

FY 2020-2023 TIP

NFRMPO Planning Council



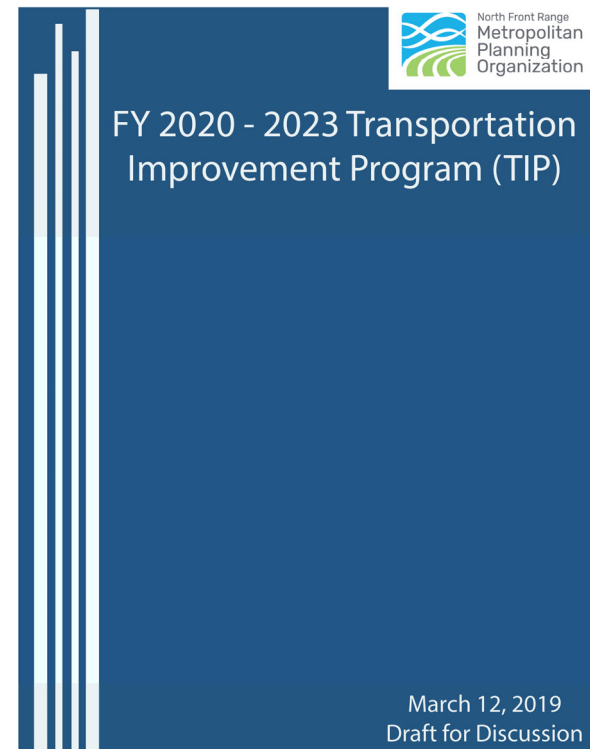
North Front Range
Metropolitan
Planning
Organization

April 4, 2019

Transportation Improvement Program (TIP)



- Federally required listing of surface transportation projects programmed in the region
- Current TIP covers FY2019-2022
- Draft FY2020-2023 TIP carries forward projects and policies from current TIP, with several updates
- 30-Day Public Comment April 1 – April 30

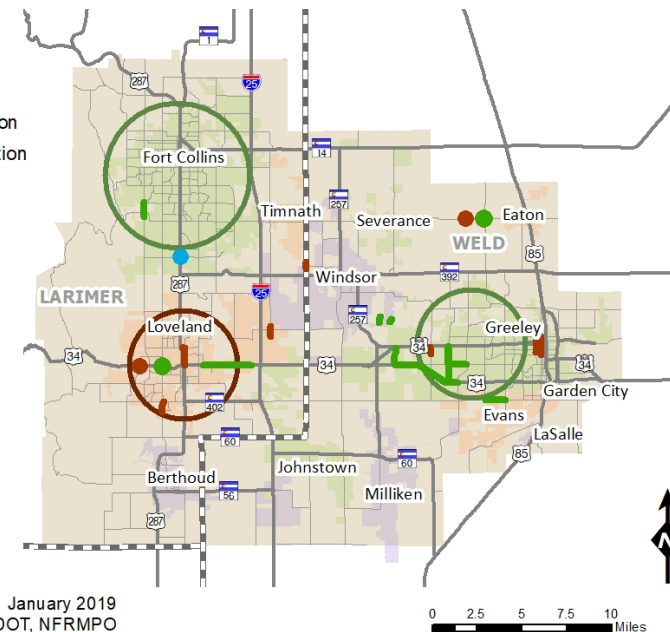


TIP Updates

- Adds projects awarded funding from FY2022-2023 Call for Projects
- Policy updates/clarifications
 - 1) TIP Delay Procedure
 - 2) Capacity project definition
- Revises project table format to improve readability
- Other minor changes

Legend

- Fully Funded - Specific Location
- Fully Funded - Dispersed Location
- Partially Funded - Specific Location
- Unfunded - Specific Location
- Unfunded - Dispersed Location
- ▭ County Boundary
- ▭ NFRMPO Boundary



TIP Delay Procedure

A “delay” occurs:

- When a construction-related project is not **advertised** during the fiscal year ~~assigned in the TIP~~ **identified in the project application, adjusted by the difference between the first year of funding requested in the application and the first year of funding awarded.**
- When a non-construction project or program is not issued a **“Notice to Proceed”** during the fiscal year ~~programmed in the TIP~~ **identified in the project application, adjusted by the difference between the first year of funding requested in the application and the first year of funding awarded.**

Capacity Project



Examples of Air Quality Significant Projects are:

- Adding a travel lane at least one mile in length **at least two (2) lane miles**, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

CDOT Region 4 Transportation Alternatives (TA)											
Title:	Region 4 Transportation Alternatives Program Pool	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	C	Federal	TAP	N/A	-	1,340	700	700	700	3,440
STIP ID:	SR47020	C	Local	L	N/A	-	1,727	175	175	175	2,252
TIP ID:	P-14	C	Local	LOM	N/A	-	546	-	-	-	546
Type:	Bike/Ped Facility			Total	N/A	-	3,613	875	875	875	6,238
Air Quality:	Exempt from conformity analysis										
Description:	Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects:										
	STIP ID	Title		Sponsor							
	SR47020.026	Power Trail Grade Separation at Harmony Rd		Fort Collins							
	SR47020.028	Namaqua Ave Trail Underpass		Loveland							

NFRMPO Transportation Alternatives (TA)											
Title:	Little Thompson River Corridor Trail – Phase 1a	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Johnstown	C	Federal	TAP	-	-	250	-	-	-	250
STIP ID:	SNF5095.004	C	Local	L	-	-	63	-	-	-	63
TIP ID:	2020-014			Total	-	-	313	-	-	-	313
Type:	Bike/Ped Facility										
Air Quality:	Exempt from conformity analysis										
Description:	5,000 linear feet of 8' width crusher fines trail. Described in Johnstown-Milliken Parks Trails and Open Space Master Plan.										

Next Steps



- Air quality conformity determination public comment period: April 27 – May 31
- Close TIP public comment period: April 30
- TAC recommendation: May 15
- Air quality conformity public hearing: June 6
- Council adoption: June 6

Questions?



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COMMUNITY SURVEY RESULTS

CO 257 and CO 392 Network Feasibility Study



COLORADO
Department of
Transportation



Michael Baker
INTERNATIONAL

COMMUNITY OPEN HOUSE

On Thursday, March 28th, the CO 257 and CO 392 Network Feasibility Study Team hosted a community open house at Windsor Fire Station Number 1 to provide the community with an introduction to the project. During the meeting, the community was given several opportunities to provide input including activity boards and a survey. The same survey was provided in an online format for community members who were unable to attend.

