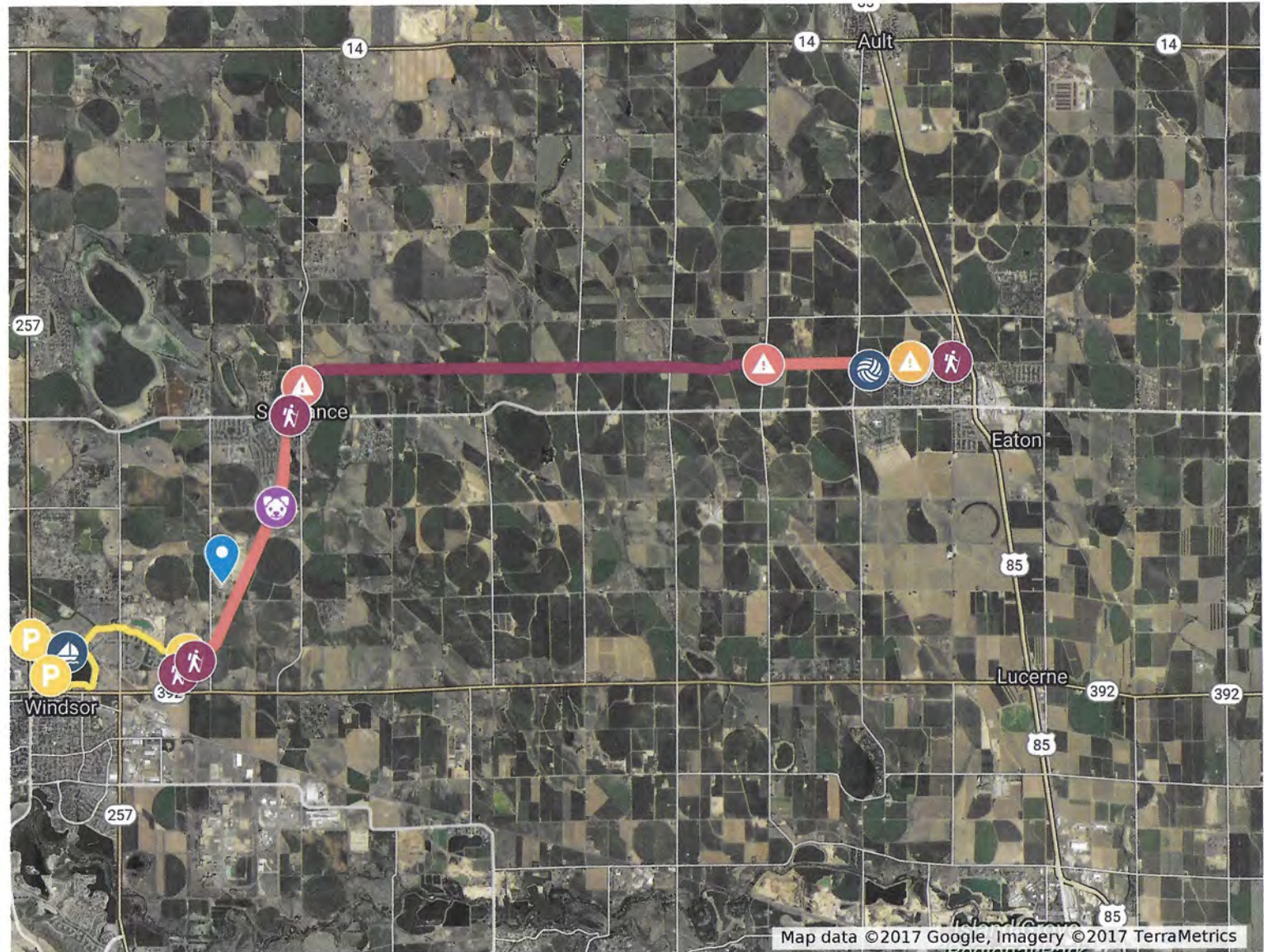
Schools



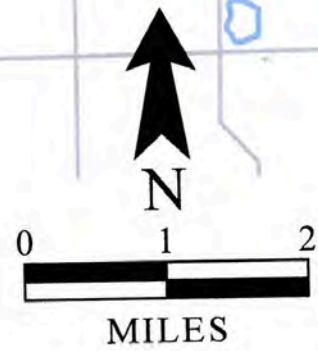
