



# FY 2020-2023 TIP


Technical Advisory Committee




North Front Range  
Metropolitan  
Planning  
Organization

April 17, 2019

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## Current TIP Delay Definition



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A “delay” occurs:


- When a construction-related project is not **advertised** during the fiscal year assigned in the TIP.
- When a non-construction project or program is not issued a **“Notice to Proceed”** during the fiscal year programmed in the TIP.

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FY 2020-2023 TIP

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Revised TIP Delay Definition




Project Type	Milestone	Milestone Deadline
Construction	Advertisement	Fiscal Year identified in the project application adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded
Non-Construction	Issuance of “Notice to Proceed”	

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Delay Procedure Swap Policy




- Project sponsors are allowed to swap funds one time between projects with different funding years in the same funding program to advance/delay projects and their milestone deadlines upon the approval of the impacted project sponsors.
- The swapped projects will have their milestone deadline updated based on the revised first year of funding. Milestone deadline revisions will only occur the first time a project is swapped to advance/delay the project.
- Upon any subsequent timing changes due to swapping funds, the project’s milestone deadline will not be adjusted to prevent a project from being extended indefinitely.

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Next Steps




- TAC recommendation: April 17, 2019
- Air quality conformity determination public comment period: April 27 – May 31, 2019
- Close TIP public comment period: April 30, 2019
- Air quality conformity public hearing: June 6, 2019
- Planning Council TIP adoption: June 6, 2019
- FY 2020-2023 TIP Effective Date: Upon CDOT incorporation into STIP and Governor Approval

5FY 2020-2023 TIP

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Questions?



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**CDOT Region 4 Transportation Alternatives (TA)**

Title:	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Region 4 Transportation Alternatives Program Pool</b>										
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			<b>Total</b>	<b>N/A</b>	<b>-</b>	<b>3,613</b>	<b>875</b>	<b>875</b>	<b>875</b>	<b>6,238</b>

**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:	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Little Thompson River Corridor Trail – Phase 1a</b>										
Sponsor: Johnstown	C	Federal	TAP	-	-	250	-	-	-	250
STIP ID: SNF5095.004	C	Local	L	-	-	63	-	-	-	63
TIP ID: 2020-014			<b>Total</b>	<b>-</b>	<b>-</b>	<b>313</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>313</b>

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.

**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.



# 2045 RTP Land Use Scenarios


Technical Advisory Committee (TAC)




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April 17, 2019

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## Background



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- Update to the 2040 Land Use Allocation Model (LUAM)
- Outputs of land use model serve as inputs to Regional Travel Demand Model (RTDM)
- Contextualizes transportation investments
- More robust scenario planning

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Land Use Scenarios

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## Model Development



- UrbanSim modeling product: UrbanCanvas
  - Block-level modeling
  - 2010-2011 Base Year Census data (ACS, LEHD)
  - Real-estate based model
- NFRMPO staff added:
  - Density constraints (maximum households and jobs allowed per block)
  - Newly constructed or committed development
  - Household and job control totals (based on DOLA forecasts)
- Model re-specified to consider variable household sizes between counties

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Land Use Scenarios

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## Model Development Cont'd.

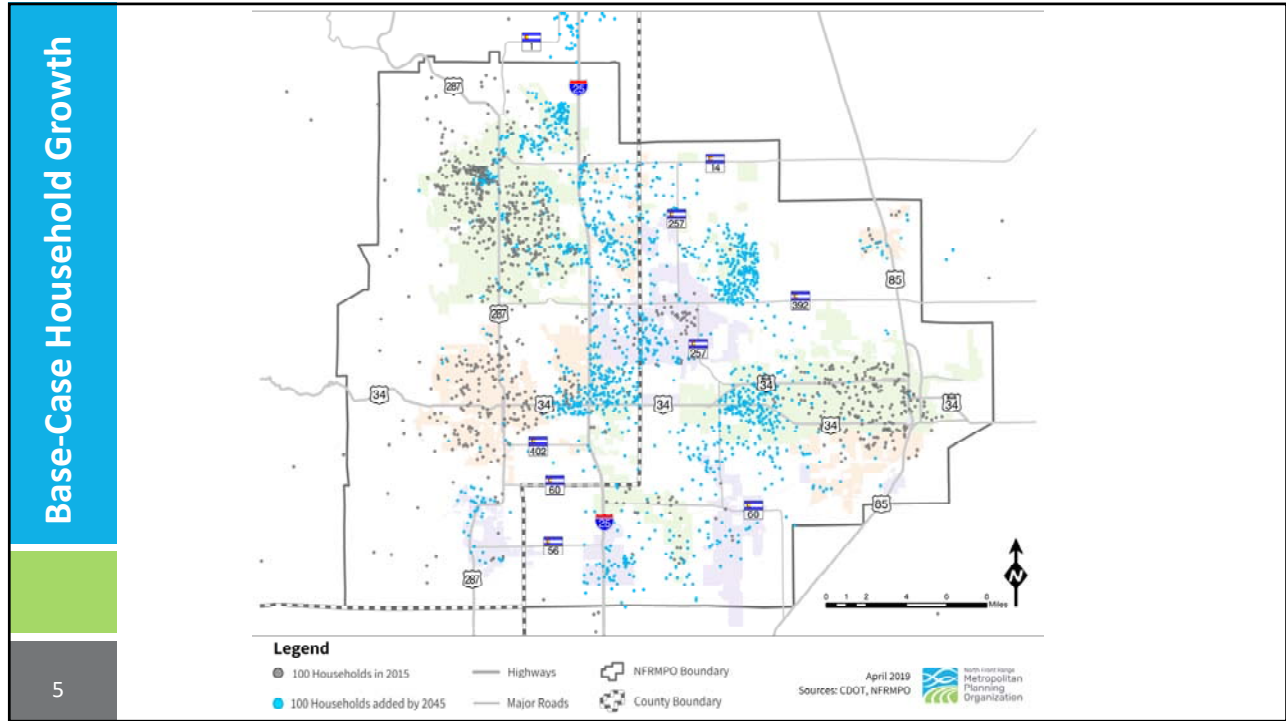


- Local planners and staff helped provide and review inputs
- Model Steering Team (MST), in partnership with local planners/staff reviewed model outputs
- Model outputs were reviewed three times (GMA-level and TAZ-level)
- Inputs were adjusted following the first two rounds of review
- Outputs were adjusted following the third and final round of review
- Finalized LUAM will go to MST April 18, 2019 for sign-off