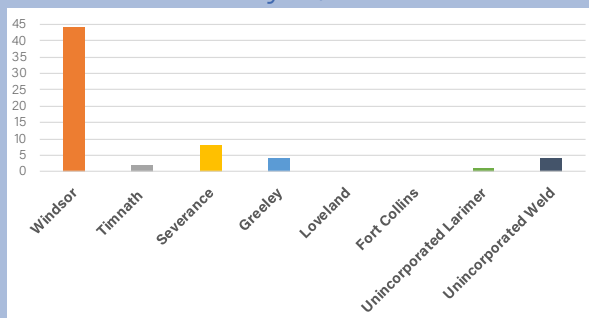


105 community members in attendance

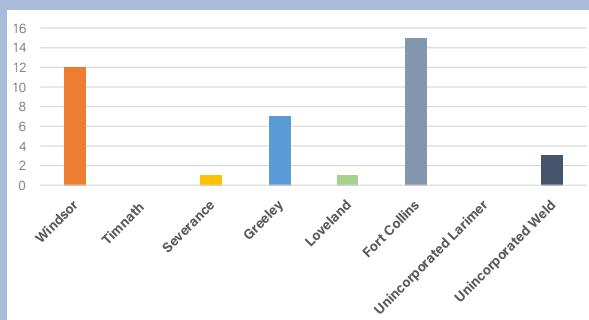


62 total survey responses (paper and online)

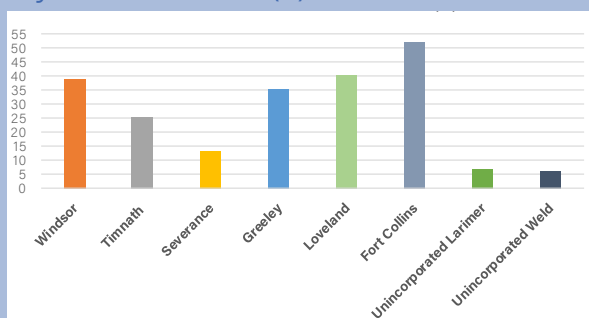
1 Do you live in one of the surrounding communities? If yes, which one?



2 Do you work in one of the surrounding communities? If yes, which one?



3 Do you visit one or more of the surrounding communities? If yes, which one(s)?



4 What route(s) do you primarily take for your commute?

East/West Roads

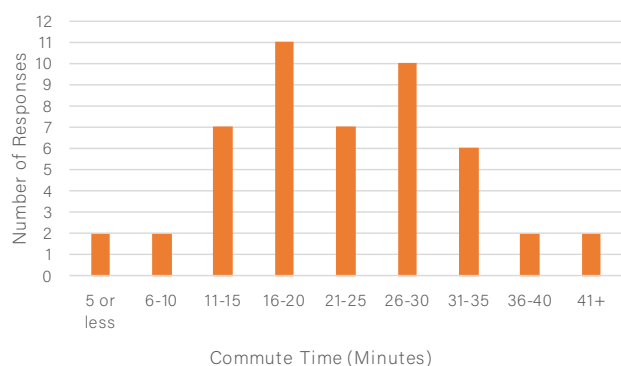
CO 392/Main St.	17%
CR 74	14%
Crossroads Blvd.	8%
US 34	7%
CO 14	5%

North/South Roads

CO 257	17%
CR 19	8%
CR 5	4%
CR 17	3%
CR 13	3%

Table represents percent of total number of responses for most common commute routes.

5 On average, how long does your typical commute take?



6 If you travel on CO 257 and/or CO 392, do you ever use an alternate route to avoid downtown Windsor traffic during rush hour? If so, what route(s) do you typically take?

E/W Roads		N/S Roads	
CR 72	9%	CR 19	12%
Crossroads Blvd	9%	CR 15	9%
CR 74	8%	CO 257	8%
CR 66/64.5	8%	CR 17	4%
Walnut St	7%		

The table to the left shows the most frequently reported routes that the community uses to avoid downtown Windsor traffic. Several respondents reported "no" for various reasons including:

- Not using CO 392 or CO 257 during rush hour, or at all.
- Continuing to use Main St. regardless.
- Home/work/school are downtown where there are no alternatives.

Table represents percent of total number of responses for most common alternative routes.

7 What existing safety concerns do you have within the study area?

Safety Concern Type	General Study Area	CO 392	CO 257	CR 19
Pedestrians	3%	14%	1%	3%
Bikes	3%	1%	4%	1%
Trucks	2%	7%	-	3%
Traffic Volume	6%	5%	-	3%
Traffic Speed	2%	4%	-	4%
Parking	-	4%	-	-
CR 19 & CR 74 Intersection	-	-	-	7%
CR 19 & CR 70 Intersection	-	-	-	2%
CO 392 & 1st St. Intersection	-	2%	-	-

The table above shows reported safety concerns by roadway with a percentage higher than 1%.

8 What suggestions or ideas do you have that you feel could help address the regional transportation needs in the study area?

Suggestion Type	%
Widen Roads (CO 392, US 34, CR 19, CR 74)	16%
Divert trucks/traffic around Windsor (No specific routes identified)	16%
Extend Crossroads Blvd East/Straighten O Street	10%
Divert trucks/traffic to east around Windsor (i.e. using CR 21, CR 23, or further east)	8%
Divert trucks/traffic around Windsor (i.e. CR 74, CR 70, CR 19 and/or Crossroads)	8%
Alternative transportation (mass transit, carpools, etc.)	7%
Remove on-street parking and construct parking garage in Downtown	5%
Limit new development	5%

The table above shows suggestion types with a percentage higher than 1%.

