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Technical Advisory Committee

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 Kaley Zeisel, Transfort
 NoCo Bike & Ped Collaborative

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

Next TAC Meeting:
 July 18, 2018
 1:00-3:30 p.m.

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

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)
 MEETING AGENDA

June 20, 2018
 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 May 16, 2018 Meeting Minutes *(Page 2)*

CONSENT AGENDA:
 No items this month.

- ACTION ITEMS:**
4. CDOT Transit Development Program (TDP) *(Page 7)*
 5. NoCo Bike & Ped Collaborative Request *(Page 12)*

Karasko
 NoCo Bike & Ped
 Collaborative

- PRESENTATION:**
6. North Front Range Regional Rail Concept
 Presentation

Randy Grauberger

- DISCUSSION ITEMS:**
7. 2045 Regional Transit Element (RTE) Update *(Page 14)*
 8. 2045 Goals, Objectives, Performance Measures,
 and Targets (GOPMT) & PM2 *(Pavement and Bridge
 Condition Measures)* and PM3 *(Performance of
 NHS, Freight, and CMAQ Measures)* *(Page 16)*
 9. Call for Projects Congestion Mitigation and Air
 Quality (CMAQ) Emissions Formulas *(Page 30)*

Gordon/Martin
 Gordon/Martin
 Kealy/Gordon

10. FY2018 TIP Roll Forwards to FY2019

Kealy

OUTSIDE PARTNERS REPORTS (verbal):

11. NoCo Bike Ped Collaborative *(Page 35)*
12. Regional Transit Agencies
13. Senior Transportation
14. Regional Air Quality Council

(Written Report)

- REPORTS:**
15. Transportation Ballot Initiatives Update
 16. Roundtable

All
 All

- MEETING WRAP-UP:**
17. Final Public Comment *(2 minutes each)*
 18. Next Month's Agenda Topic Suggestions

**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**

**May 16, 2018
1:03 – 3:28 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Will Jones, Vice Chair – Greeley
Dawn Anderson – Weld County
Aaron Bustow – FHWA
Tim Kemp – Fort Collins
Mitch Nelson – Severance
Karen Schneiders – CDOT
Fred Starr – Evans
Dennis Wagner – Windsor

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Suzette Mallette
Sarah Martin

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Stephanie Brothers – Berthoud
Gary Carsten – Eaton
Rick Coffin – CDPHE-APCD
John Franklin – Johnstown
Eric Fuhrman – Timnath
Jennifer Gardner - Milliken
Wendy Heywood – LaSalle
Katy Mason – LCOA
Rusty McDaniel – Larimer County
Ranae Tunison – FTA

IN ATTENDANCE:

Mark Andersen – Fort Collins/Transfort
Allison Baxter – Greeley
Marissa Gaughan – CDOT
Elena Gomez – CDOT
Michael Snow – CDOT
Lisa Streisfeld – CDOT
Kaley Zeisel – Fort Collins/Transfort

CALL TO ORDER

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

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE APRIL 18, 2018 TAC MINUTES

Jones moved to approve the April 18, 2018 TAC minutes. Anderson seconded the motion, and it was approved unanimously.

WORK SESSION

CDOT Transit Development Program - Michael Snow, CDOT, presented the *Transit Development Program* (TDP), which could be used as a capital project list in response to new funding. Each Transportation Planning Region (TPR) and MPO around the State is providing CDOT with an inventory of unfunded capital projects. Higher priority projects will be included in a *Tier 1 Development Program*, which are the unranked, but top priority projects for each Region. CDOT anticipates a *Tier 1 Development Program* worth about \$1.5B across the entire State and about \$109M for the NFRMPO region. The TDP is intended to assist transit agencies across the State with transit asset management, a federal requirement to ensure capital needs are being met. Snow reviewed the new funding

opportunities which could use the TDP, including Senate Bill 267 (SB267) and the statewide sales tax initiatives.

Snow stated the TDP should include projects that can be bonded because SB267 and the proposed statewide sales tax provide a percentage of funds to bondable projects. Because SB267 passed in 2017, CDOT is requesting projects to program up to \$38M for the initial years of the funding package. Mallette asked if the NFRMPO entities should start thinking about projects to include on that list. Snow replied the *Tier 1 Development Program* discussions should enable the State to have a bondable project list by July. Mallette asked how bonding projects will work, including who will be responsible. Snow replied the State enables the bonded funding and then projects will be selected through the CDOT's planning process. Snow added the process is ongoing and evolving. Jones asked how much detail is needed for the TDP. Snow replied the TDP can handle any level of planning maturity, but Tier 1 projects should be further along in the process.

Snow requested TDP projects include as much current information as possible, including scope and cost estimates. Cost estimates should also include ten years of associated net operational expenses. Mallette asked if projects need to be included in an existing plan. Snow replied the TDP should include all relevant potential projects, but projects included in an existing plan may be more likely to receive funds. Mallette asked when CDOT needs this information. Snow replied a final list should be prepared by July if possible. Mallette suggested all TAC members talk to their local elected officials to ensure projects on the list are local priorities. TAC members should submit projects to Karasko prior to the June TAC meeting.

ACTION ITEMS

FY2018 Program of Projects (POP) – Kaley Zeisel, Transfort, provided background on the list of projects in the POP, which was updated from the AIS included in the TAC packet. The list includes projects for Section 5307, 5310, and 5339 funds within the Fort Collins-Loveland-Berthoud Transportation Management Area (TMA). A public meeting was held on April 26th and the project list is published on the Transfort website. No public comment has been received. Schneiders moved to recommend Planning Council approval of the FY2018 POP. Jones seconded the motion, and it was approved unanimously.

FY2019-2022 Transportation Improvement Program (TIP) – Kealy stated the FY2019-2022 TIP is the first TIP to be on the new annual cycle. Key changes to the TIP narrative stem from recommendations made at the NFRMPO's Federal Certification meeting in March, including adding more detail for operations and maintenance, performance management, and adding four years of transit projects to the TIP. Kealy stated the FY2019-2022 TIP is currently open for public comment, and no comments have been received. Schneiders moved to recommend Planning Council approval of the FY2019-2022 TIP. Kemp seconded the motion, and it was approved unanimously.

May 2018 TIP Amendment – Kealy identified the seven requests received to amend the FY2018-2021 TIP. Jones moved to recommend Planning Council approval of the May 2018 TIP Amendment. Schneiders seconded the motion, and it was approved unanimously.

CDOT FY2018 Additional Allocations to Projects Selected in 2014 Call for Projects – Kealy reviewed the projects which would receive additional allocations as shown in the TAC packet. The item was scheduled for the April TAC meeting, but was tabled. Kealy noted the State Fiscal Year is ending soon, so projects will be programmed as FY2019. Schneiders asked if the *CNG Fast Fill Stations* project would be municipal or public. Klockeman stated it would be municipal. Kemp stated Fort Collins and Greeley staff had discussed the additional STP-Metro allocation and decided Greeley's project was further along and should receive Fort Collins' project's proposed funding with the understanding Fort Collins would receive the Greeley project's share at the next funding allocation. Jones moved to recommend Planning Council approval of the Proposed Additional Allocations to Projects Selected in 2014 Call for Projects as presented with the Fort Collins-Greeley project change. Anderson seconded the motion, and it was approved unanimously.

PRESENTATION

CDOT Travel Demand Management (TDM) Plan – Lisa Streisfeld, CDOT, presented information about CDOT's *TDM Plan*. CDOT has completed Phase 1 and is currently collecting information for Phase 2. Phase 1 focused on what TDM is, identified causes of delay and congestion, inventoried TDM programs around the State, estimated the costs to implement programs, and estimated vehicle miles traveled (VMT) reduction based on these programs. CDOT plans to use this information to identify where TDM investments should go. Streisfeld noted vanpooling is one of the most effective TDM strategies for reducing VMT. Phase 2 will include a gap analysis, will match strategies to areas with high congestion and gaps, provide for more meetings with internal and external stakeholders, and prioritize strategies. Mallette asked why interstate VMT is the focus of the TDM Plan, and Streisfeld replied CDOT is focused on state highways but can add a disclaimer to the data in the Plan. Jones noted Greeley is looking at parking management strategies and Streisfeld noted CDOT's Advanced Mobility team is looking into ways to use technology to provide efficiencies. Streisfeld requested all feedback be sent to her for inclusion in Phase 2.