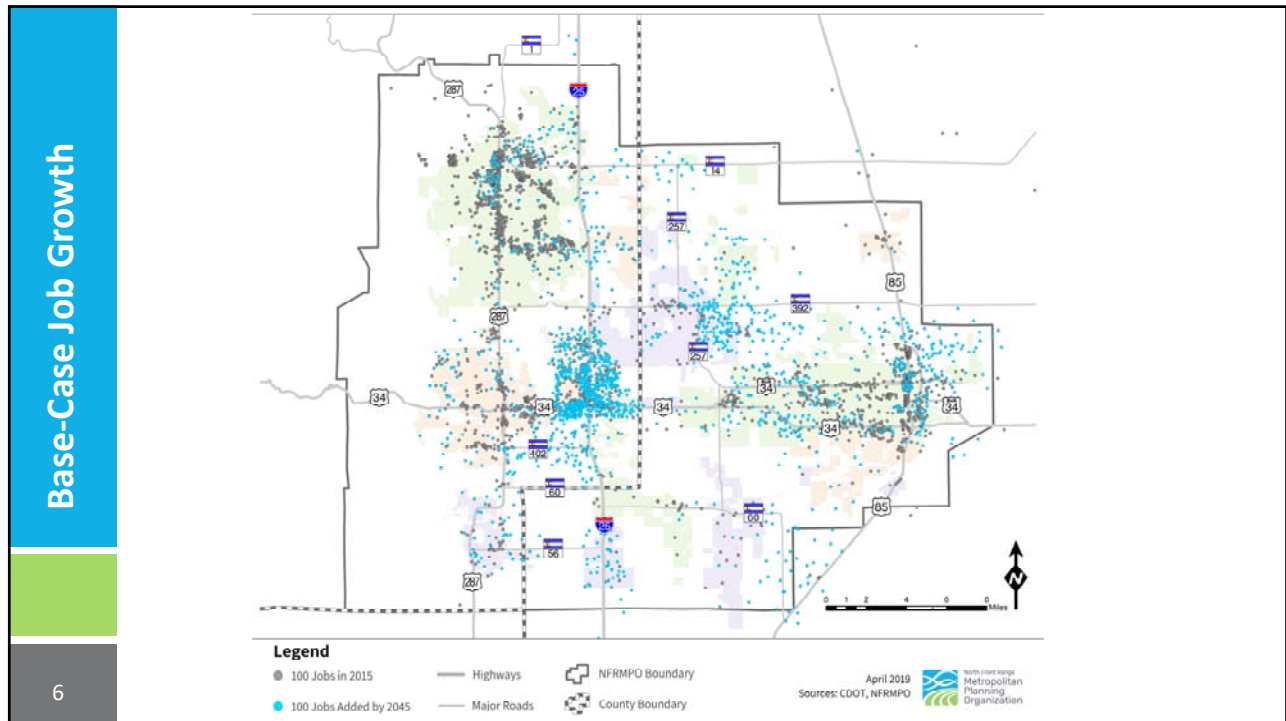
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Land Use Scenarios

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Developing a High Density Scenario




  
  

Land Use Scenarios	Votes
Higher density development in urban cores	5
More dispersed development	1
None ( <i>only the base case land use scenario should be analyzed</i> )	1
Other: Rural community's transportation needs	1

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Land Use Scenarios

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Developing a High Density Scenario



Land Use - Travel Scenario Integration	Votes
<b>Mix and match:</b> Several plausible future development patterns should be developed and analyzed with all selected transportation investment alternatives. For example:- dispersed development and RTE corridor investment- dispersed development and I-25 investment- higher density and RTE corridor investment- higher density and I-25 investment- etc.	4
<b>Selective combinations:</b> Several plausible future development patterns should be developed and each one should be analyzed with one transportation investment alternative that is most likely to support that development pattern. For example: - dispersed development and I-25 investment- higher density and RTE corridor investmentOther combinations, such as dispersed development and RTE corridor investment or higher density and I-25 investment would not be analyzed.	2
<b>None</b>	1

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Land Use Scenarios

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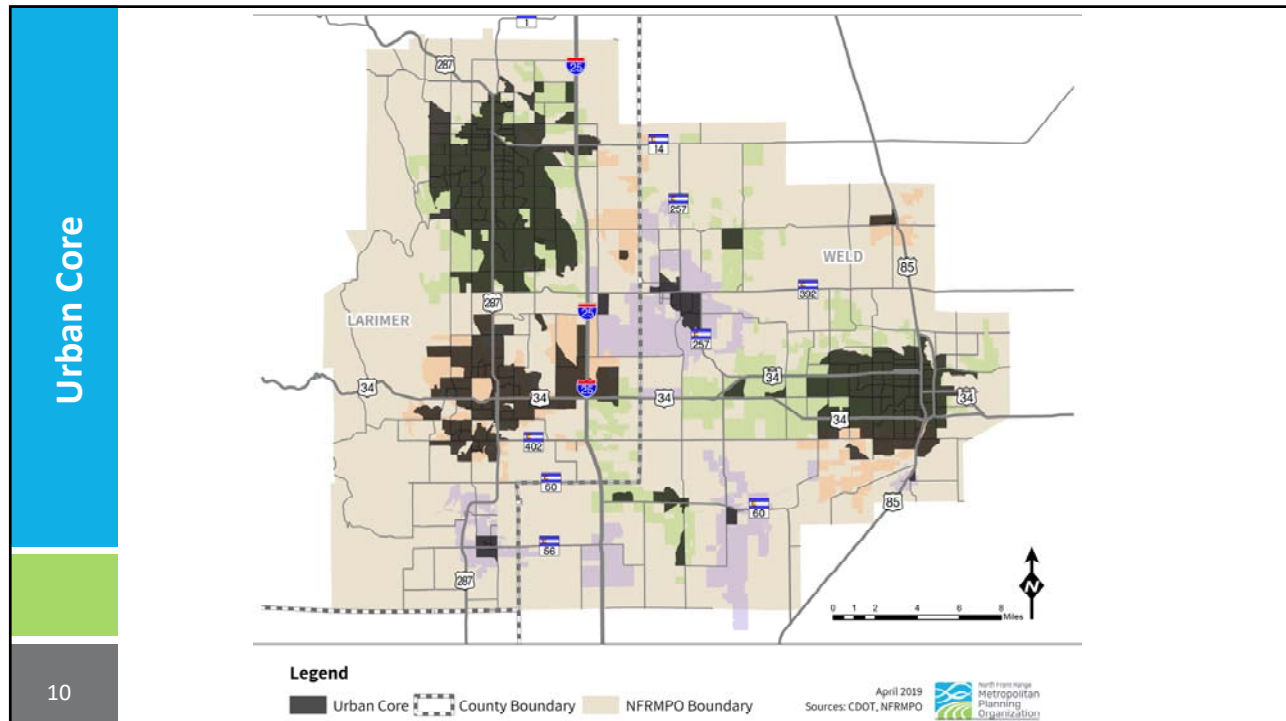