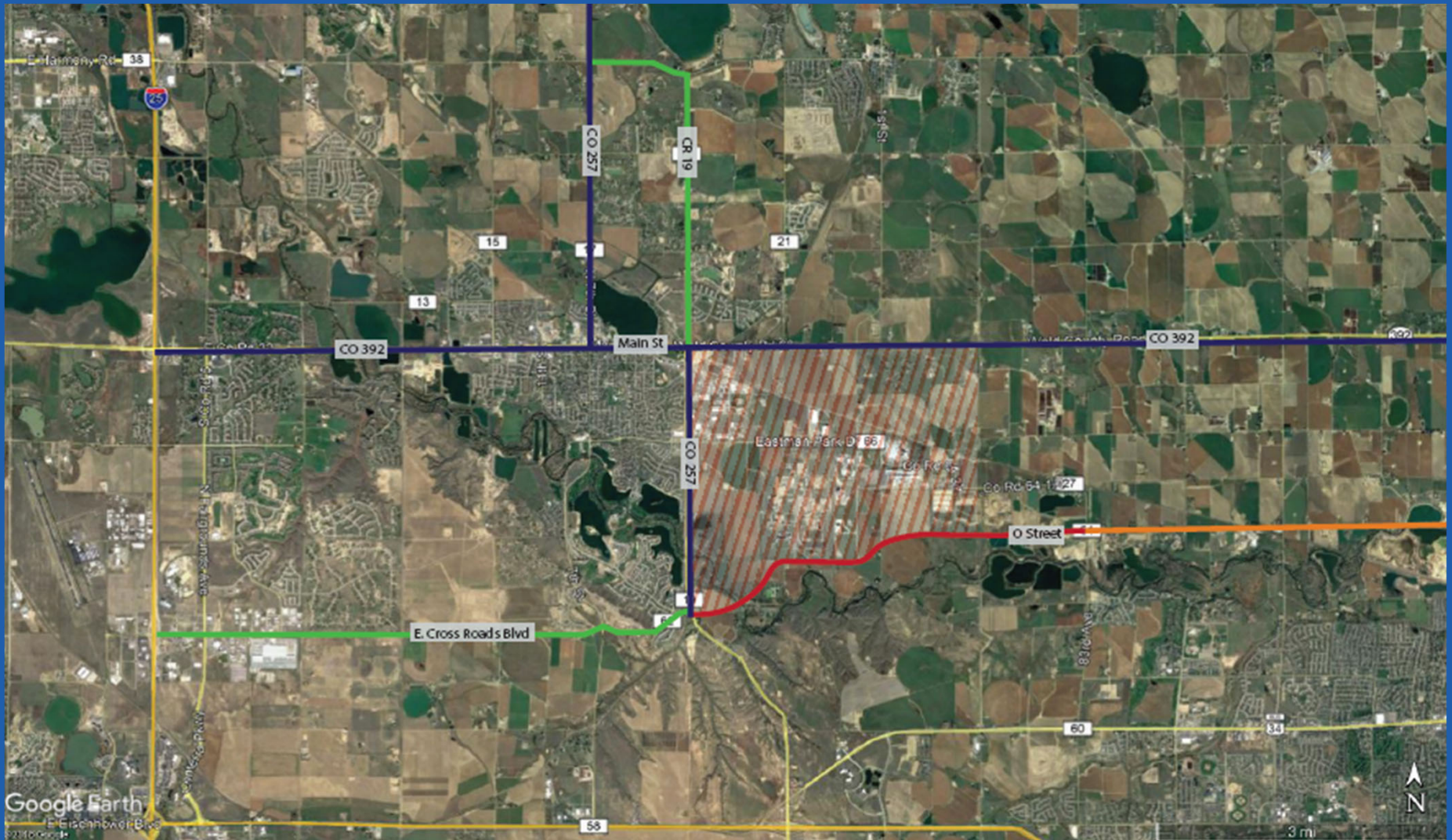
9 Do you have any other comments or feedback you'd like to share with the project team related to the study?

Additional Comment Type	%	Example Comments
Do Something	18%	"Don't just do the study. Actually make a decision and do something to relieve the traffic and re-route it. Please."
Opposed to CR 19 Alternative	14%	"I do not want to see increased traffic on Cty Rd 19 between Harmony and 392."
CO 257 Pavement Maintenance	7%	
Agriculture and Wildlife Preservation	5%	

CO 257 and CO 392 Network Feasibility Study

NFR Council Meeting

April 4, 2019



Agenda



- Name Change
- Stakeholder Engagement
- Status
- Next Steps

Name Change



Windsor Area Network Study is now...

CO 257 & CO 392 Network Feasibility Study

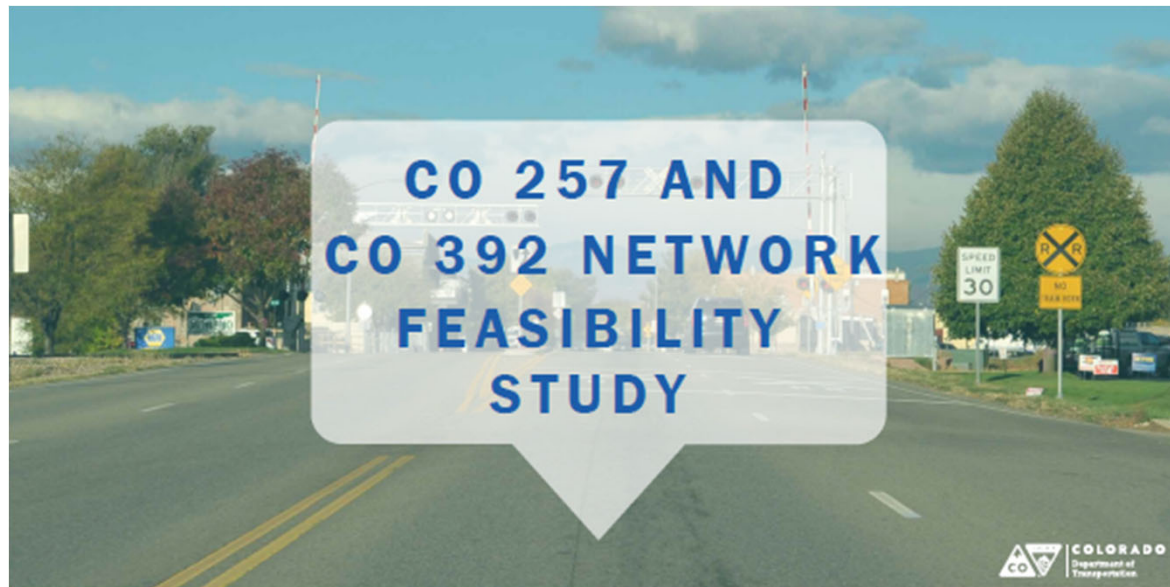
- Staff Meetings
 - Windsor
 - Severance
 - Timnath
 - Loveland
 - Greeley
 - Weld County
 - NFRMPO TAC
 - Project TAC

- Elected Officials
 - Windsor Town Board
 - Severance Town Board
 - Loveland TAB
 - Weld County BOCC
- Public

Stakeholder Engagement



COLORADO
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Transportation



Project Information

Two significant highways (CO 392 and CO 257) traverse through Windsor and the surrounding area, overlapping for one mile in the central business district of the Town. This segment is constrained for capacity and is a high pedestrian and bike area.