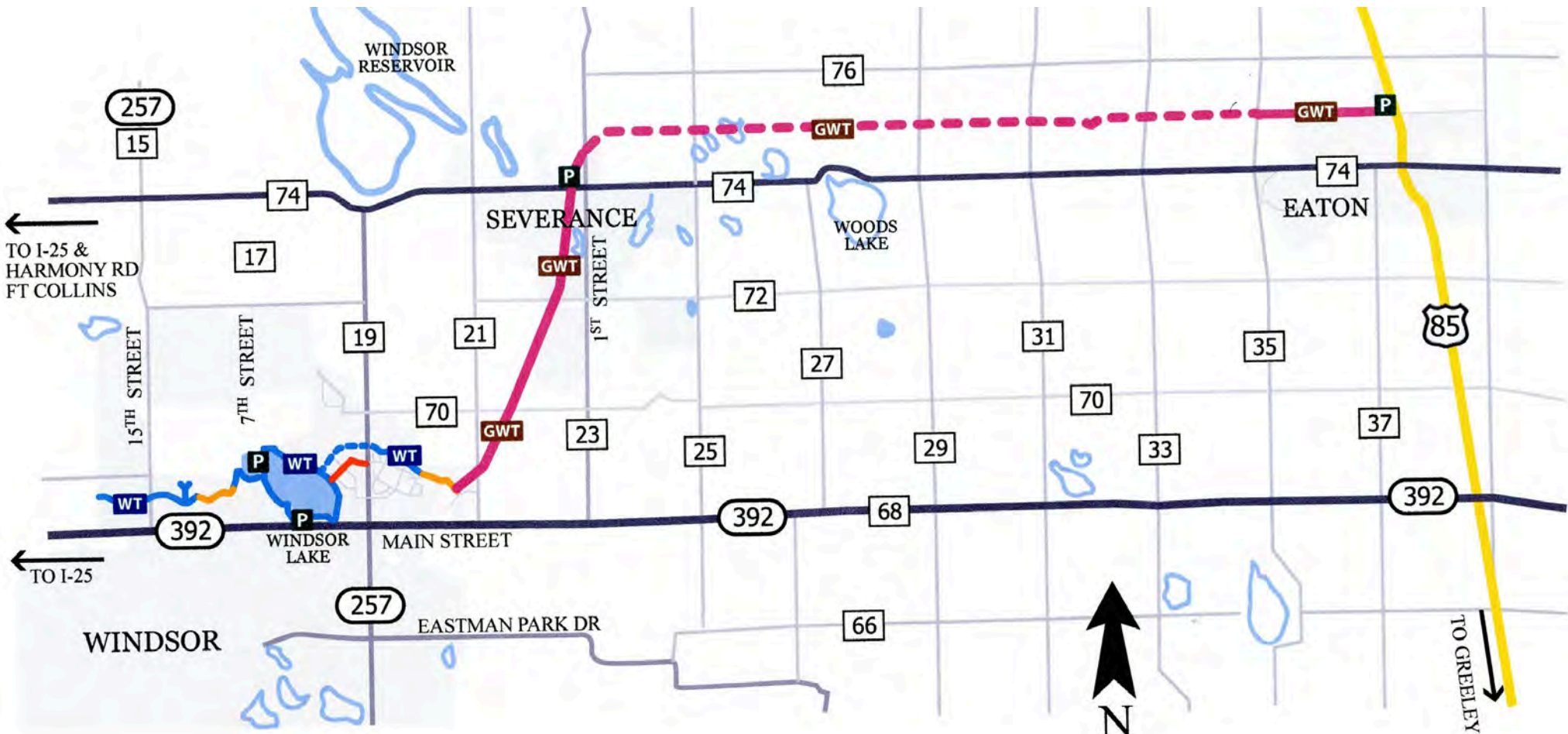
Eaton Recreation Center.