DISCUSSION

2045 Regionally Significant Corridor (RSCs) Criteria – Dusil and Kealy presented changes to the RSC criteria based on TAC's feedback at the April TAC meeting. Dusil stated the proposed criteria for 2045 RSCs include all Interstates, US highways, and State highways; federal-aid eligible roadways; projects that will be built and paved and go through more than one governmental jurisdiction by 2045; and roadways serving regional traffic. Mallette asked if corridors need to meet all criteria to be included. Kealy stated they must either be an Interstate, US, or State highway or meet all other criteria. Mallette asked to clarify whether roads need to be federal-aid eligible currently or by 2045. Medora stated the criteria would be for current federal-aid eligible roadways. Dusil noted there are 21 proposed activity centers, which include higher education main campuses, major medical centers, regional airports, business and industrial parks, and commercial centers and corridors. Jones noted the new Greeley UC Health Hospital should be included.

Kealy discussed federal aid eligibility's relation to the State Functional Classification, which may differ from local classifications. Kealy noted using State Functional Classification will be consistent across the region. Mallette asked how to handle roads that are not built yet. Kealy responded these corridors may be eligible if they connect two eligible roadway segments. Jones asked if regional destinations need to be in the MPO region and Karasko stated they should be. Baxter asked what the process is for changing the State Functional Classification. Schneiders stated CDOT will reach out to FHWA and Karasko added she requested this be an item at the June Statewide MPO (SWMPO) meeting. Mallette asked if changing State Functional Classification impacts local classification. Karasko stated in many cases, State classification is lower than the local classification.

Karasko suggested RSCs return as a Discussion Item at the July meeting following the June SWMPO discussion. TAC members approved tabling the item until after the SWMPO discussion. Jones requested the RSC presentation be sent electronically and Karasko stated she will send it after the meeting.

Land Use Model Update Development Pipeline – Martin stated she is working to have preliminary scenarios by the end of May if possible. Martin presented a draft map of developments in the region through 2035, which were provided by the local entities within the NFRMPO region and the Air Quality Modeling boundary. Some communities are still submitting data. Martin is working to collect information on projects between 2011 and 2017, and will distribute the updated map for comments when this data is received. The map will be presented at the July 9th Steering Committee meeting. Martin is also working on regional constraints, which is the maximum dwelling and employment density per zone to be combined to the Census Block level. Mallette asked if Estes Park had any projects and Martin replied they did not have any projects that met the criteria. Baxter asked if oil and gas developments were considered. Martin stated employment developments with at least 10 jobs within a block were included.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil noted Gordon and Martin presented at the May NoCo meeting on the 2045 RTE. Items from the NoCo Executive Summary in the TAC packet were discussed as part of the I-25 proposal, but it has been tabled until the June TAC meeting to give NoCo time to discuss at their June meeting.

Regional Transit Agencies – Jones noted GET ridership increased 26 percent between April 2017 and April 2018. Jones also stated the Colorado Association of Transit Agencies (CASTA) Spring Conference is currently underway in Greeley.

Klockeman noted the new COLT Transit Manager started in early May and will start attending TAC next month.

Senior Transit Items – Gordon stated the Larimer County Senior Transportation Work group is working on a National Aging and Disability Transportation Center (NADTC) Innovation Grant due at the end of the month. The Senior Transportation Coalition is applying for an AARP grant for a regional travel training bringing together Transfort, COLT, Bustang, and RTD.

REPORTS

Transportation Ballot Initiatives Update – Klockeman noted Loveland has postponed pursuing a sales tax this year due to Thompson School District proposing a bond issue. Mallette stated Larimer County had the first meeting of the Larimer County Funding Strategies TAC. The group discussed the criteria for selecting regional projects and will have another meeting in June. The Task Force Committee is meeting quarterly.

ROUNDTABLE

Klockeman stated Mark Jackson started as the Loveland Public Works Director at the beginning of May.

Karasko noted the NFRMPO and CDOT will apply for a BUILD grant for North I-25 Segments 5 and 6. Karasko noted SB1 passed with a multimodal component so TAC should begin thinking of regional projects.

Gaughan noted CDOT's Policy office will be providing an update about SB1 at STAC and asked if Karasko can forward information to TAC.

Wagner noted the new Windsor Town Manager starts June 4. SH257 south of SH392 is currently closed as a new roundabout is built.

Kemp stated interviews are ongoing for the Transfort Transit Manager position.

Kealy stated she sent out a data request for constrained and unconstrained projects to be included in the 2045 RTP. Kealy also stated she will send out a data request for construction projects to be included in the summer 2018 *On the Move* newsletter.

Starr stated 65th Avenue in Evans should be opening this week, with paving and striping underway. Evans has a Task Force about infrastructure which will make recommendations to the City Council for funding alternatives for street improvements.

Anderson stated the Highway 85 Coalition met last week. CDOT is taking notes for the first round of the *Highway 85 Access Control Plan* amendments. The Freedom Parkway Coalition meeting is May 17. A neighborhood meeting will be held May 21 at 6 p.m. at the Aims Public Safety Institute Building in Windsor, specifically for residents between WCR 13 and SH257, to discuss the Capital Improvement Plan (CIP) and safety improvements. There will be two *Access Control Plan* meetings in June.

Jones stated Greeley is moving forward on the Quality of Life sales tax renewal. There are changes at 35th and 47th due to partnerships.

Schneiders stated CDOT will have a ribbon cutting on May 31st at 11 a.m. for the US34 Big Thompson Canyon project.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko reported the June 20 TAC meeting agenda will include the NoCo item, CDOT TDP, *2045 RTE* update, *2045 GOPMT*, and the Call for Projects CMAQ formulas.

Meeting adjourned at 3:28 p.m.

Meeting minutes submitted by:

Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, June 20, 2018 at the Windsor Recreation Center, Pine Room.



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Medora Kealy, Transportation Planner II
Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Becky Karasko
Date: June 20, 2018
Re: CDOT's Transit Development Program (TDP)

Background

In response to the recent activity regarding several potential new transportation funding initiatives within the state, the Colorado Department of Transportation's (CDOT) Division of Transit and Rail (DTR) is undertaking the creation of a Transit Development Program (TDP) with input and participation from local officials, planners, and transit stakeholders in each CDOT region. The goal of the TDP is to have each region identify their highest priority transit projects and to create a Statewide Tier 1 potential project list. A memo explaining the purpose of the TDP was included in the May TAC packet and is attached.

The CDOT Transit and Rail Advisory Committee (TRAC) subcommittee determined, given the potential funding sources, a statewide cap of \$1.5B as a starting point and developed a formula to allocate these potential funds to each region. Based on this formula, the NFRMPO has been asked to identify priority projects up to \$109.3M. The list of potential projects for inclusion in 2018 Ballot Initiatives must be identified by July.

At the May TAC meeting, Michael Snow with CDOT DTR, presented the transit project list CDOT staff had developed by contacting transit agencies within the NFRMPO region as well as a review of the NFRMPO's Regional Transit Element (RTE) and Regional Transportation Plan (RTP). At the meeting it was requested that TAC members provide additional transit projects for the list if projects were missing or if their community was considering a new transit program by Friday, June 8, 2018. The updated project list is attached. Additionally, the project list was taken to the May Weld County Mobility Committee meeting and the June Larimer County Mobility Committee meeting. Projects discussed at these meetings were also added to the list.

This item was presented to the NFRMPO Planning Council at their June 7, 2018 meeting. Following discussion of the list and the TDP, Planning Council Chair Donnelly clarified any list presented in July would not reflect a finalized list of projects eligible for funding. Snow agreed the list of priority projects would be ongoing and could change as the region's priorities changes. Snow also emphasized the importance of accurately

representing potential projects, while remaining flexible regarding which projects may ultimately receive funding. Planning Council moved to preemptively approve the list TAC will recommend during their June meeting, with the contingency that projects may be added to the list after that meeting, if so desired. The motion was passed unanimously.