Seeking partnerships with Windsor and other adjacent and affected communities, as well as Weld and Larimer Counties, CDOT will explore suitable opportunities to exchange portions of either highway for parallel city and county roads. New feasible alignments may be considered.

This study will seek opportunities to enhance overall safety, regional connectivity and economic vitality for all. Options will be investigated and analyzed to consider:

- Improved overall safety and mobility for all modes of transportation.
- Enhanced access management and regional travel, including freight, on state highways.
- Effective connectivity between economic activity centers.

Join Us at the Open House!

→ **When: March 28th, 2019**
4:00-6:30 PM

→ **Where: Fire Station #1**
in Windsor
100 N. 7th St. Windsor, CO 80550



This meeting was rescheduled from March 13th and was previously called "Windsor Area Network Study"

- **Data Collection**
 - Existing & Current Studies
 - Land Use
 - Existing Access
 - Crash Data
 - Input from Stakeholders
- **Draft Network Evaluation**
 - Pros, Cons, Opportunities, Other Considerations

- Modeling (Applying 2 Different Models)
 - NFRMPO Travel Demand Model (Traffic)
 - Traffic volumes and patterns
 - Quality of traffic flow
 - Travel times
 - Existing and Future 2040 No Build
 - Evaluating potential future alternatives (with public input)
 - Interactive Highway Safety Design Model – (Crash Prediction Model)
 - Used to compare relative safety performance of alternatives
 - Existing and Future 2040 No Build
 - Evaluating predictive safety of potential future alternatives

- Remaining Tasks
 - Identify and Evaluate Alternatives
 - Develop Recommendations
 - Cost Estimates
 - Draft MOU
 - Implementation Plan
 - Report

Next Steps



- Schedule
 - Spring 2019
 - Work with TAC to complete technical evaluations
 - Summer 2019
 - Public Meeting – #2
 - Respond to 1st Public Meeting Input
 - Share Findings & Recommendations
 - Get Feedback
 - Finalize Recommendations & Approvals

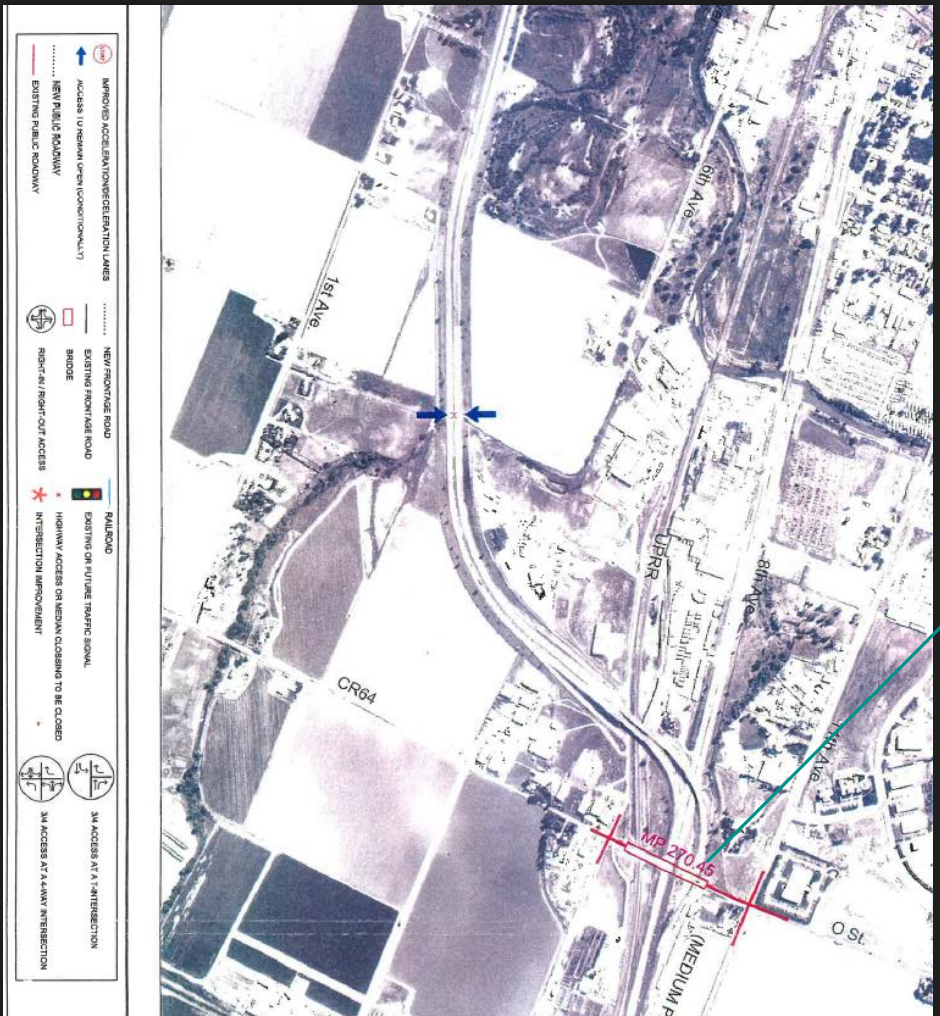
STBG Project Adjustment Request- Follow Up

59th Avenue and O Street Roundabout

Overview

- Project selection/rationale
- Environmental/historic
- Schedule
- Source of local overmatch