Dog Waste Stations.



The Great Western Trail is a mixed-use recreation trail that utilizes the abandoned rail bed of the Great Western Railroad. The trail helps to preserve this historic right-of-way through the “railbanking” provisions of the federal National Trails System Act.

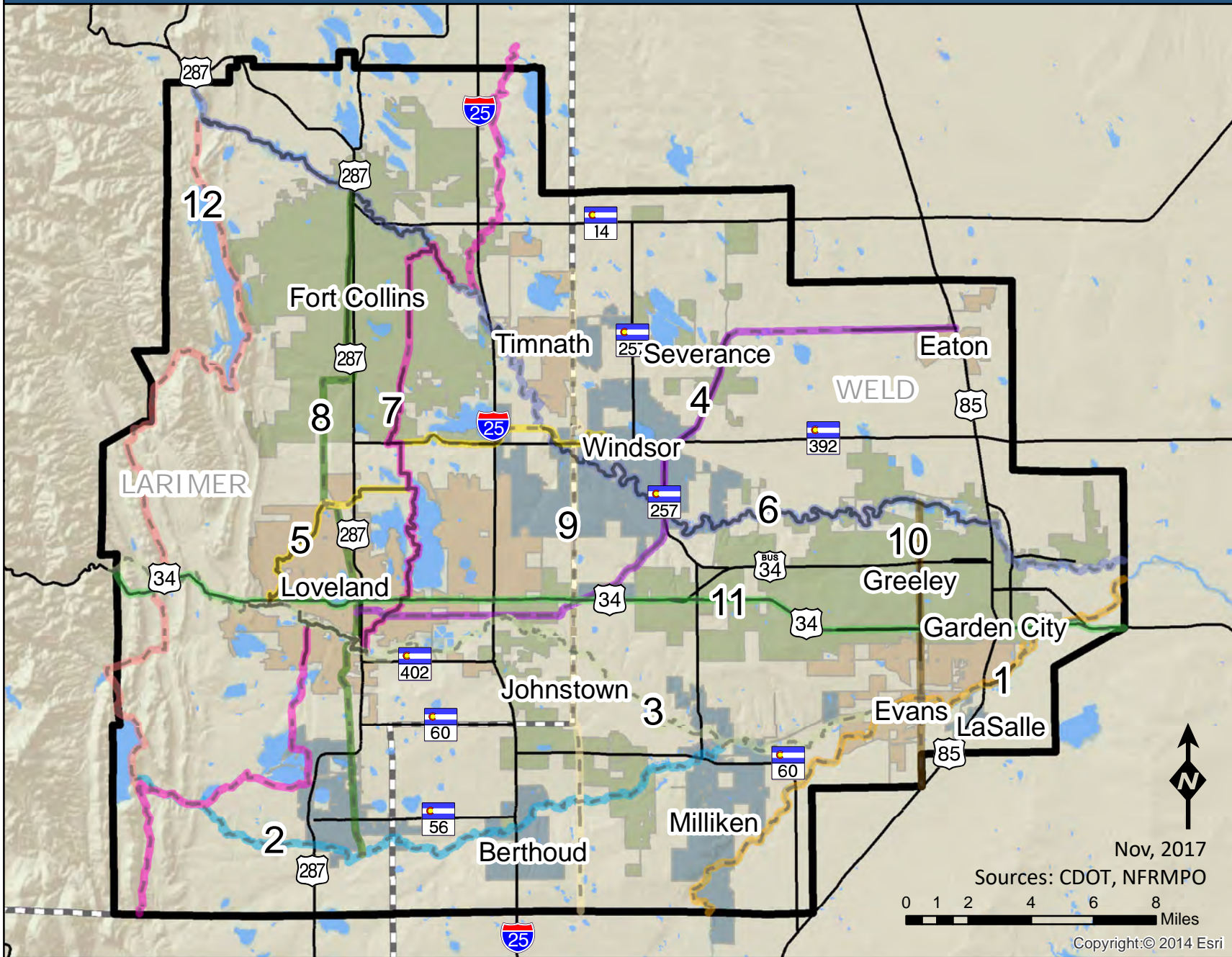


LEGEND

-  Great Western Trail (unpaved)
-  Great Western Trail (future)
-  Town of Windsor trail (paved)
-  Town of Windsor trail (unpaved)
-  Town of Windsor trail (future)
-  On-street Access
-  Parking Area
-  U. S. Route
-  State Highway
-  Weld County Road