Action

Staff requests TAC review the attached list of regional transit projects and recommend them for inclusion in CDOT's Statewide TDP.



COLORADO

Department of Transportation

Division of Transit & Rail
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222

DATE: May 16, 2018
TO: North Front Range MPO - Transit Stakeholders
FROM: Michael Snow, Transit Infrastructure Specialist, CDOT Division of Transit and Rail
SUBJECT: Transit Development Program, Tier 1 Capital Project Priorities

Purpose

The purpose of this memorandum is to provide an overview of CDOT's Transit Development Program (TDP) and to outline a process for the North Front Range MPO to identify its highest-priority, capital transit projects in the region.

Background

Traditional transportation planning processes in Colorado provide an effective means to identify specific projects to be funded with expected transportation revenues. Planning only for expected funding, however, can be a challenge when the state needs to quickly identify projects when new unexpected funding opportunities arise. The TDP is a planning tool that supports the identification and prioritization of Colorado's capital transit project needs to effectively plan for and respond to future unexpected funding opportunities. Projects in this inventory, therefore, are transit needs throughout the state for which there is no currently identified source of funding.

At the close of the last session, the Colorado legislature passed Senate Bill 17-267, which raises the potential for bond funding for transportation projects in the state. The legislature is discussing additional funding measures this year, plus a citizen-driven initiative to raise new sales tax revenues for transportation may appear on our 2018 Ballot. Any combination of these opportunities has the potential to bring significant increases in transit funding that will require cooperative statewide planning to be properly invested.

For this reason, CDOT's Division of Transit & Rail (DTR) is seeking the input and participation of local officials, planners, and transit stakeholders in each region to provide information on their transit project needs and to collaboratively identify which of those projects are of highest priority within the region.

Details

The current statewide TDP inventory contains 215 projects representing over roughly \$5 billion in transit capital funding needs statewide. This current list includes capital projects with an estimated cost of \$250,000 or greater, along with a handful of capital planning projects. Vehicle capital projects are included only when they are associated with a specific expansion or improvement of transit services. Not included in the TDP are Asset Management projects such as vehicle replacements. While Operations and Asset Management needs are equally important elements to funding transit services, the TDP currently will only capture incremental Operational expenses related to its capital projects. Subsequent planning efforts will be conducted to fully quantify asset management and operational needs statewide.

The following process will be used to implement the use of the TDP:

1. **Project Identification and Compilation:** CDOT-DTR staff have compiled the current draft TDP by capturing projects already identified in statewide, regional, and local transit plans or studies. The TDP is a living document and will grow and change over time as transportation needs and projects change. Local officials, planners, transit agencies, and stakeholders in each TPR/MPO are requested to review the draft inventory and identify additional projects or contribute updated information on existing projects.
2. **Prioritizing the Transit Development Program:** A subset of the TDP, called the Tier 1 Transit Development Program, will be developed collaboratively by the TPR/MPO that identifies the highest priority projects in each region. To guide the prioritization process, a Tier 1 Planning Target will be provided to identify the total dollar amount of projects statewide in Tier 1. To ensure geographic equity, a Regional Planning Allocation will also be provided to determine what portion of the total statewide Planning Target is allocated to each region of the state.



3. Funding Decisions Using the TDP: The TDP's principal purpose is to aid in quickly identifying ideal projects for new funding opportunities prioritized through the public planning processes in each TPR/MPO. When new funding opportunities present themselves, candidate projects are selected from the Tier 1 program that meet that funding program's criteria.

Planning Targets and Regional Planning Allocations are currently being developed collaboratively. A subcommittee of the Transit & Rail Advisory Committee (TRAC) that includes representatives of STAC and also rural and metro area transit agencies, has been formed to facilitate the process. The subcommittee will explore and recommend the total Tier 1 Planning Target and the Regional Planning Allocation formula before the TRAC and STAC finalize it.

It is important to note that the Regional Planning Allocation formula is not intended to determine exact funding each region will ultimately receive. This is a planning allocation only, used as a general guide for statewide planning. Decisions about how funds get programmed to specific projects or whether and how they are distributed geographically is dependent on each particular new funding source and would be decided with further statewide and regional involvement by TPRs, MPOs, TRAC and STAC.

Further, the purpose of the TDP is not intended as a means to prioritize capital projects that typically compete in DTR's annual Consolidated Capital Call for Projects (CCCCP), nor does a project necessarily have to be identified in the TDP to be eligible for a grant through the CCCC. The \$250,000 threshold is somewhat arbitrary, but has been set because DTR's statewide capital awards program, which consists of about \$15-16 million annually, often cannot fully fund all the projects greater than \$250,000. The TDP is not limited to only those projects greater than \$250,000 in cost, however. A TPR or MPO may include projects below this threshold if they choose.

Input Requested

DTR is seeking participation by local officials, planners, and Transit Agencies at the TPR/MPO meetings to accomplish three things:

1. Identify additional capital projects not already on the TDP.
2. Provide updated information about projects already in the inventory. This includes information on the scope and description of the projects, notes about the goals and benefits of projects, and, importantly, updated cost estimates and the Associated Annual Operational Cost for each project.
3. Collectively identify the Tier 1 priority list of projects for the region.

Stakeholders in each region will ultimately determine the best means to identify priorities. Project sponsors may provide information during the initial meeting or an MPO representative may compile additional information via email if necessary. Since the Regional Planning Allocation formula is not yet determined, for the sake of today's discussion DTR staff will provide the TPR/MPO a estimated allocation range, and the final Tier 1 list can be finalized at a later time when the exact Regional Planning Allocation amount is determined.

Included with this memo is the current draft TDP inventory of projects in the region, which also includes a list of other potential projects in the region that the TPR/MPO might consider adding to the inventory.

Next Steps

Key project selection decisions need to be made in the next 2-3 months, both for the forthcoming funds from the SB 267 measure passed in 2017 and for a portion of the potential 2018 sales tax Ballot Initiative. With the input of TPRs, MPOs, TRAC, and STAC, candidate projects will be selected from the statewide Tier 1 program.

The TRAC subcommittee met numerous times in April and continues into May to develop a recommendation for the Regional Planning Allocations, which will be reviewed and finalized by STAC in May or June. In the meantime, DTR will continue outreach to TPRs and MPOs throughout the state for input on the TDP and Tier 1 priorities.

Feel free to reach out to me directly with comments or questions.

Michael Snow, Transit Infrastructure Specialist, Division of Transit & Rail
Michael.Snow@state.co.us, 303-512-4123.