US 85 Access Control Plan 1999



Planned bridge over US 85 to extend O St

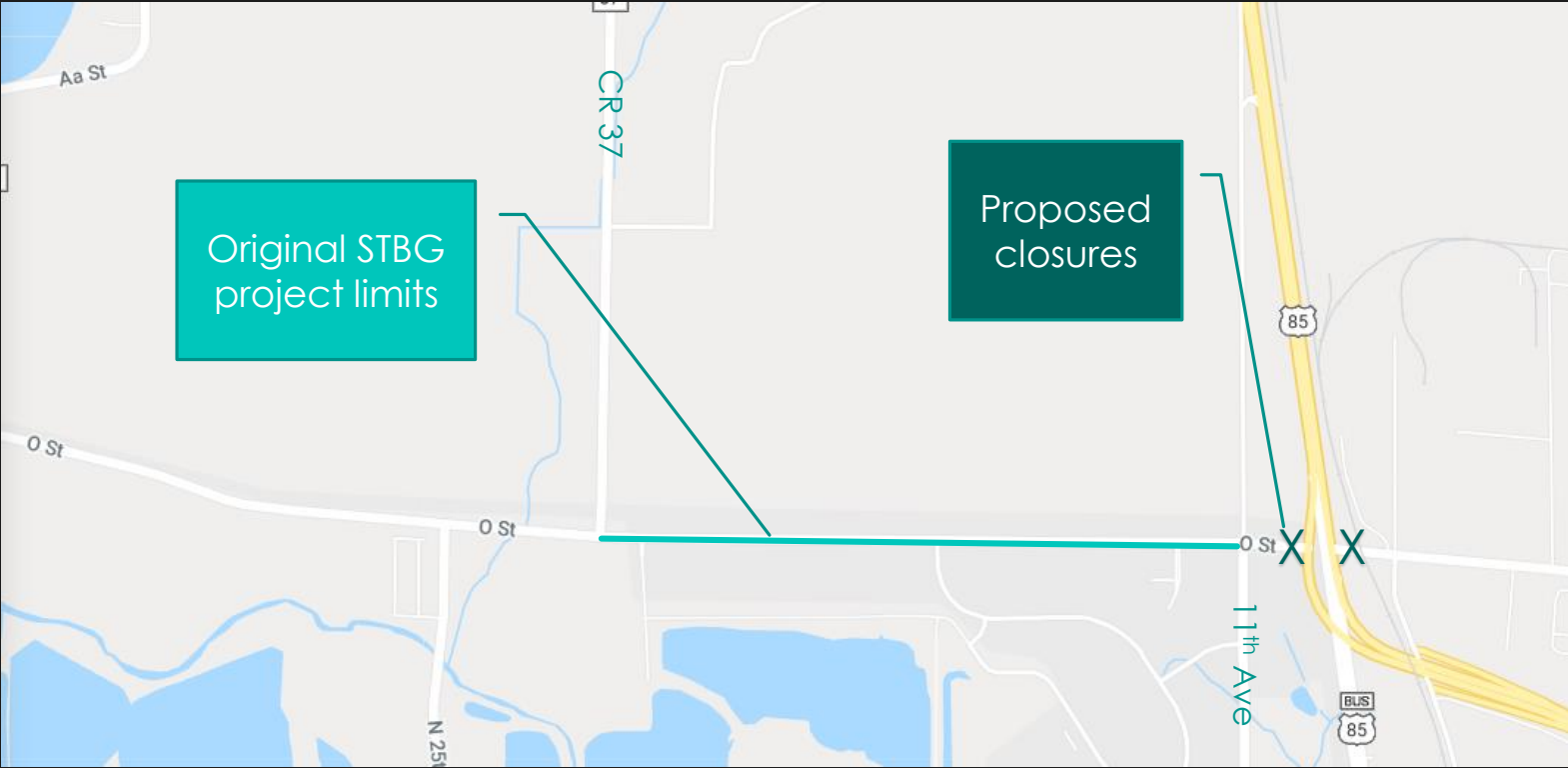
US 85 PEL 2017

- US 85 PEL intent
- Closure of O St near original project area

Section 3 (Greeley to Lucerne)	
Operational Classification	Enhanced Expressway
O Street	Closure
CR 66	Intersection Improvements



Project Selection



Project Selection

- Shifting from capacity expansion to operational improvements
- More volume and greater impact to regional travel
- Highest volume intersection along existing O St corridor