## Developing a High Density Scenario

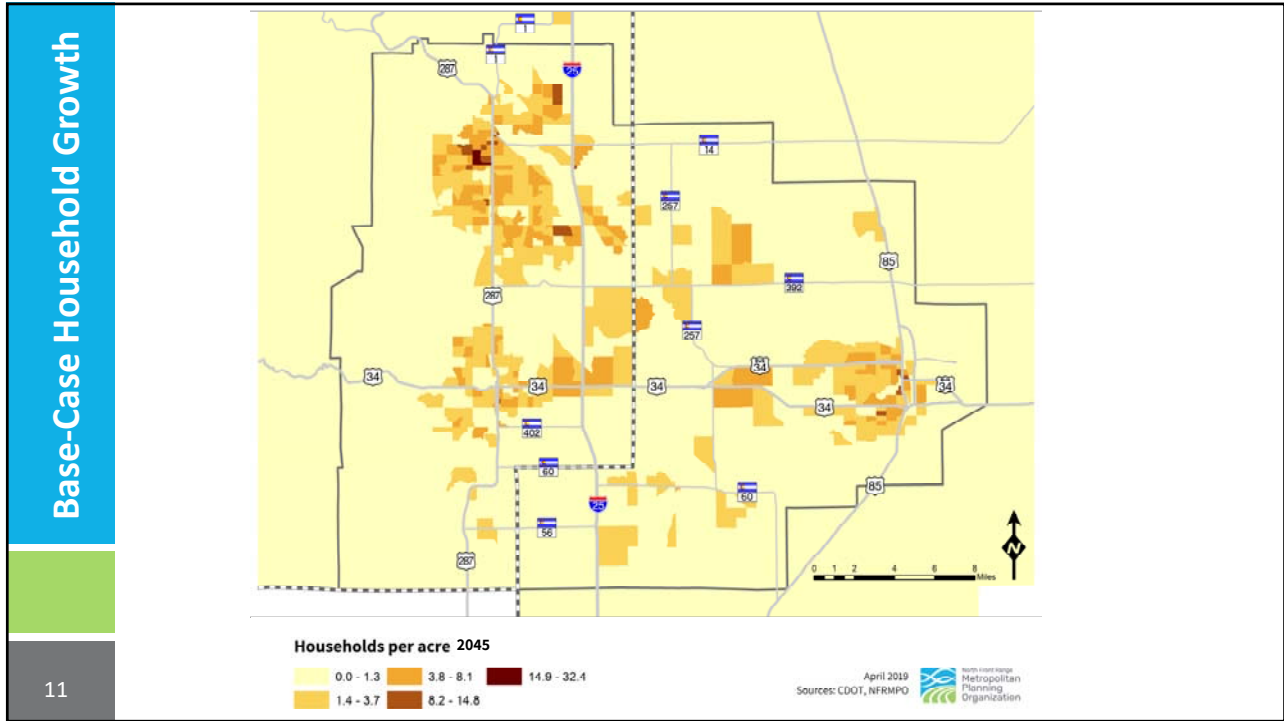


- Select Urban Core
  - TAZs with job or household density greater than mean for model year 2015
- Define factor for scaling up density in Urban Core (1.25)