| Project ID | TPR | Sponsors/Partners | Plan Source(s) | Study Source(s) | Project Name | Project Description | Location | Counties | Capital Funding Need | Capital Funding Total | 10-yr Associated NET Oper Cost | Total Cost (Cap+Oper) | Other Funding Sources | TYPE: Planning, Facility, Infrastructure, Equip, Service | Included in 2040 Plan | 2040 Plan Priority | Service Type (IC, IR, R, L) | General Notes |
|------------|-----|-------------------------|--|-----------------|---|---|----------------------|---------------|----------------------|-----------------------|--------------------------------|-----------------------|--|--|-----------------------|--------------------|-----------------------------|--|
| T-219 | NFR | CDOT | Statewide Transit Plan; Intercity and Regional Bus Plan | | Harmony Rd. Park-n-Ride Expansion | Expansion of existing Harmony Rd. Park-n-Ride at I-25. | Harmony Rd | Larimer | \$ 2.50 | \$ 2.50 | | \$ 2.50 | | F | X | HIGH | IR, R, L | at 95% capacity already |
| T-220 | NFR | CDOT | Statewide Transit Plan; Intercity and Regional Bus Plan | | SH 402 Park-n-Ride Improvements | Rehab and expansion of existing Park-n-Ride at SH 402 and I-25. | | Larimer | \$ 2.00 | \$ 2.00 | | \$ 2.00 | | F | X | | IR, R, L | |
| T-221 | NFR | CDOT, Loveland, Greeley | Intercity and Regional Bus Plan | North I-25 EIS | Loveland-Kendall Parkway Park-n-Ride | Relocation of the US34 Park & Ride north to Kendall Parkway in conjunction with Bus-Only Slip Ramps | Kendall Pkwy | Larimer | \$ 15.00 | \$ 20.00 | | \$ 20.00 | \$5m SB228 | F | X | HIGH | IR, R, L | McWhinney possibly to own/maintain with permanent easement to CDOT covered ramps; Fiber included, VMS to be determined; Needs long-term commitment for convenient access should capacity needs expand (vertically); High Priority - Bustang stop to replace US34& I-25 park & Ride which is at 100% capacity |
| T-222 | NFR | CDOT | Intercity and Regional Bus Plan | North I-25 EIS | Hwy 56 / Berthoud Park-n-Ride | | Hwy56 | Weld | \$ 10.00 | \$ 10.00 | | \$ 10.00 | | F | X | HIGH | IR, R, L | Needed for next phase of Bustang expansion |
| T-223 | NFR | City of Loveland/COLT | | | COLT North Transfer Station | for FLEX service | Loveland | Larimer | \$ 2.00 | \$ 2.86 | | \$ 2.86 | | F | | | R, L | |
| T-224 | NFR | Transfort | West Elizabeth Enhanced Travel Corridor Plan | | Foothills Station | Construction of a transfer center on the CSU Foothills Campus to provide more efficient service and facilitate transfers along a high ridership corridor. | Fort Collins | Larimer | \$ 1.50 | \$ 2.50 | | \$ 2.50 | CSU land; City of Fort Collins match | F | | | L | |
| T-225 | NFR | Transfort | West Elizabeth Enhanced Travel Corridor Plan | | West Elizabeth Corridor BRT | Implement highest-priority, high demand corridor with Bus Rapid Transit service | Fort Collins | Larimer | \$ 17.00 | \$ 20.00 | \$73.10 | \$ 93.10 | City of Fort Collins Street Oversizing & Ped Funds | I | | | L | |
| T-226 | NFR | Transfort | Transfort Strategic Operating Plan | | North College High Frequency Service | Implement high frequency service and enhanced stops in the North College corridor. | Fort Collins | Larimer | \$ 10.00 | \$ 10.00 | \$ 1.90 | \$ 11.90 | | S | | | L | |
| T-227 | NFR | Transfort | Mason Corridor Plan | | MAX Harmony Station Park-n-Ride | Construction of a new 100-200 space Park-n-Ride along the MAX BRT at Harmony Station. | Fort Collins | Larimer | \$ 2.50 | \$ 5.00 | | \$ 5.00 | Private funding, local TIF as match | F | | | L | |
| T-228 | NFR | Transfort | Mason Corridor Plan | | MAX Drake Station Park-n-Ride | Construction of a new 250 space Park-n-Ride structure along the MAX BRT at the Drake Station. | Fort Collins | Larimer | \$ 2.75 | \$ 6.25 | | \$ 6.25 | Private funding, local TIF as match | F | | | L | |
| T-229 | NFR | Transfort | Mason Corridor Plan | | MAX Horsetooth Park-n-Ride | Construction of a new 200 space Park-n-Ride along the MAX BRT at the Horsetooth Station. | Fort Collins | Larimer | \$ 2.50 | \$ 5.00 | | \$ 5.00 | Private funding, local TIF as match | F | | | L | |
| T-230 | NFR | Transfort | Transfort Strategic Operating Plan | | Wellington to Fort Collins Regional Service | Essential Bus Service from Wellington to Fort Collins 2 days per week, 5 trips per day | Fort Collins | Larimer | \$ 0.45 | \$ 0.50 | \$0.28 | \$ 0.78 | Local match | S | | | L | |
| T-231 | NFR | Transfort | Downtown Plan; Transfort Strategic Operating Plan; Lincoln Corridor Plan | | Downtown Circulator | Route to provide service between Downtown, Lincoln Corridor, and CSU. | Fort Collins | Larimer | \$ 0.50 | \$ 0.75 | \$2.46 | \$ 3.21 | Local match | S | | | L | |
| T-232 | NFR | Transfort | Transfort Strategic Operating Plan | | Berthoud FLEX Park-n-Ride | Provide a Park-n-Ride along US 287 for FLEX regional service | Berthoud | Larimer | \$ 0.45 | \$ 0.50 | | \$ 0.50 | Local match | F | | | L | |
| T-233 | NFR | BATS | Upper Front Range Regional Transit Plan | | Berthoud Bus Facility | Berthoud Area Transit System (BATS) | Berthoud | Larimer | \$ 0.40 | \$ 0.40 | | \$ 0.40 | | F | X | Short | L | |
| T-236 | NFR | GET | 2016 GET Strategic Plan | | GET Fleet Alternative Fuel Conversion | | Greeley | Weld | \$ 2.00 | \$ 2.00 | | \$ 2.00 | | S | | | L | |
| T-237 | NFR | GET | 2016 GET Strategic Plan | | Loveland to Greeley Service | Regional Service From Loveland to Greeley 6 days/week, 16 trips/day | Loveland-Greeley | Larimer, Weld | \$2.00 | \$2 | \$7.37 | \$ 9.37 | | S | X | Long | R, L | |
| T-238 | NFR | GET | 2016 GET Strategic Plan | | Fort Collins to Greeley Service | Regional Service From Fort Collins to Windsor to Greeley, 5 days/week, 16 trips/day | Fort Collins-Greeley | Larimer, Weld | \$2.00 | \$2.00 | \$7.20 | \$ 9.20 | | S | X | Long | R, L | |
| New | NFR | GET | 2016 GET Strategic Plan | | Greeley West Transfer Center | Construction of a transit station in West Greeley | Greeley | Weld | \$3.50 | \$3.50 | | \$ 3.50 | | F | | | | |
| New | NFR | GET | 2016 GET Strategic Plan | | GET Facility Expansion | Expansion of existing GET Facility | Greeley | Weld | \$10 | \$10 | | \$ 10.00 | | F | | | | |
| New | NFR | GET | 2016 GET Strategic Plan | | HWY 34 Park-n-Ride Facilities | Park-n-Ride construction along US 34 based on recommendations in US 34 PEL | Greeley | Weld | | | | \$ - | | F | | | | |
| New | | | | | | | | | | | | \$ - | | | | | | |

Other Projects - NOT currently on the TDP

| | | | | | | | | | | | | | | | | | | |
|--|--------------|------|---|---------------------|--------------------------------|---|---------------------|--------------------------------|--|--|--|------|--|---|---|------|----------|--|
| | NFR, DA | CDOT | Statewide Transit Plan | | Greeley to Denver Service | Interregional Express Route, 6 days per week and 12 trips per day | | Weld, Adams, Denver | | | | \$ - | | S | X | Long | IR | |
| | DA, NFR | CDOT | North I-25 Final Environmental Impact Statement ROD | North I-25 FEIS ROD | Greeley Commuter Bus | Denver-Greeley Commuter Bus | Denver-Greeley | Denver, Adams, Weld | | | | \$ - | | S | | | IR, R, L | (detailed stop locations included in plan) |
| | EA, UFR, NFR | CDOT | Eastern Regional Transit Plan | | Wray to Fort Collins Service | Essential Bus Service from Wray to Fort Morgan/Greeley/Loveland/Fort Collins 3 days per week, 2 trips per day | | Yuma, Washington, Morgan, Weld | | | | \$ - | | S | X | Long | IC | |
| | NFR | CDOT | Statewide Transit Plan | | Evans to Berthoud Service | Regional Service From Evans to Johnstown, to Berthoud 5 days/week, 8 trips/day | Evans-Berthoud | Larimer | | | | \$ - | | S | X | Long | IC | |
| | NFR | CDOT | Statewide Transit Plan | | Estes Park to Loveland Service | Regional Service From Estes Park to Loveland 5 days/week, 4 trips/day | Estes Park-Loveland | Larimer | | | | \$ - | | S | X | Long | IC | |



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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: NoCo Bike & Ped Collaborative

Date: June 20, 2018

Re: NoCo Bike & Ped Collaborative's Request

Background

In November 2017, the NoCo Bike & Ped Collaborative submitted a memorandum to CDOT requesting they provide multi-use trail crossings across North I-25 at Box Elder Creek and Big Thompson River as part of the North I-25 expansion project. The Collaborative presented this memo at the November 15, 2017 TAC meeting as part of their monthly report.