GREAT WESTERN TRAIL
 WINDSOR • SEVERANCE • EATON
 WELD COUNTY, COLORADO
info@gwtrail.com

Regional Non-Motorized Corridors



Legend

- | | | |
|--|---------------------------------------|---|
| — Existing Regional Trail | — 4: Great Western/Johnstown/Loveland | — 9: Johnstown/Timnath |
| - - - Future Regional Trail | — 5: North Loveland/Windsor | — 10: Greeley/LaSalle |
| — 1: South Platte/American Discovery Trail | — 6: Poudre River Trail | — 11: US 34 Non-motorized |
| — 2: Little Thompson River | — 7: Front Range Trail (West) | — 12: Carter Lake/Horsetooth Foothills Corridor |
| — 3: Big Thompson River | — 8: BNSF Fort Collins/Berthoud | ▭ NFRMPO Boundary |
| | | ▭ County Boundary |

The Great Western Trail

Project Cost Estimate for 7 Miles of Trail from Severance to Eaton

Design, plans, and approvals	\$195,000
Construction-Estimate-10/18/17	\$1,413,435
Total Project Budget (est.)	\$1,608,435

Source of Grant Funds

2015 TAP grant	\$550,000
2017 NFRMPO Funds	\$415,000
Local Match required	\$241,250
Total Grant Funding	\$1,200,000

Matching Funds

GWTA Cash Available (1/18)	\$100,000
Add'l Contribution from 3 Towns	\$141,250
Total Matching Funds	\$241,250

Additional Capital needed to complete project - \$408,435

Potential Sources of Add'l Funds

- 1. GWT Foundation donations**
- 2. Colorado State Trails Grant**



Chronology of the Great Western Trail

- April 2004: Omnitrax, owner of the Great Western Railway line, filed a Notice of Interim Trail Use or Abandonment (NITU) with the federal Surface Transportation Board (STB). The line between Windsor and Eaton (12.6 miles) was railbanked.
- May 2005: Representatives of Eaton, Severance, and Windsor town boards met with property owners along the right-of-way (ROW) to discuss proposed trail use.
- Aug 2006: An IGA was signed by the 3 towns to form the Great Western Trail Authority (GWTA) comprised of 3 representatives from each town. The GWTA was created to improve and maintain the trail surface.
- Oct 2006: The STB approved Omnitrax's designation of the GWTA as the new ROW owner as permitted in the federal Rails-to-Trails Act of 1983.
- 2008: Several adjacent property owners challenged GWTA's right to own the ROW. GWTA's ownership was upheld in District Court.
- 2008-2014: Three miles of trail between Windsor and Severance and 1 mile of trail west of Hwy 85 in Eaton were improved and maintained using funds from Safe Routes to School and GOCO grants.
- 2015: The GWTA received a \$550,000 CDOT-TAP grant to improve 7 miles of trail between Severance and Eaton.
- October 2017: The GWTA applied for an additional \$415,000 of unused 2015 TAP funds.
- November 2017: The GWTA requested and received commitments from the towns of Windsor, Severance, and Eaton to provide \$50,000 each (\$150,000 total) to meet match requirements for both grants in their 2018 budgets.

2018 TAC Meeting Dates

Windsor Community Recreation Center
250 North 11th Street – Pine Room
3rd Wednesday of the month
1:00 p.m. – 3:30 p.m.

January 17, 2018

February 21, 2018

March 21, 2018

April 18, 2018

May 16, 2018

June 20, 2018

July 18, 2018

August 15, 2018

September 19, 2018

October 17, 2018

No November Meeting

December 19, 2018