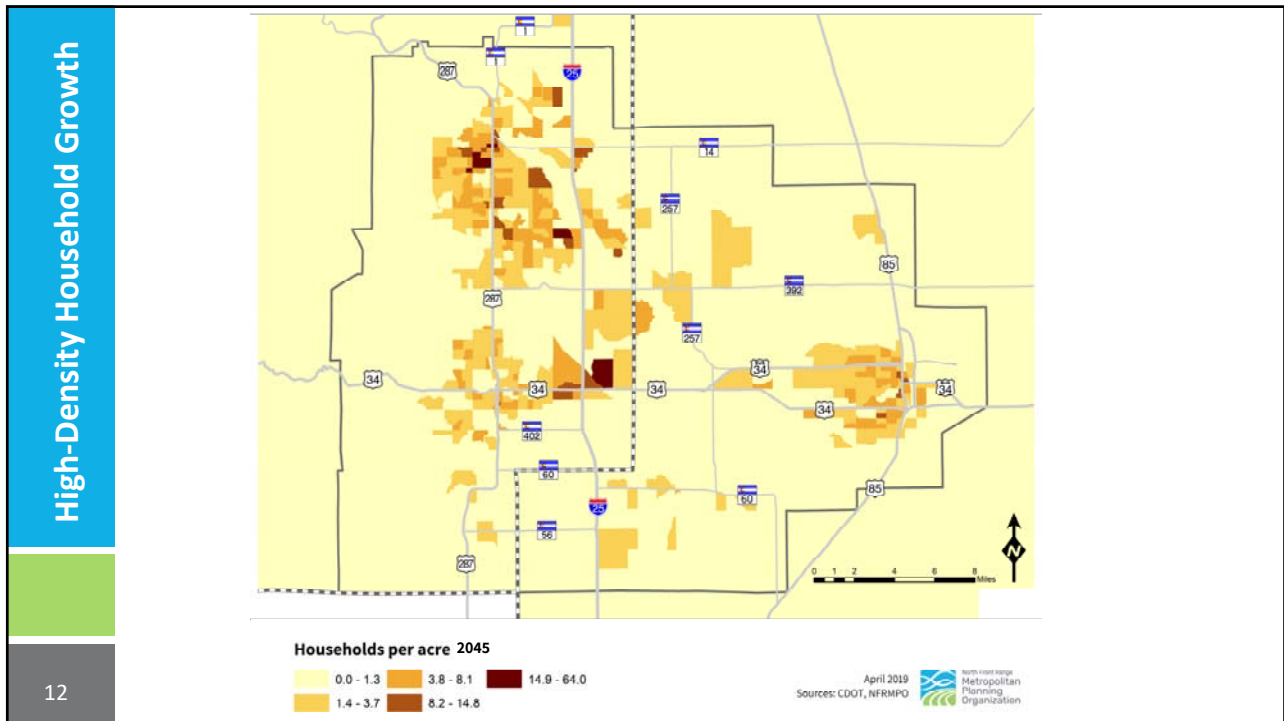
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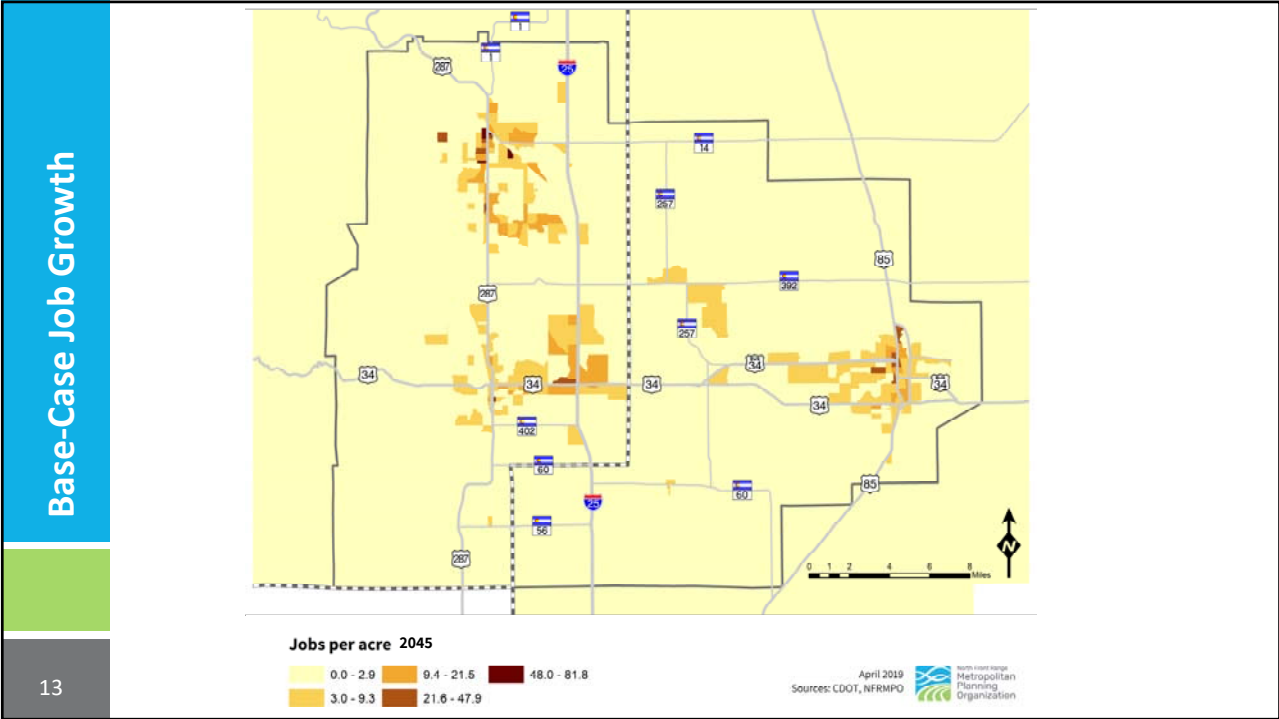
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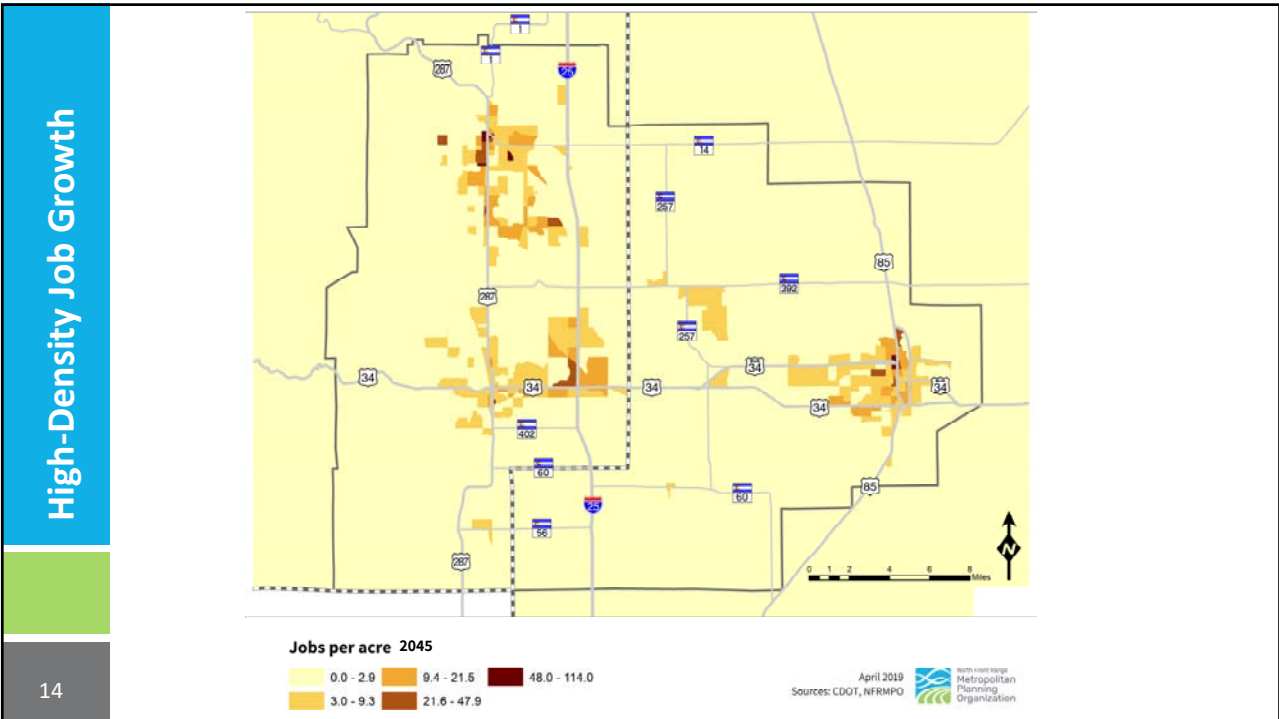
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**Next Steps**




- **MST meeting**
- **Approving Base-Case**
- **Approving methodology for High-Density Scenario**
- **Adding in Skims?**
- **Scenario modeling**