At the February 1, 2018 Planning Council meeting, the NoCo Bike & Ped Collaborative presented a revised version of the memo and requested Planning Council's support in asking CDOT to provide these crossings. Planning Council requested TAC discuss potential funding sources for the crossings and whether Planning Council should support the Collaborative's memo.

On March 23, 2018 members of the NoCo Bike & Ped Collaborative, CDOT staff, and NFRMPO staff met to discuss options for including these crossings as part of the North I-25 project. The outcomes of this meeting were discussed at the April 18, 2018 TAC meeting.

Recommended Next Steps

To streamline and enhance future collaboration, the NoCo Bike & Ped Collaborative will work with NFRMPO staff, CDOT staff, and the appropriate local agency staff to improve interagency communication on future regional bike and pedestrian projects. The NoCo Bike & Ped Collaborative would like to request TAC consideration of the following when recommending programs, projects, and/or plans for NFRMPO Planning Council approval/adoption:

- Bike and pedestrian connections when funding and project opportunities arise.
- Recommendations from the *2013 Regional Bicycle Plan*, the *2016 Non-Motorized Plan*, local bike, pedestrian and trails plans, and the Regional Non-Motorized Corridors in project selection.
- Guidance and feedback from TAC in the development of refined processes and strategies for improved interagency communication.

- Letters of support from TAC and/or Planning Council for funding applications for bike and pedestrian connections.
- NoCo's bike and pedestrian project recommendations submitted during the NFRMPO's Calls for Projects.

Action

The NoCo Bike & Ped Collaborative requests TAC consider the items listed above when considering and recommending approval on programs, projects, and plans to the NFRMPO Planning Council.



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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Alex Gordon and Sarah Martin

Date: June 20, 2018

Re: *2045 Regional Transit Element (RTE) Update*

Background

Alongside the long-range Regional Transportation Plan (RTP), the NFRMPO periodically completes a Regional Transit Element (RTE). The current RTE uses 2040 as its horizon year and was adopted in August 2015. NFRMPO staff is undertaking the *2045 RTE*, with the goal of adopting the plan by October 2018. Information, including data, recommendations, and financial data from the 2045 RTE will be incorporated into the *2045 RTP*.

To date, NFRMPO staff has completed the first phase of the *2045 RTE* public outreach process. The survey was distributed to partners throughout the region, including programs and agencies like the Larimer County Mobility Committee, the Senior Transportation Coalition, TAC, VanGo, and the Weld County Mobility Committee. Nearly 500 surveys were received, with at least one survey received from each NFRMPO member community.

Connections highlighted in the survey included:

- Fort Collins to Greeley;
- Front Range Rail, including destinations between Cheyenne and Colorado Springs; and
- Improved Fort Collins/Loveland connections

Destinations highlighted in the survey included:

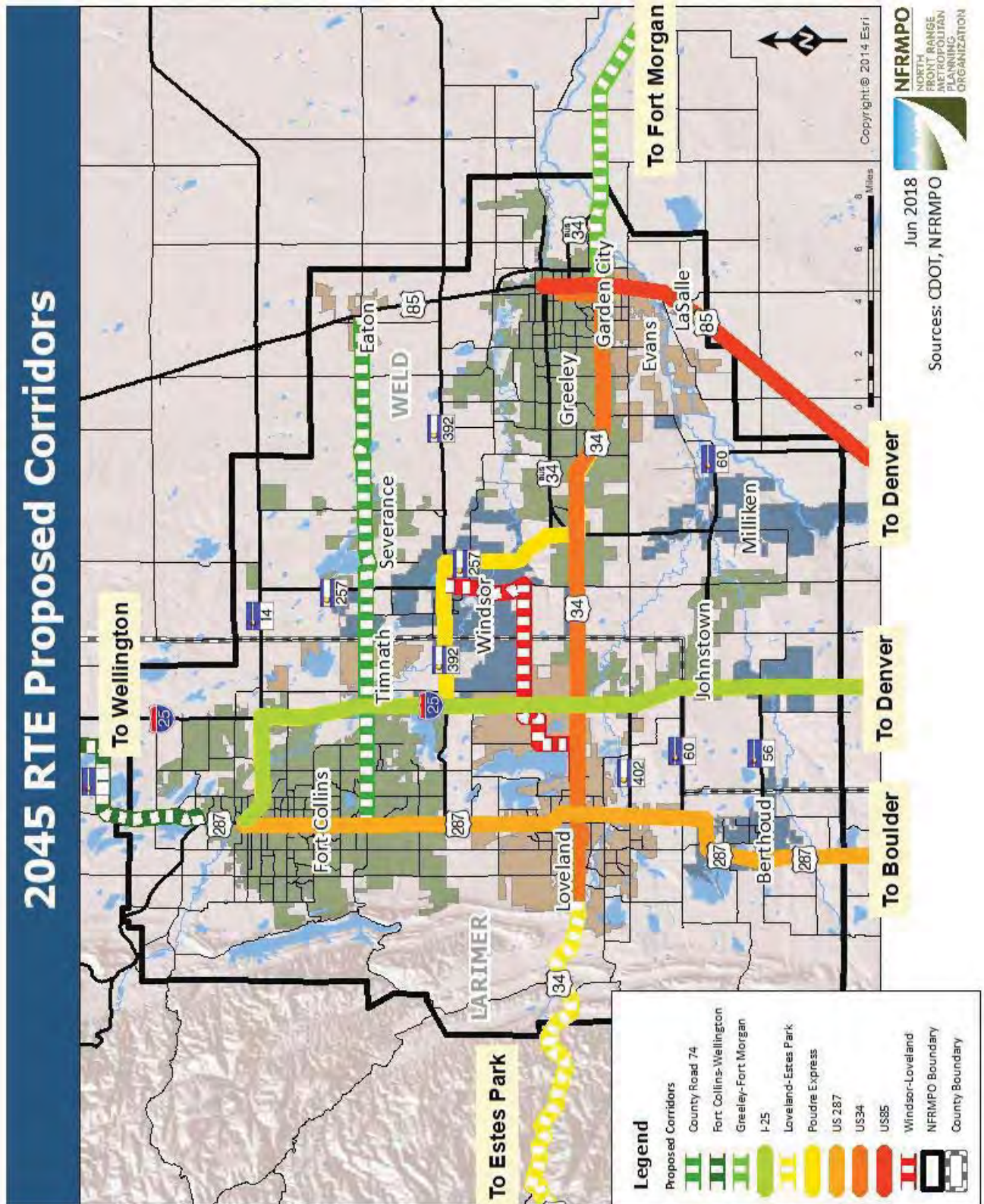
- Boulder;
- Denver, including the Denver Tech Center, Denver International Airport;
- Estes Park;
- Rocky Mountain National Park; and
- Windsor.

These connections and destinations will be taken into account as NFRMPO staff works on recommendations with the *2045 RTE* Steering Committee.

Action

Staff requests TAC review and discuss the progress of the *2045 RTE* and provide recommendations of items for further study.