REGIONAL
ROUTES

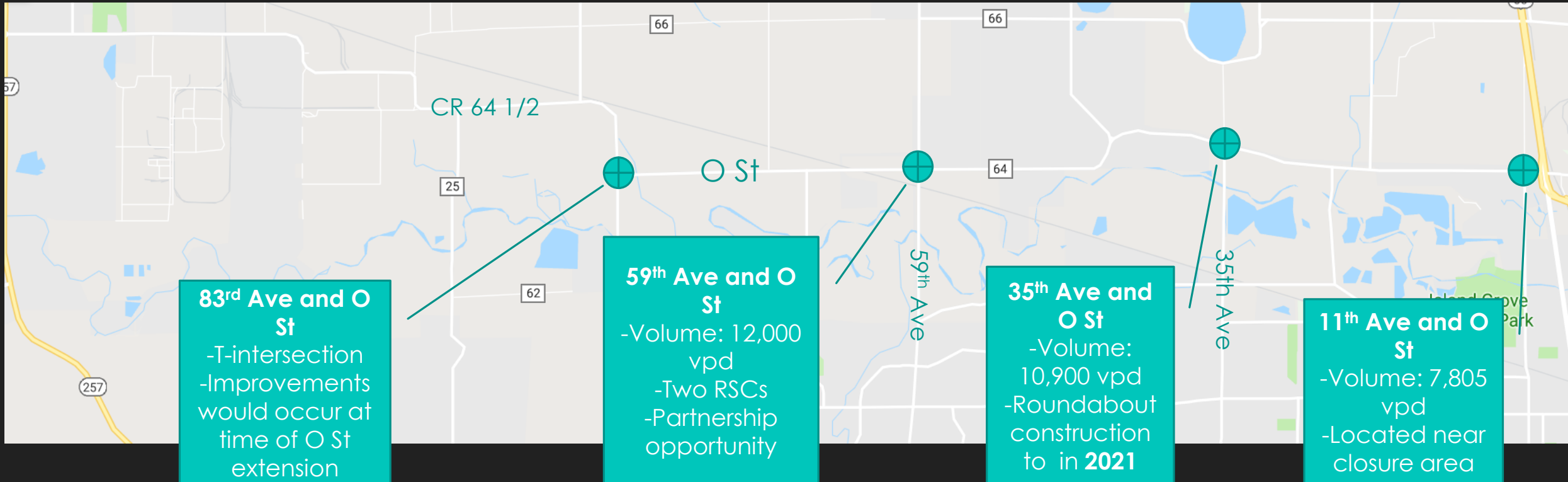


DELAY
REDUCTION



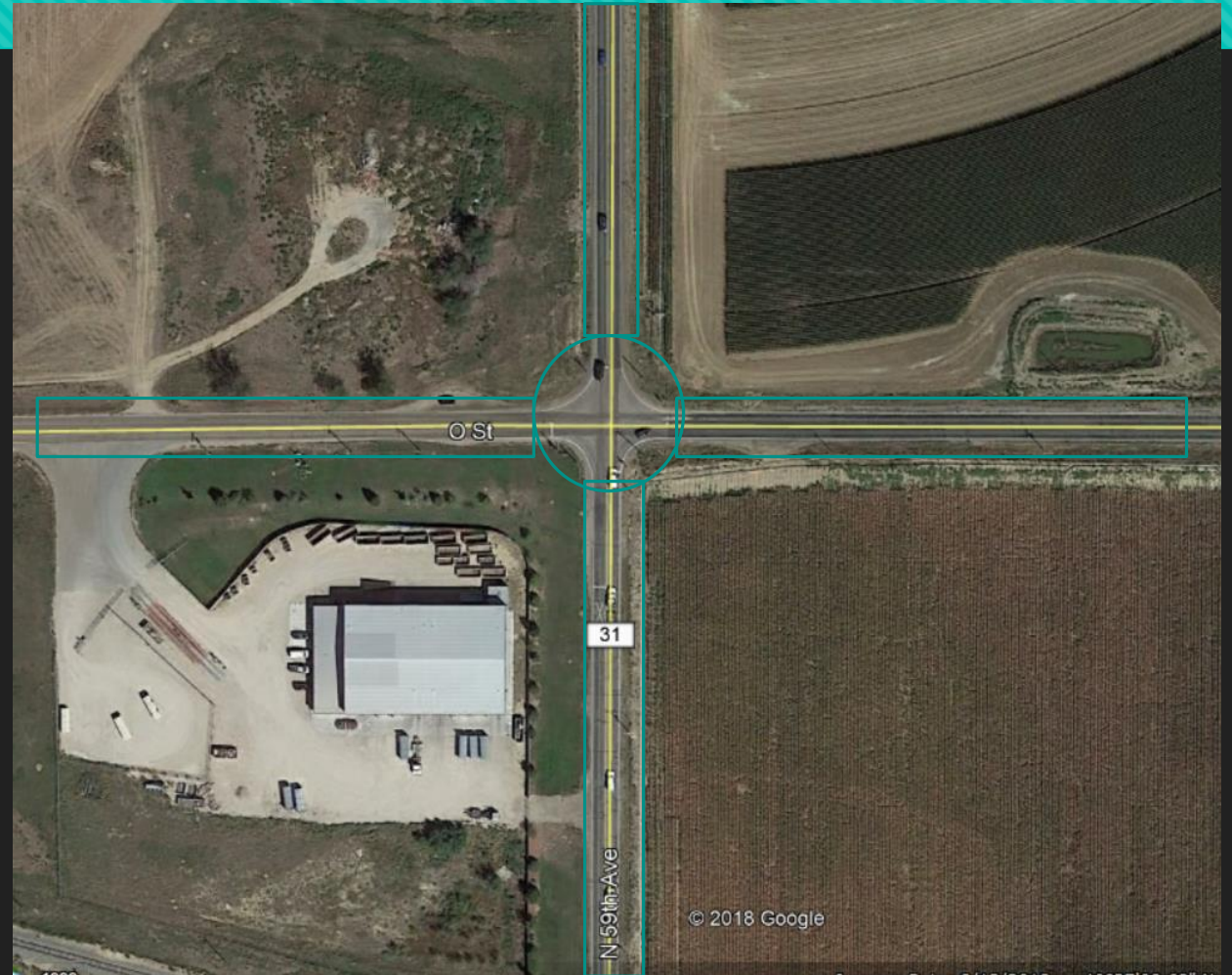
PARTNERSHIP
OPPORTUNITY

Intersection analysis

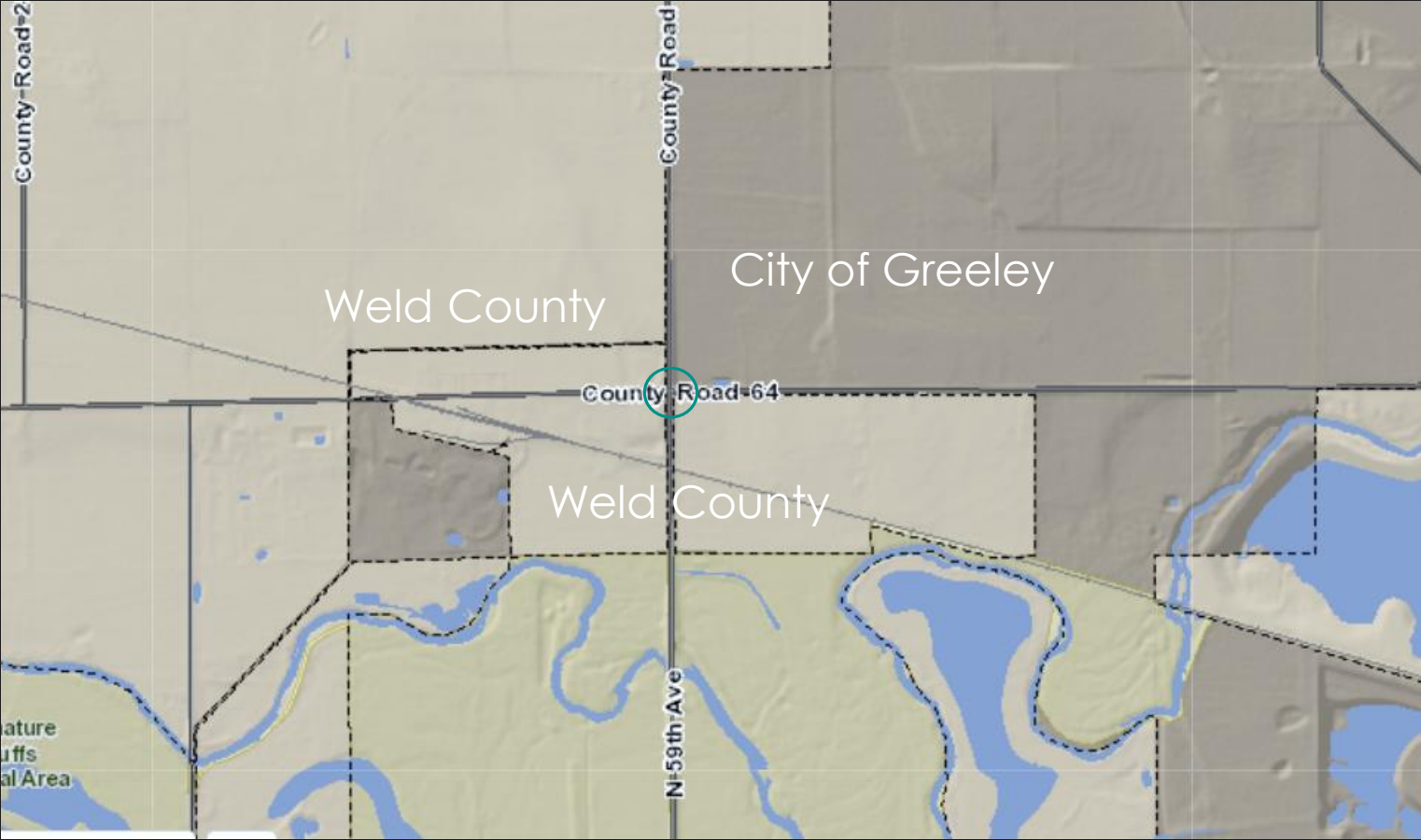


Environmental/ Historic

- Dump site
 - Not within primary area of impact
 - May contain hazardous material, however this unknown
- Potentially historic property
 - Will require SHPO coordination
 - Expected impact < 1 acre