15 Land Use Scenarios

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**Questions?**



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16 Land Use Scenarios

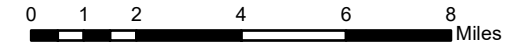
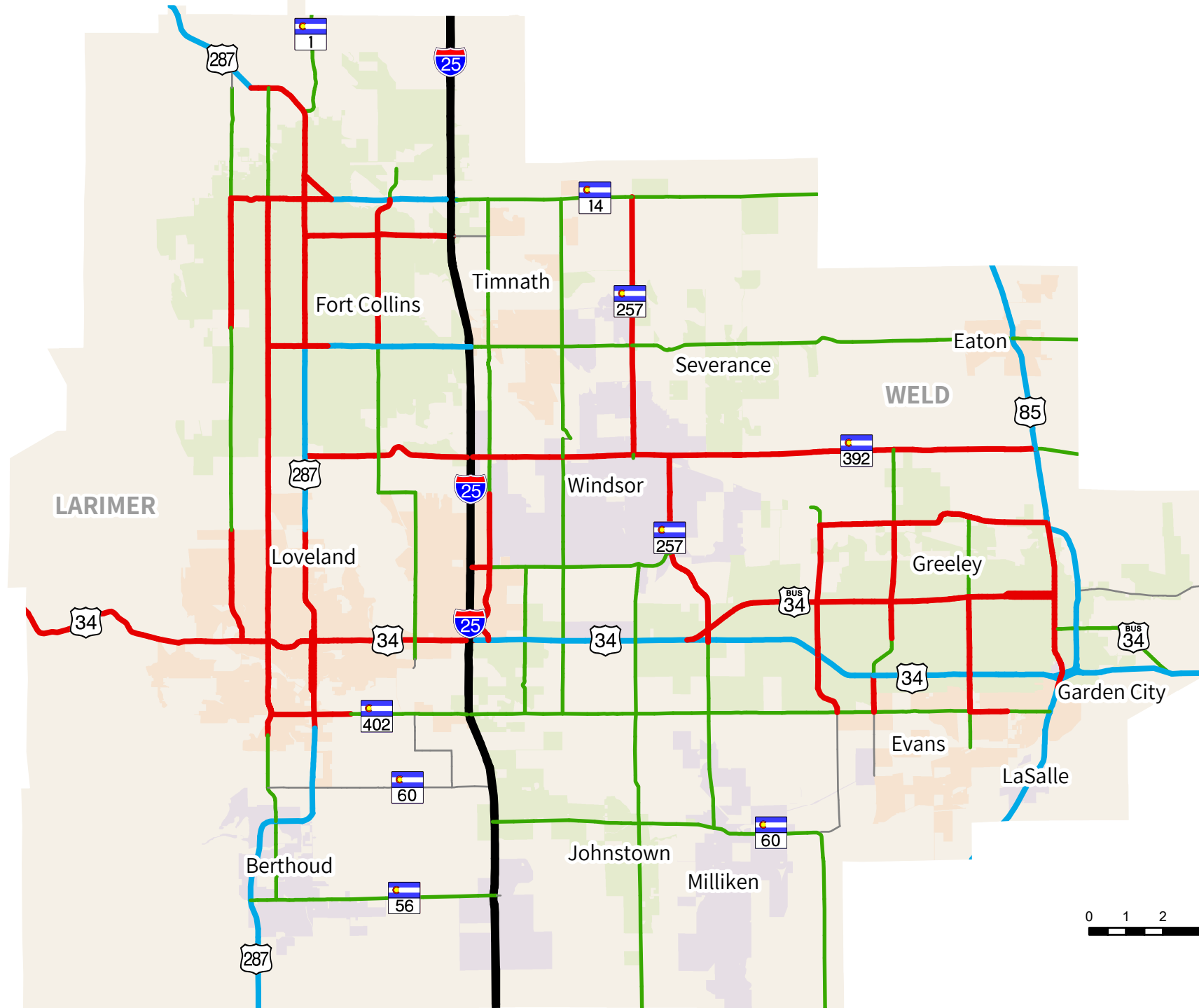
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# 2015 Facility Type, 2045 RSCs

## Legend

### Facility Type

- 1 - Interstate
- 2 - Expressway
- 3 - Major Arterial
- 4 - Minor Arterial
- 5 - Collector
- NFRMPO Boundary









April 2019  
Sources: CDOT, NFRMPO

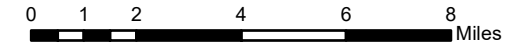
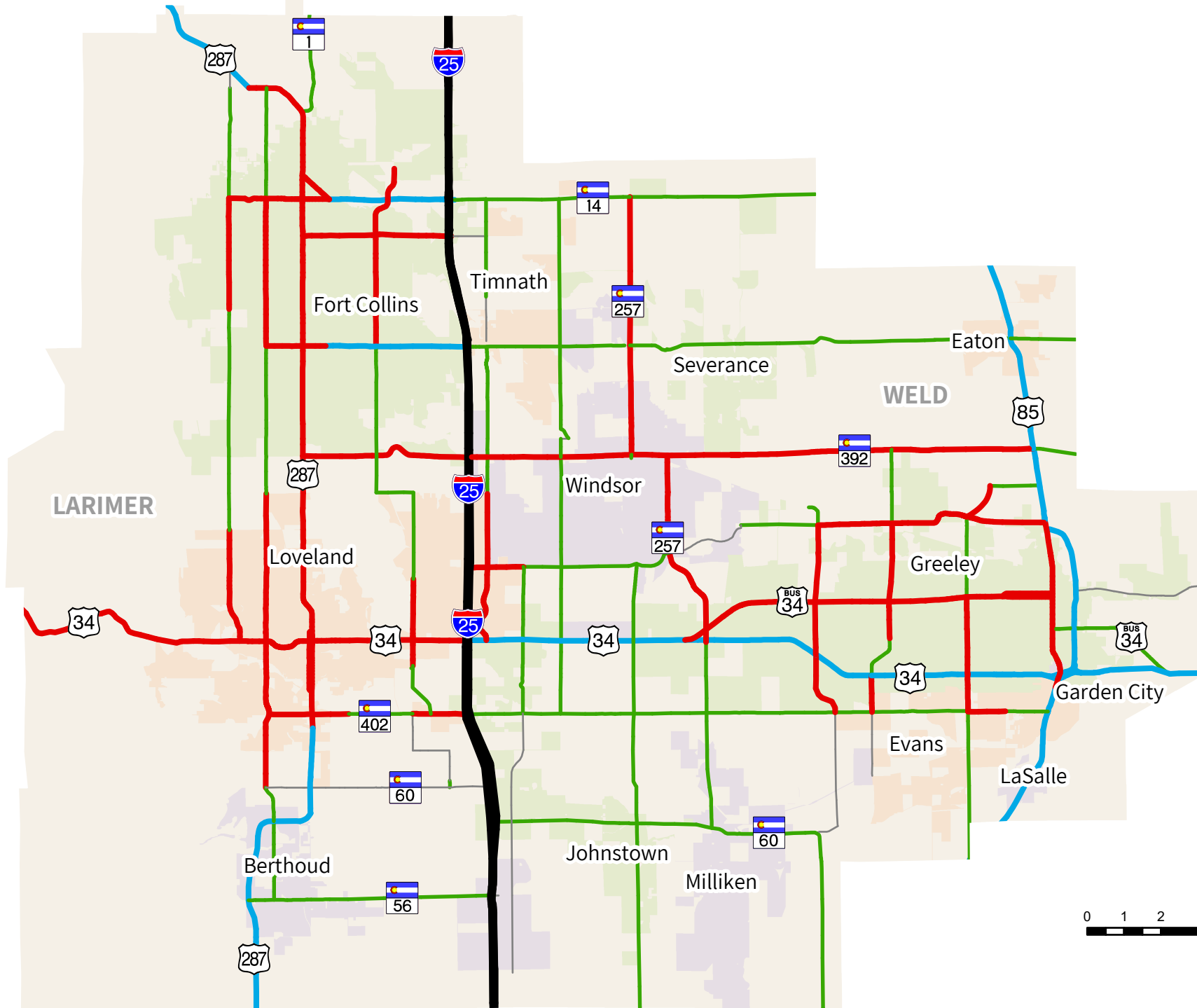


# Planned Facility Type, 2045 RSCs

## Legend

### Facility Type

-  1 - Interstate
-  2 - Expressway
-  3 - Major Arterial
-  4 - Minor Arterial
-  5 - Collector
-  NFRMPO Boundary