Figure 1: 2045 RTE Proposed Corridors



AGENDA ITEM SUMMARY (AIS)

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



| Meeting Date | Agenda Item | Submitted By |
|--|---|---|
| June 20, 2018 | 2045 Goals, Objectives, Performance Measures, and Targets (GOPMT) & PM2 and PM3 | Alex Gordon Sarah Martin |
| Objective / Request Action | | |
| <ul style="list-style-type: none"> To discuss setting PM2 and PM3 targets for the region To draft the <i>2045 RTP</i> GOPMT | | <input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action |
| Key Points | | |
| <ul style="list-style-type: none"> Planning Council adopted the GOPMT as part of the <i>2040 Regional Transportation Plan (2040 RTP)</i>. The GOPMT will be updated as part of the <i>2045 RTP</i> process. NFRMPO staff brought the GOPMT to TAC in November, 2018. TAC decided to have further discussions about how to proceed once CDOT provided additional data. The NFRMPO must set targets for PM2 and PM3 by November, 2018 because Transportation Commission adopted targets in April, 2018 and submitted them to FHWA in May, 2018. | | |
| Committee Discussion | | |
| <p>This is the second time TAC will discuss the 2045 GOPMT and the first time TAC will discuss setting targets for PM2 and PM3.</p> | | |
| Supporting Information | | |
| <p>The Transportation Performance Management (TPM) is a strategic approach using system information to make investment and policy decisions to achieve national performance goals. TPM is the guiding principle for the NFRMPO as the agency updates the Goals, Objectives, Performance Measures, and Targets (GOPMT) framework. The GOPMT guides regional transportation planning policy, specifically programming of projects, planning efforts, and overall coordination. The GOPMT was adopted as part of the <i>2040 RTP</i>, prior to Federal guidance for national performance measures and targets.</p> <p>NFRMPO staff brought GOPMT to TAC in November, 2017. TAC members asked NFRMPO staff to develop a table to highlight gaps between the existing GOPMT and the new requirements. Further guidance and CDOT's adoption made this table possible, and it is included as an attachment to this AIS.</p> <p>As an MPO, the NFRMPO must set targets for the National Performance Measures set out in MAP-21 and carried through in the FAST Act. The NFRMPO can set targets either at a regional level or decide to support the State targets. In either case, the NFRMPO must agree to plan and program projects that contribute toward the accomplishment of the adopted targets.</p> <p>In February, the North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) took action to support the PM1 (Safety) Targets adopted by CDOT. By November 2018, the NFRT&AQPC must either adopt regional targets or support CDOT's targets for PM2 (Infrastructure Condition) and PM3 (System Performance/Freight/CMAQ). The Colorado Transportation Commission (TC) adopted Infrastructure Condition and System Performance Targets on April 18, 2018 and submitted the TC Resolution in May 2018. The Statewide targets are included as an attachment to this AIS.</p> <p>In addition to highway performance measures, the NFRMPO works with City of Loveland Transit (COLT), CDOT, Greeley-Evans Transit (GET), and Transfort to coordinate regional transit performance measures. COLT elected to join the Statewide Transit Asset Management Plan (TAM Plan), while GET and Transfort will set their own targets. Up to this point, the NFRMPO has elected to not adopt a separate regional target for TAM; with the <i>2045 RTP</i> process underway, NFRMPO staff will work with the transit agencies to set a regional target.</p> | | |

Advantages

- Adopting an updated GOPMT will allow the NFRMPO to set policies to improve the transportation system in line with FHWA's Transportation Performance Management guidelines.
- Setting targets by November, 2018 for PM2 and PM3 is required and keeps the NFRMPO and CDOT in line with federal regulations.

Disadvantages

None noted.

Analysis /Recommendation

Staff requests further input from TAC about how to advance GOPMT discussion and implementation and to discuss whether the NFRMPO should set its own targets for PM2 and PM3 or support CDOT's targets.

Attachments

- 2040 GOPMT
- Comparison of 2040 RTP and 2045 RTP Performance Measures and Targets
- 2045 Performance Measure Areas
- National Goals
- FHWA Fact Sheets (PM2 and PM3)

2040 Regional Transportation Plan

Goals, Objectives, Performance Measures, and Targets

Value Statement

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

Adopted on:
September 4, 2014

| MPO GOAL | Goal 1 ECONOMIC DEVELOPMENT/QUALITY OF LIFE | | | Goal 2 MOBILITY | | | Goal 3 MULTI-MODAL | | | Goal 4 OPERATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|---|---|-----------------------------------|---|---|----------------------------|--|---|--|---|--|--|--|--|--|-------------------------------------|--|--|---|--|--|--|--|--|---|--|--|---|--|--|--|--|--|------------------------------------|--|--|------------------------------------|--|--|
| | Foster a transportation system that supports economic development and improves residents' quality of life | | | Provide a transportation system that moves people and goods safely, efficiently, and reliably | | | Provide a multi-modal system that improves accessibility and transportation system continuity | | | Optimize operations of transportation facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATIONAL GOAL | Infrastructure condition, freight movement and economic vitality, environmental sustainability | | | Safety, congestion reduction, system reliability | | | Infrastructure condition, system reliability | | | Congestion reduction, freight movement and economic vitality, project delivery | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBJECTIVE | 1 Conforms to air quality requirement | 2 Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation | 3 Investment in infrastructure | 4 Reduce number of severe traffic crashes | 5 Use the Congestion Management Process (CMP) to reduce congestion | 6 Reliable travel times | 7 Support Transportation services for all including the most vulnerable and transit dependent populations | 8 Implement RTE, Regional Bicycle Plan, and North I-25 EIS | 9 Develop infrastructure that supports alternate modes and connectivity | 10 Use Transportation Demand Management techniques to reduce congestion and optimize the system | 11 Implement Intelligent Transportation Systems (ITS) | 12 Enhance transit service in the MFR | 13 Reduce project delivery time frame | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PERFORMANCE MEASURE | Air quality conformity tests on plans and programs | | | Bridges with a sufficiency rating below 50.0 | | | Five-year rolling average of injury and fatal crashes | | | Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow | | | Population and essential destinations within para-transit and demand response service area within the MPO boundary | | | Non-motorized facilities per capita | | | Fixed-route revenue hours per capita within service areas | | | VMT growth per capita | | | Transit service vehicles within useful life parameters established by FTA | | | Implement ITS | | | Use Transportation Demand Management techniques to reduce congestion and optimize the system | | | Enhance transit service in the MFR | | | Reduce project delivery time frame | | |
| TARGET (over 4 years) | Passes Conformity | | | Less than 5% of bridges | | | No increase in crashes | | | Maintain at least 80% | | | At least 85% | | | Increase by at least 2% | | | Increase by 30% | | | Change in VMT should not exceed change in population | | | VMT growth per capita | | | Fixed-route ridership per capita within service areas | | | Increase by 10% | | | | | | | | |
| 2040 RTP PLAN POLICY | 3 Support freight performance in partnership with CDOT | | | 13 Process TIP amendments on a quarterly schedule | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Each measure (and target) or policy is associated with one or more objectives indicated by the corresponding numbers

Attachment A: Comparison of 2040 RTP and 2045 RTP Performance Measures and Targets

| | 2040 Performance Measure | Target | 2045 Performance Measure? |
|----|---|--|---|
| 1 | Air Quality Conformity Tests on Plans and Programs | Passes Conformity | No |
| 2 | Number of facility samples with poor surface condition | Reduce by 1% | Yes - Pavement Condition |
| 3 | Bridges with a sufficiency rating below 50.0 | Less than 5% of bridges | Yes - Bridge Condition |
| 4 | Five-year rolling average of injury and fatal crashes | No increase in crashes | Yes - Safety |
| 5 | Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow | Maintain at least 80% | Yes - Reliable person-miles traveled on the Interstate and non-Interstate NHS |
| 6 | Population and essential destinations within paratransit and demand response service area within the MPO boundary | At least 85% | No |
| 7 | Non-motorized facilities per capita | Increase by at least 2% | No |
| 8 | Fixed-route revenue hours per capita within service areas | Increase by 30% | No |
| 9 | Transit service within useful life parameters established by FTA | Maintain 75% | Yes - Transit Asset Management |
| 10 | VMT growth per capita | Change in VMT should not exceed change in population | No |
| 11 | Fixed-route ridership per capita within service areas | Increase by 10% | No |