Intersection Jurisdiction



Local Overmatch- City of Greeley

Expenditures											
Page	Project	Title	2017 Actual	2018 Original	2018	2019	2020	2021	2022	2023	2019 - 2023
	799	71st Ave: Bridge/Road Widening from 12th to 22nd St	1,001,825	6,565,000	8,927,848	-	-	-	-	-	-
	388	Investment Charges	6,287	2,169	2,169	6,500	6,825	7,200	7,560	8,000	36,085
398	312.1601	65th Ave/34 Bypass - Frontage Rd Relocation and North 65th Ave road widening	74,355	-	383,645	3,144,913	-	-	-	-	3,144,913
	127D	20th Street Phase IV: Widening 83rd to 90th Avenue	726,100	3,535,000	5,858,900	-	-	-	-	-	-
	2134	20th Street: 71st to 86th Avenue (Design and right of way)	124,349	-	-	-	-	-	-	-	-
	410A	65th Avenue: 29th Street to City of Evans city limits (Design and construction)	4,157,765	-	260,576	-	-	-	-	-	-
	127B	20th Street Phase II: 74th to 83rd Avenues (Construction)	802,487	-	-	-	-	-	-	-	-
400	312.1504	Intersection Improvements at 35th Avenue and "O" Street	-	-	-	303,000	1,717,000	-	-	-	2,020,000
402	312.1739	Turn Lanes on 20th St at & Clubhouse Dr from Aims Blvd to 59th Ave	-	-	-	151,500	2,227,200	-	-	-	2,378,700
404	312.1603	O Street - Road Widening	-	-	-	555,500	202,000	-	6,264,000	-	7,021,500
406	882	55th Avenue road widening: 4th Street to F Street	-	-	-	404,000	606,000	8,080,000	-	-	9,090,000
410	312.1602	83rd Ave - 18th St to 34 Bypass - Road widening and Traffic Signal	-	-	-	-	343,400	606,000	-	3,942,500	4,891,900
412	312.1727	83rd Ave:18th St to 10th St - Road widening	-	-	-	-	-	303,000	399,999	4,040,000	4,742,999
414	312.2	20th Street: 90th to 95th Avenue - relocation and road widening - Design	-	-	-	-	-	505,000	-	-	505,000
418	312.3	95th Avenue: Hwy 34 Bypass to 20th Street Road widening - Design	-	-	-	-	-	303,000	505,000	-	808,000
420	312.1806	23rd Avenue - Turn Lane at 20th Street	-	-	-	-	-	-	-	250,000	250,000

Local Overmatch

Total Project Cost	\$6,912,942
Total Local Overmatch	\$5,194,517
City of Greeley	\$3,466,281
Weld County	\$1,728,235
Total STBG Funding Request	\$1,329,008

Schedule

Original Schedule	
Milestone	Month/Year
Completion of IGA	n/a
FIR	7/2018-12/2018
FOR	6/2019-10/2019
Utility Clearance	7/2019-9/2019
ROW Clearance	3/2018-9/2019
Environmental Clearance	12/2018-8/2019
Advertisement	11/2019-1/2020

Proposed Schedule	
Milestone	Month/Year
Completion of IGA	n/a
FIR	4/2020 -4/2021
FOR	4/2021-7/2021
Utility Clearance	7/202 -8/2021
ROW Clearance	8/2021-6/2022
Environmental Clearance	8/2021-4/2022
Advertisement	6/2022-9/2022

Thank you

○ Questions?



North Front Range MPO Area - Project Status Updates (4/1/2019)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
SH14/US287 Flood Repair NW of Fort Collins	<i>Spring 2019 construction</i>
SH14 Safety work west of Ted's Place	<i>In design</i>
SH14 @ WCR33 Intersection Safety	<i>Construction begins June 2019</i>
I-25	
Design /Build	<i>Construction is underway. SH402 Closures pending</i>
Wellington to WYO Cable Rail	<i>Ad Spring 2019</i>
Vine Drive Bridge	<i>Construction starts May 2019</i>
US34	
Big Thompson Canyon Flood Repair	<i>Roadway is open. Wrapping up construction</i>
PEL Study	<i>Final report released</i>
34 Business Rt Overlay & Bridge Work (Flood)	<i>Construction complete</i>
SH60	
WCR 40 Intersection Improvements	<i>Construction is underway.</i>
Over the South Platte River	<i>Construction is underway.</i>
US287	
SH1 to LaPorte Bypass	<i>Approx. 60 working days left</i>
Foothills Parkway Intersection	<i>Advertise Spring 2019</i>
Owl Canyon Rd Feasibility Study	<i>Crafting Task Order</i>
ADA Curb Ramp Program	
Greeley ADA Curb Ramps Phase 1	<i>Construction is wrapping up</i>
Loveland ADA Curb Ramps Phase 1	<i>Construct Spring 2019</i>
Windsor Curb Ramps	<i>Advertise April 2019</i>