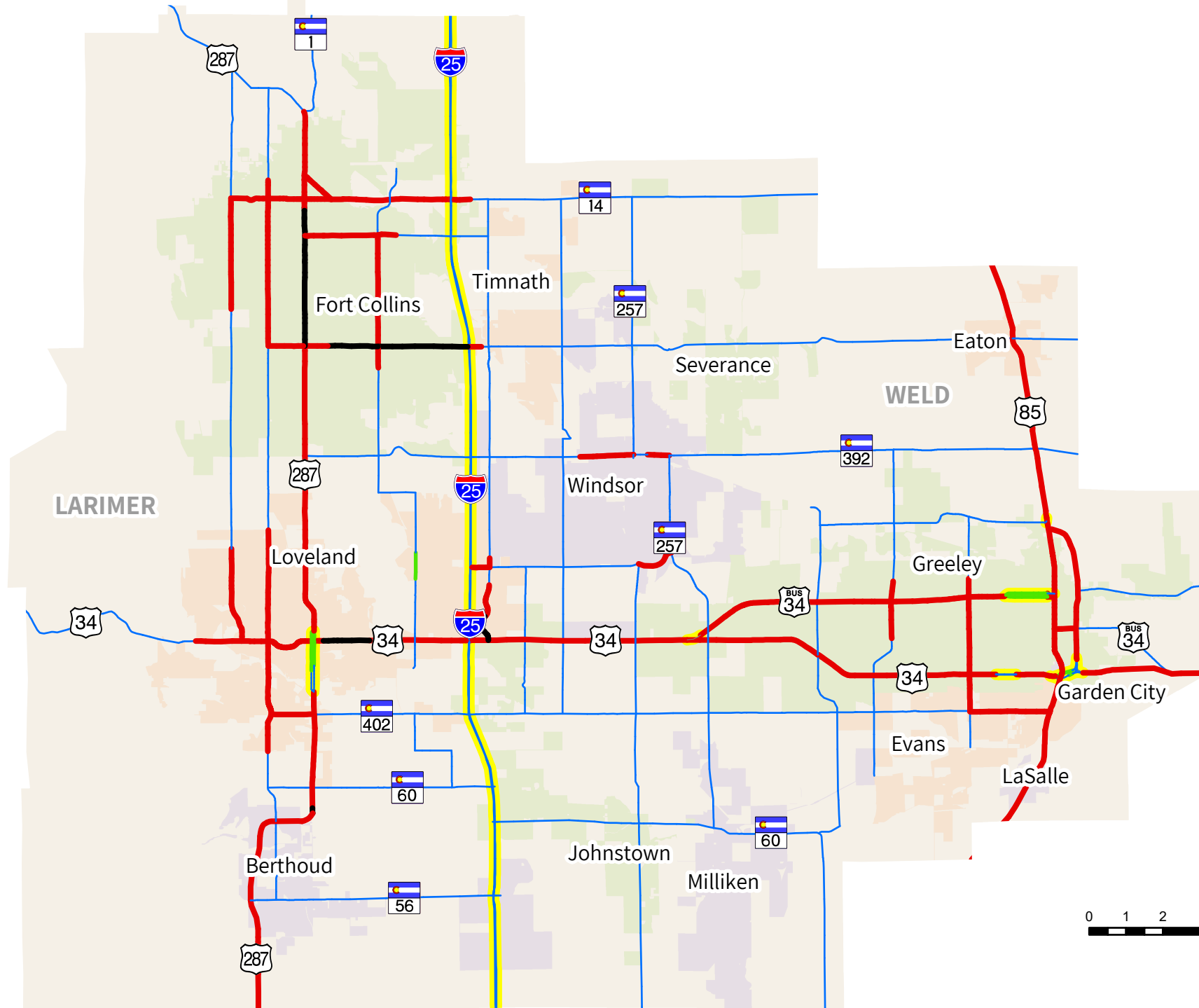


# 2015 Number of Lanes, 2045 RSCs

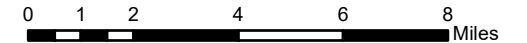
## Legend

### Number of Lanes

- 1
- 2
- 3
- 4
- 6
- One Way Segments
- NFRMPO Boundary



Note: Segments outlined in yellow have two links per segment to represent travel in each direction separately. All other roads have one link per segment representing both directions of travel.

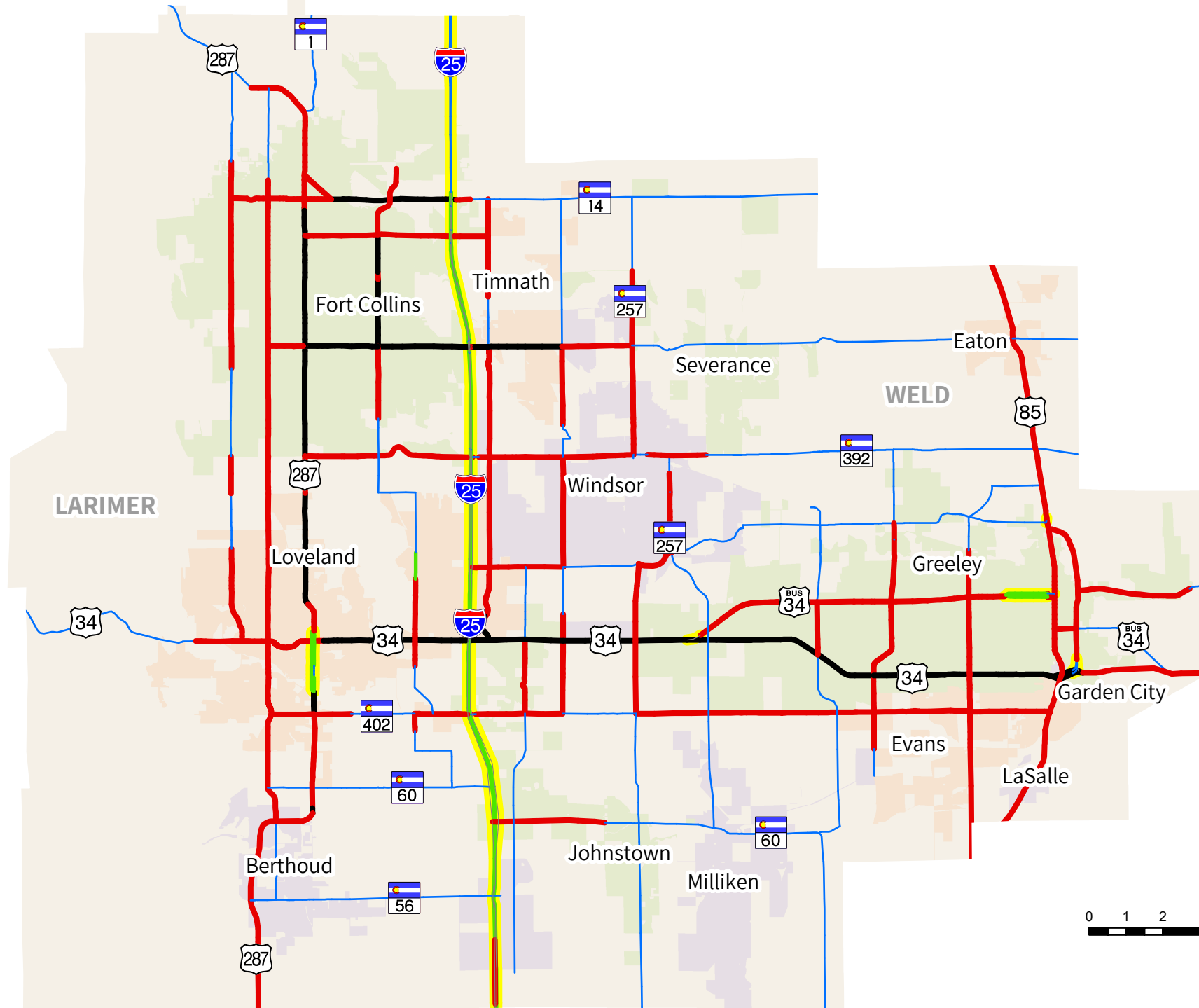


# Planned Number of Lanes, 2045 RSCs

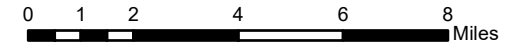
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# 2045 Regionally Significant Corridor (RSC) Changes