Attachment B: 2045 RTP Performance Measure Areas

| Highway Measures | | |
|---|---------------|-----------------------------------|
| Safety - Adopted January 2018 | | |
| Performance Measure | State Target | MPO Target |
| <i>Number of fatalities</i> | 610 | NFRMPO supports the CDOT targets. |
| <i>Rate of Fatalities per 100 Million VMT</i> | 1.20 | |
| <i>Number of Serious Injuries</i> | 3,350 | |
| <i>Rate of Serious Injuries per 100 million VMT</i> | 6.790 | |
| <i>Number of Non-motorized Fatalities and Non-Motorized Serious Injuries</i> | 586 | |
| Pavement Condition | | |
| Performance Measure | State Target* | MPO Target |
| <i>Percentage of pavement on the Interstate System in Good condition</i> | 47% | |
| <i>Percentage of pavement on the Interstate System in Poor Condition</i> | 1% | |
| <i>Percentage of pavement on the Non-Interstate NHS in Good Condition</i> | 51% | |
| <i>Percentage of pavement on the non-interstate NHS in Poor Condition</i> | 2% | |
| Bridge Condition | | |
| Performance Measure | State Target* | MPO Target |
| <i>Percentage of NHS bridges classified as in Good Condition</i> | 44% | |
| <i>Percentage of NHS bridges classified as in Poor Condition</i> | 4% | |
| System Reliability | | |
| Performance Measure | State Target* | MPO Target |
| <i>Percent of person-miles traveled on the Interstate System that are reliable</i> | 81% | |
| <i>Percent of person-miles traveled on the non-Interstate NHS that are reliable</i> | 64% | |

Freight Movement and Economic Vitality

| Performance Measure | State Target* | MPO Target |
|--|---------------|------------|
| <i>Truck Travel Time Reliability Index</i> | 1.5 | |

Environmental Sustainability

| Performance Measure | State Target* | MPO Target |
|-------------------------------------|---------------|------------|
| <i>VOC Reduction</i> | 105 | |
| <i>Particulate Matter Reduction</i> | 152 | |
| <i>Carbon Monoxide Reduction</i> | 1,426 | |
| <i>Nitrogen Oxides Reduction</i> | 105 | |

Transit Measures

Infrastructure Condition

| Performance Measure | State Target** | MPO Target |
|--|----------------|------------|
| <i>Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)</i> | | |
| <i>Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB</i> | | |
| <i>Percentage of track segments with performance restrictions*</i> | | |
| <i>Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale</i> | | |

* State targets adopted by Transportation Commission in April, 2018

** Transit measures are set by each transit agency or by CDOT's Division of Transit and Rail (DTR). Tier II transit agencies may elect to join the Statewide Transit Asset Management Plan. Transit agencies coordinate with the MPO to set these targets.

Attachment C: National Goals

National Goals -It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

- 1) Safety -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition -To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction -To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability -To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality -To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability -To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays -To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

PAVEMENT PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- ✓ % of Interstate pavements in Good condition
- ✓ % of Interstate pavements in Poor condition
- ✓ % of non-Interstate NHS pavements in Good condition
- ✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT’s Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



PAVEMENT PERFORMANCE MEASURES



Key Dates

| | |
|--|---|
| May 20, 2017 | Final rule effective date. |
| January 1, 2018 | 1st 4-year performance period begins. |
| May 20, 2018 | State DOT targets must be established. |
| January 1, 2018 | State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory). |
| Within 180 days of relevant State DOT(s) target establishment | MPOs must commit to support state target or establish separate quantifiable target. |
| October 1, 2018 | Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc. |
| April 15, 2019, and each April 15 thereafter | State DOTs submit first Interstate data that conform to the final rule. |
| January 1, 2020 | State DOTs collect data for non-Interstate NHS pavements that conform to the final rules. |
| October 1, 2020 | Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc. |
| June 15, 2021, and each June 15 thereafter | State DOTs submit non-Interstate NHS data that conform to the final rule. |
| December 31, 2021 | 1st 4-year performance period ends. |
| October 1, 2022 | Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc. |

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

✓ % of NHS bridges by deck area classified as in Good condition

✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

BRIDGE

PERFORMANCE MEASURES



Key Dates

| | |
|--|--|
| May 20, 2017 | Final rule effective date. |
| January 1, 2018 | 1st 4- year performance period begins. |
| May 20, 2018 | Initial 2- and 4-year targets established. |
| October 1, 2018 | Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc. |
| Within 180 days of relevant State DOT(s) target establishment | MPOs must commit to support State target or establish separate quantifiable target. |
| October 1, 2020 | Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc. |
| December 31, 2021 | 1st 4-year performance period ends. |
| October 1, 2022 | Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc. |

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



On-Road Mobile Source Emissions Measure

WHAT: Assessment of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program through measurement of total emissions reduction of on-road mobile source emissions. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter will establish separate targets for each of these applicable criteria pollutants and precursors. The measure does not apply to a State that does not have any of these nonattainment or maintenance areas.

WHY: The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. Congress through MAP-21 required FHWA to establish performance measures in 12 areas, including on-road mobile source emissions for the purpose of carrying out the CMAQ program. [23 CFR 490.807]

WHEN: The first performance period for this measure begins **October 1, 2017**, and ends on **September 30, 2021**. States required to establish 2- and 4-year targets must do so by **May 20, 2018**, for the first performance period. The targets will be reported in the first State baseline performance period report due **October 1, 2018**.

MPOs must either support the State target or establish their own quantifiable targets within 180 days of the State target establishment. MPOs with a population more than 1 million population and with designated nonattainment and maintenance areas must develop both 2-year and 4-year quantifiable targets. Otherwise, only 4-year targets are required.

HOW: Total emissions reduction is calculated by summing 2- and 4-year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds.

Note: The FHWA is preparing guidance on how all rules should be implemented.



Freight Reliability Measure



WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.



NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.





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MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Alex Gordon and Medora Kealy
Date: June 20, 2018
Re: Call for Projects Congestion Mitigation and Air Quality
(CMAQ) Emissions Formulas

Background

This fall, a Call for Projects will be held to award FY2022 and FY2023 Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funding. CMAQ applications are scored in part based on CMAQ emissions formulas, which determine cost effectiveness for reducing the criteria pollutants or their precursors in the North Front Range, including nitrogen oxides (NOx), volatile organic compounds (VOCs), and carbon monoxide (CO). In advance of the Call, TAC can determine which CMAQ emissions tool (or tools) to use to quantify emissions benefits.

For the two most recent Calls, held in 2014 and 2016, CMAQ emissions formulas came from the Michigan DOT (MDOT). Alternative fuel vehicle projects, which are not supported by the MDOT tool, were calculated using the EPA's Diesel Emissions Quantifier (DEQ). During the 2016 Call, concerns about the validity of the formulas for alternative fuel vehicles were raised by Planning Council. The DEQ has two notable drawbacks, including its inability to estimate reductions for VOCs, one of the precursors to ozone, and its lack of CNG-specific emission rates (diesel emission rates are used as surrogates in the DEQ).

Since the last Call, MDOT updated their formulas and reduced the number of supported project types. In recent years, a new FHWA-sponsored tool, the CMAQ Emissions Calculator Toolkit, has become available.

Table 1 identifies the CMAQ project types supported by either the FHWA CMAQ Emissions Calculator Toolkit or the MDOT tool and EPA's DEQ. In addition, the required data inputs and supported project parameters are identified for each tool.

Action

Staff requests TAC review and discuss the two CMAQ emissions tools for use in the upcoming 2018 Call for Projects.