STAC Summary – March 22nd, 2019

- 1) **Welcome & Introductions** – Vince Rogalski (STAC Chair)
 - a) February STAC Minutes approved without changes.
- 2) **Opening Remarks from Executive Director Lew** – Shoshana Lew (CDOT Executive Director)
 - a) Safety remains CDOT's top priority, especially given the events of the past week.
 - b) Executive Director Lew would like to refresh CDOT's process for planning and project prioritization and emphasize the importance of transportation to Coloradan's lives.
 - i) Rather than starting the conversation with the funding need, begin with the vision we want to achieve and then determine how to support it.
 - c) The questions that we ask often inform the answers that we the receive, so we need to learn how to ask better questions and use data to help us answer them.
- 3) **Moment of Silence for CDOT's Eric Hill** – Johnny Olson (CDOT Deputy Executive Director)
- 4) **Planning Reset** – Rebecca White (Division of Transportation Development)
 - a) The next Statewide Transportation Plan (SWP) will continue as planned, but with a new focus and strategic vision. CDOT hopes to touch all 64 counties through this process.
 - b) CDOT develops a number of plans, many driven by federal requirements, but in doing so has lost the opportunity to look at multiple modes and topic areas holistically and in a deliberate fashion.
 - i) In the past, CDOT may have visited the same stakeholders several times in close succession to discuss each distinct mode or topic area - an inefficient approach.
 - c) The new goal is to bring multiple planning efforts together and express a statewide vision for what transportation should accomplish, then refine these conversations to develop a 10-year statewide strategic pipeline of projects.
 - i) This will require an evolution of the STIP to include 4 fiscally-constrained years and 6 illustrative years.
 - ii) Improved data and tools, including the new Statewide Travel Model, will allow for a meaningful comparison between different project types. The model can address the interplay of transportation and land use, changing traveler preferences, new technologies, and more over the course of the next 10-25 years.
 - d) CDOT will work closely with MPOs, TPRs, Counties, and Cities to understand their challenges, identify and consider a range of solutions, and finally develop project selection tools that fairly weights the benefits and costs of all types of projects.
 - e) STAC Discussion: Representatives discussed the transition from a 4-year to 10-year STIP, expressed concern about the potential for new project selection tools to pit rural needs versus urban needs, and reiterated their desire for individual TPRs to retain their own local priorities, projects, and selection processes rather than adopting a single, statewide approach. Other representatives emphasized the importance of integrating freight needs into regional plans, relying on local expertise to understand economic and community priorities, and allowing sufficient time for a meaningful planning process to play out. CDOT staff emphasized their intent to make the entirety of the process transparent and efficient for the public to engage with.
- 5) **Transportation Commission Report** – Vince Rogalski (STAC Chair)
 - a) Transportation Commission:
 - i) A number of Commissioners are focused on safety as a top priority.
 - (1) Solutions include rumble strips, cable guard rails, new avalanche mitigation approaches, reducing bottlenecks, exploring variable speed limits, and improving incident management and winter operations.



- ii) The TC is continuing to revise the CDOT budget and the format in which it is presented to the public.
 - iii) There was also a discussion of how to refine the statewide planning process to better envision the goals of the transportation system.
 - b) High Performance Transportation Enterprise:
 - i) HPTE Director David Spector is leaving CDOT for a position in the private sector and Nick Farber will be the Interim Director while a replacement is sought.
- 6) **TPR Reports** – TPR Representatives
- 7) **Federal and State Legislative Report** – Herman Stockinger & Andy Karsian (Office of Policy & Government Relations)
 - a) State:
 - i) HB 19-1207 would require passenger vehicles to have enhanced traction control (chains, snow tires, etc.) during winter travel and has passed the House. Currently debate in the Senate revolves around enforcement, potential public confusion, and other details.
 - ii) There is also an effort underway to propose a “De-Brucing” measure for voter approval in November, which would allow the state to retain tax revenues collected over the TABOR limit and dedicate 1/3 of those dollars to transportation.
 - (1) Currently 2 separate bills - one to put the measure on the ballot and a second to allocated the funds if the measure passes.
 - iii) Last year’s SB 1 legislation included a provision to put forward a \$2.3 billion transportation ballot measure in 2019 if both of the 2018 measures failed. However, legislators are now discussing the possibility of forgoing this measure and making an annual \$50 million general fund transfer for transportation instead.
 - b) STAC Discussion: Representatives inquired about another bill that would increase apprenticeship requirements for contractors and potentially limit the overall contractor pool as an unintended result.
- 8) **Colorado Transportation Wildlife Alliance** – Tony Cady (CDOT Region 5) and Dean Riggs (Colorado Parks & Wildlife)
 - a) Colorado Parks & Wildlife (CPW) has been working to address the challenge of declining mule deer populations for decades, and CDOT’s safety goal of decreasing animal-vehicle collisions aligns with this effort.
 - i) Wildlife-vehicle collisions cost the state economy \$66.4 million per year and the West Slope of Colorado accounts for 60% of these crashes.
 - b) CPW and CDOT co-hosted a summit in Silverthorne and developed recommendations to provide for safe passage of people and wildlife in Colorado.
 - i) Technical teams were developed in the areas of Education & Outreach, Funding & Partnerships, and Data.
 - c) The West Slope Wildlife Prioritization Study (WSWPS) examined current and future scenarios for CDOT’s Region 3 and Region 5 and used regression-based risk models to identify the highest-risk locations for potential wildlife-vehicle collisions.
 - i) An accompanying benefit-cost analysis tool for highway wildlife mitigation projects incorporates CDOT’s standard Traffic and Safety methodologies and accounts for the economic value of wildlife resources.
 - d) Potential next steps include integrating priority areas into CDOT transportation plans, expanding the analysis for the rest of the state, establishing an overarching IGA between CDOT and CPW for continued future collaboration, and develop a consistent funding source for wildlife mitigation projects moving forward.



- e) STAC Discussion: Representatives inquired about the timeline for expanded analysis in the rest of the state, asked about the issue of wildlife overpopulation, and highlighted regional differences, concerns, and potential partnerships in their areas.
- 9) **Federal Lands Access Program (FLAP)** – James Herlyck (Federal Highway Administration)
 - a) The Office of Federal Lands Highway at FHWA does not own any roads, but rather is a project manager-centric organization that administers several programs with federal, state, local, and tribal partners.
 - b) FLAP distributes roughly \$15-\$16 million per year in Colorado and has worked with over 20 local agency partners in recent years. Its purpose is to improve facilities that provide access to federal lands with an emphasis on high-use recreational areas and large economic generators.
 - i) The Programming Decisions Committee for Colorado consists of one representative from FHWA, one from CDOT, and one from the STAC.
 - c) The current call for projects will close on June 5th, 2019 and will make \$40-\$50 million available in Colorado for fiscal years 2023-2025.
 - i) A webinar for potential applicants on March 26th will provide additional information on project eligibility and the application process.
 - d) STAC Discussion: Representatives discussed the eligibility of military bases, clarified the required local match level of 17.21%, and thanked the presenter for his office's support for past projects at the Great Sand Dunes National Park and on Cottonwood Pass.
- 10) **Other Business** – Vince Rogalski (STAC Chair)
 - a) The next meeting of the STAC will be from 9:00 AM - 12:00 PM on Friday, April 26th at CDOT Headquarters (2829 W. Howard Place, Denver).
- 11) **Adjourn**