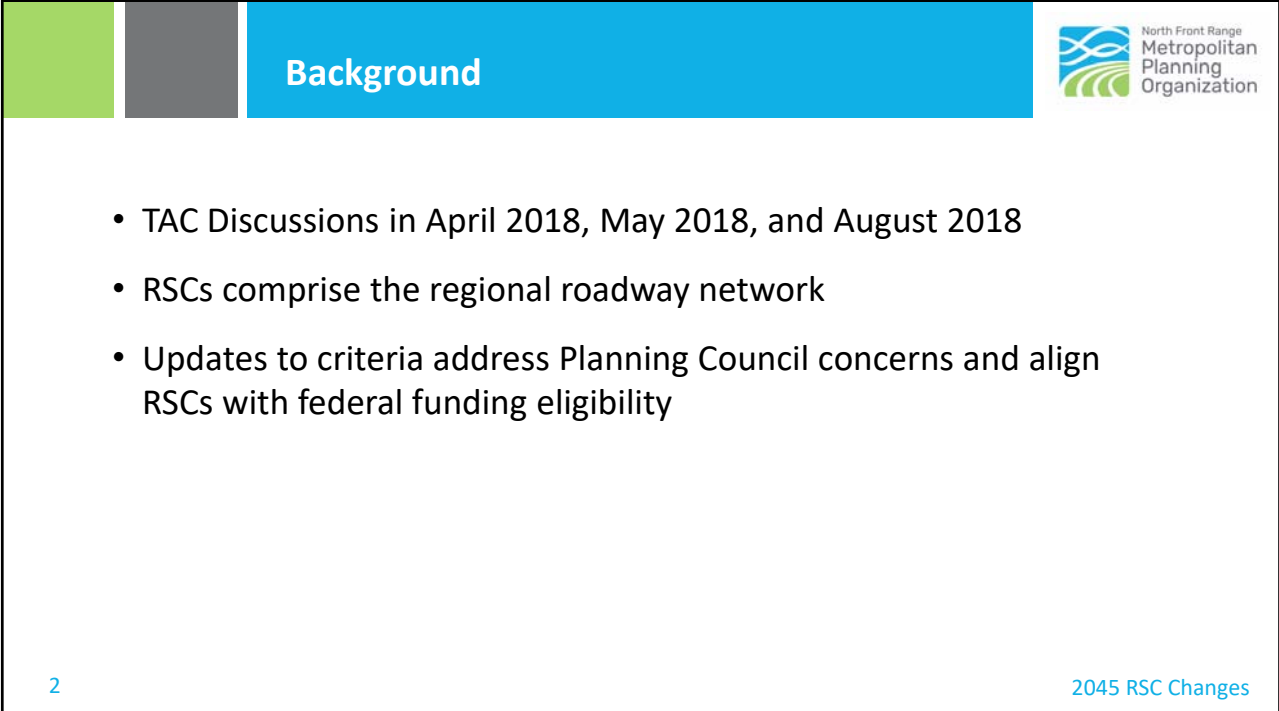
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## Background



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- TAC Discussions in April 2018, May 2018, and August 2018
- RSCs comprise the regional roadway network
- Updates to criteria address Planning Council concerns and align RSCs with federal funding eligibility

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2045 RSC Changes

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## 2045 RSC Criteria



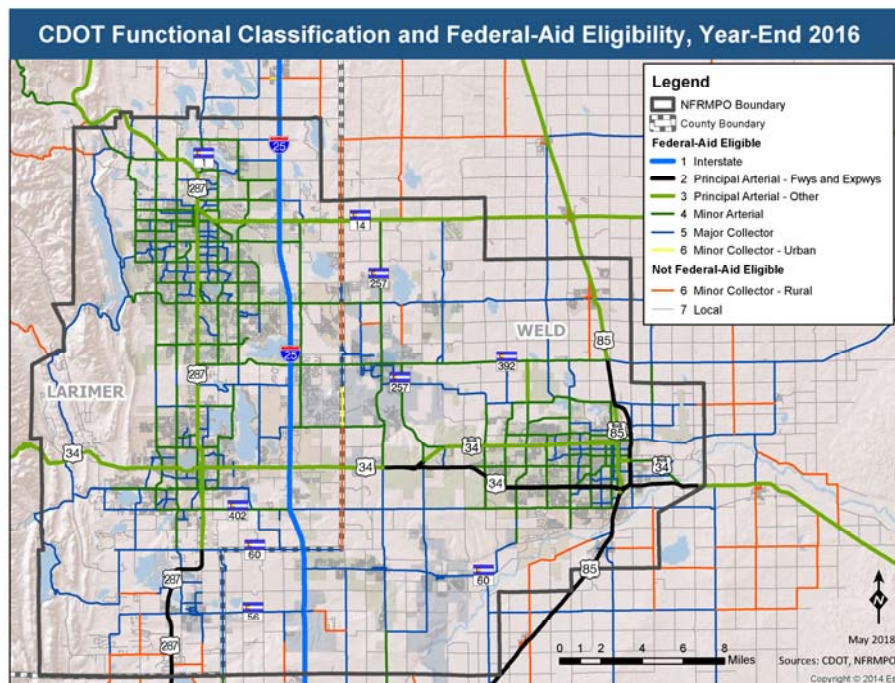
1. Include all Interstates, US Highways, and State Highways.
2. Include all other roadways that meet the following criteria:
  - a. The roadway is eligible to receive federal aid.
  - b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045.
  - c. ~~It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved.~~ Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2045.
  - d. The roadway serves regional traffic as determined by local knowledge.