Table 1. Supported CMAQ Project Types and Required Data Inputs by Tool

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|--|---|---|
| Alt Fuel Vehicle Replacement or Diesel Repower/ Replacement* | <ul style="list-style-type: none"> New fuel type (biodiesel B100, biodiesel B20, battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel, propane (LPG)) | <ul style="list-style-type: none"> New fuel type (CNG, diesel, LNG, LNG/propane, all-electric, hybrid electric, plug-in hybrid electric, hydraulic hybrid, fuel cell, gasoline, other) |
| Engine Retrofit* | <ul style="list-style-type: none"> Emission control device (diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) | <ul style="list-style-type: none"> Emission control device (diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) |
| Idle Reduction* | <i>Under development in 2018</i> | <ul style="list-style-type: none"> Annual idling hours reduced |
| <p>*Additional data inputs required for any vehicle replacement, repower, engine retrofit, or idling reduction project</p> | <ul style="list-style-type: none"> Annual miles traveled Vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) Old model year Old fuel type (gasoline or diesel) New model year (alt fuel through 2021, clean diesel through 2020) | <ul style="list-style-type: none"> Annual miles traveled Vehicle type (school bus, refuse truck, single unit /combination short haul/long haul truck) Vehicle class (3, 4-5, 6-7, 8) Old model year Old fuel type (ULSD, LPG, LNG, CNG, biodiesel 5, biodiesel 20) New model year (through 2023) Annual fuel gallons Annual idling hours Combination long haul only: Annual hoteling hours |
| Restricted Access Alt Fuel Infrastructure | <ul style="list-style-type: none"> Project year (through 2021) Vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) New fuel type (biodiesel B100, biodiesel B20, battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel, propane (LPG)) Distance change to new fueling facility | Not available |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|---|---|---|
| Unrestricted Access Alt Fuel Infrastructure | <ul style="list-style-type: none"> • Project year (through 2021) • Number of vehicles in study area • Projected market share of alt fuel vehicles after project • VMT, number of existing conventional fuel vehicles, and projected number of alt fuel replacements by vehicle type (passenger car, passenger truck, light commercial truck, school bus, refuse truck, single unit /combination short haul/long haul truck) • New fuel type (battery electric (BEV), CNG, diesel, ethanol (E85), fuel cell (FCV), hybrid electric (HEV), LNG, natural Gas/Diesel, propane (LPG)) | Not available |
| Park and Ride Lot | Not Available | <ul style="list-style-type: none"> • Number of spaces • Average percentage of spaces occupied • Estimated daily VMT diverted • Average speed • Emissions factor for speed |
| Carpool/Vanpool | <ul style="list-style-type: none"> • Average commute distance • Optional: Average distance to centralized pick-up/drop-off locations • Number of vehicles • Passengers per vehicle • Vanpool only: Vehicle type (minivan, 8.5k-10k GVW van, 10k-14k GVW van) • Vanpool only: fuel type (gas, diesel, CNG) | Not Available |
| Non-Motorized Pathway | <i>Under development in 2018</i> | <ul style="list-style-type: none"> • Length of pathway • ADT along impacted roads • Percentage of pedestrian and bicycle travel • Average speed on impacted roads • Emission factor for speed |
| Intelligent Transportation System (ITS) | Not Available | <ul style="list-style-type: none"> • Daily VMT over affected facilities • Percent of daily travel in peak period • Average speed before (peak and off-peak) • Expected increase in speed (peak and off-peak) • Emission factor for all four speeds |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|--|---|---|
| Travel Demand Management (TDM) Program | Not available | <ul style="list-style-type: none"> • Daily VMT in program area • Percentage of daily VMT in peak period • Average speed • Emission factor for speed |
| Traffic Monitoring Progression Improvements Automated (ATMS) | Not available | <ul style="list-style-type: none"> • VMT • Average speeds before • Expected increase in speed • Emission factors for both speeds |
| Intersection Improvements | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban, CBD or non-CBD) • Intersection type (signalized or un-signalized) • Peak hours per day • Average daily traffic • Peak-hour volume • Number of lanes • Truck percentage • Existing delay per vehicle • Existing left-turn/right-turn phase • Cycle length • Number of left-turn lanes added • Revised left-turn/right-turn phase • Ratio of green time per cycle | Not available |
| Traffic Signal Synchronization | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban) • Corridor length • Peak hours per day • Number of signalized intersections • Number of lanes • Speed limit • Average cycle length • Truck percentage • AADT • Peak-hour volume • Existing corridor travel time | Not available |

| Project Type | FHWA CMAQ Emissions Calculator Toolkit ¹ | MDOT ² or EPA DEQ ³ |
|---|--|---|
| Roundabouts | <ul style="list-style-type: none"> • Project year (through 2020) • Area type (rural or urban, CBD or non-CBD) • Existing intersection type (signalized or un-signalized) • Peak hours per day • AADT by approach • Peak-hour volume by approach • Truck percentage by approach • Existing delay per vehicle by approach • Number of lanes by approach • Existing left turn and right turn percentages by approach • Number of proposed circulating roundabout lanes | Not available |
| Operation of New Public Transportation Services | <i>Under development in 2018</i> | <ul style="list-style-type: none"> • Number of new buses in service • Average occupancy per bus • Round trip in miles • Regional daily speed • Emission factor for speed |
| Transit Bus Retrofit or Replacement | <ul style="list-style-type: none"> • Annual miles traveled • Old model year • Old fuel type (diesel or CNG) • New model year (through 2021) • New fuel type (biodiesel B100, biodiesel B20, CNG, diesel, hybrid electric (HEV), hydraulic hybrid (HHV), LNG, natural Gas/Diesel) • Emission control device (Diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) | <ul style="list-style-type: none"> • Annual miles traveled • Old model year • Old fuel type (ULSD, LPG, LNG, CNG, Biodiesel 5, Biodiesel 20) • New model year (through 2023) • Annual fuel gallons • Annual idling hours • New fuel type (CNG, diesel, LNG, LNG/propane, all-electric, hybrid electric, plug-in hybrid electric, hydraulic hybrid, fuel cell, gasoline, other) • Emission control device (Diesel oxidation catalyst, closed crankcase ventilation, diesel particulate filter, exhaust gas recirculation, selective catalytic reduction) |

¹ FHWA CMAQ Emissions Calculator Toolkit, https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

² Michigan DOT (MDOT) Emissions Forms, https://www.michigan.gov/mdot/0,4616,7-151-9621_11041_60661---,00.html

³ EPA's Diesel Emissions Quantifier (DEQ), <https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>

Northern Colorado Bike & Ped Collaborative

Executive Summary - Wednesday, June 13, 2018

Windsor Recreation Center, Pine Room
250 11th St. Windsor, CO 80550

Poudre Express Regional Transit Route Study

Ulysses Torres, Greeley-Evans Transit (GET), introduced the types of transit in Northern Colorado, described the reasons for recent growth in transit ridership, and provided a brief history of regional transit efforts. Torres summarized the results from the regional route demand analysis, the proposed regional route and schedule, the resources need for the service, and next steps.

Memo to NFRMPO Technical Advisory Committee

Ryan Dusil stated he received several comments on the draft memo presented at the May NoCo Collaborative meeting and incorporated them. Leslie Beckstrom suggested a small formatting change to the memo. The group agreed the memo is an appropriate step in improving interagency communication and collaboration. The group agreed unanimously to forward the memo to the TAC.

2018 NFRMPO Call for Projects

Ryan Dusil summarized the Call for Project process, anticipated funding and timeline for FY2022-2023 funds, and NoCo's role in recommending projects to the TAC. Dave Klockeman highlighted the importance of submitting detailed applications. Kelly Smith and Suzanne Bassinger clarified the project requirements associated with federal funding and summarized how the NFRMPO application compares to other agencies. Nancy Nichols added CDOT's Safe Routes to School (SRTS) funding application will be open later this summer and will be for two years of funding, so communities should apply this year if interested. As it becomes available, Dusil will provide more information on both applications.

Colorado Bicycle Safety Stop Bill (SB 144)

The group discussed the language of the SB 144, the potential benefits and drawbacks to adopting a local ordinance, and the next steps for communities in the region. Kelly Smith suggested talking to staff from the communities who passed ordinances prior to the passage of SB 144 to understand lessons learned and necessary public education efforts. Aaron Buckley stated the Fort Collins Bicycle Advisory Committee (BAC) will be discussing the issue this summer and will likely make a recommendation to the City's Transportation Board. NoCo agreed to revisit the issue and potentially write an informational letter to communities following the BAC decision.

Future Agenda Items

- Local Counter Data Trends (standing item every other month)
- Fort Collins Wayfinding Master Plan Implementation
- Regional Bike Share
- Trust for Public Lands
- US34 PEL Update
- Colorado Bicycle Safety Stop Bill (SB 144)