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2045 RSC Changes

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### Federal-Aid Eligibility

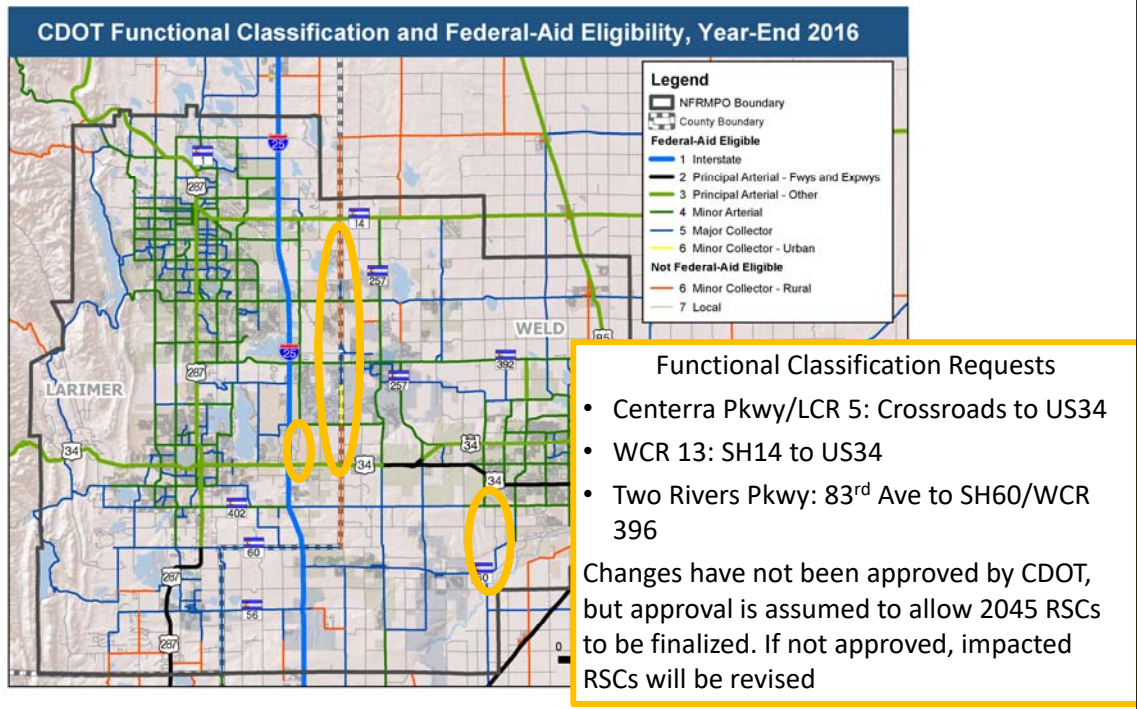


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Federal-Aid Eligibility

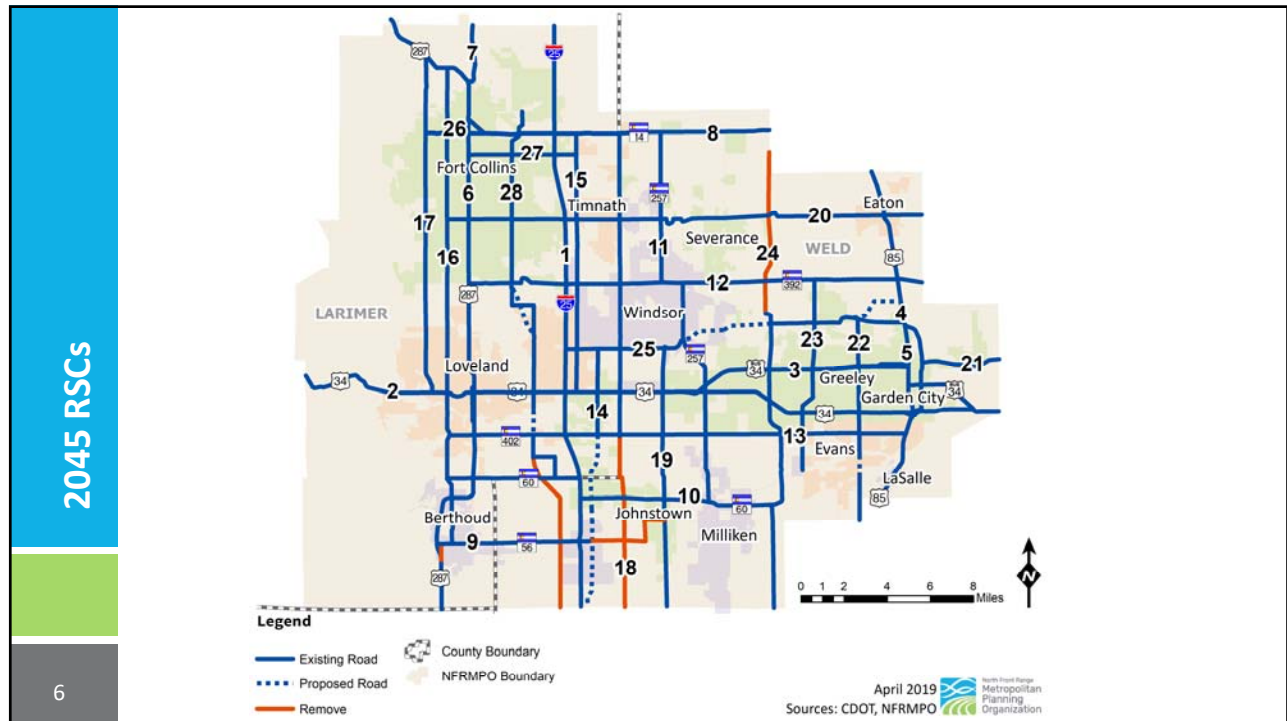
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2045 RSCs

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**Next Steps**




- TAC Approval – May 15, 2019

7 2045 RSC Changes

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**Questions?**

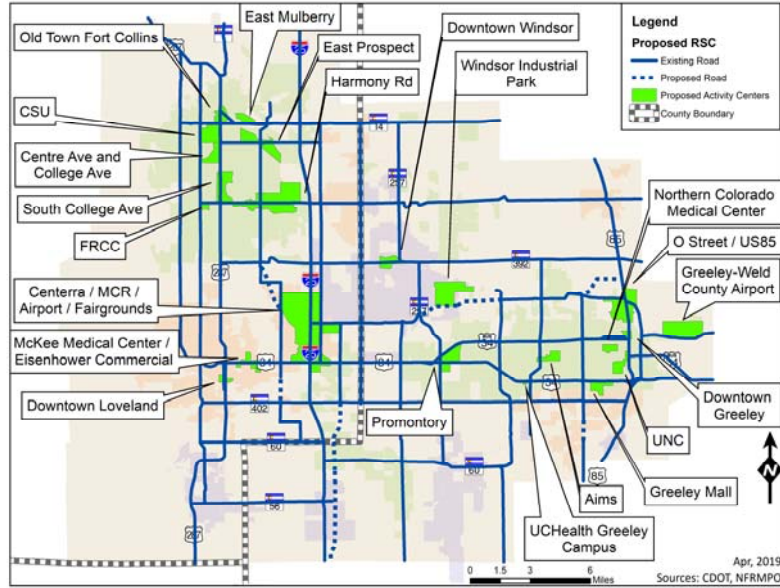


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8 2045 RSC Changes

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# Activity Centers



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2045 RSC Changes