1

Background

- TAC Discussions in April 2018, May 2018, August 2018, and April 2019
- RSCs comprise the regional roadway network
- Updates to criteria address Planning Council concerns and align RSCs with federal funding eligibility
- Planning Council Discussion on May 2, 2019

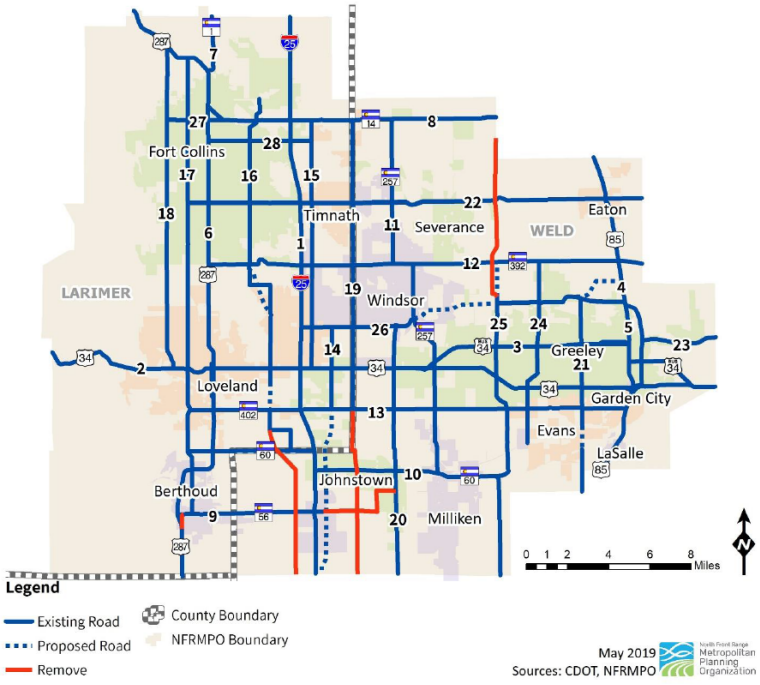
2

Proposed 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. 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.

Proposed 2045 RSC Network

Figure 1: Proposed 2045 RSC Network



Next Steps

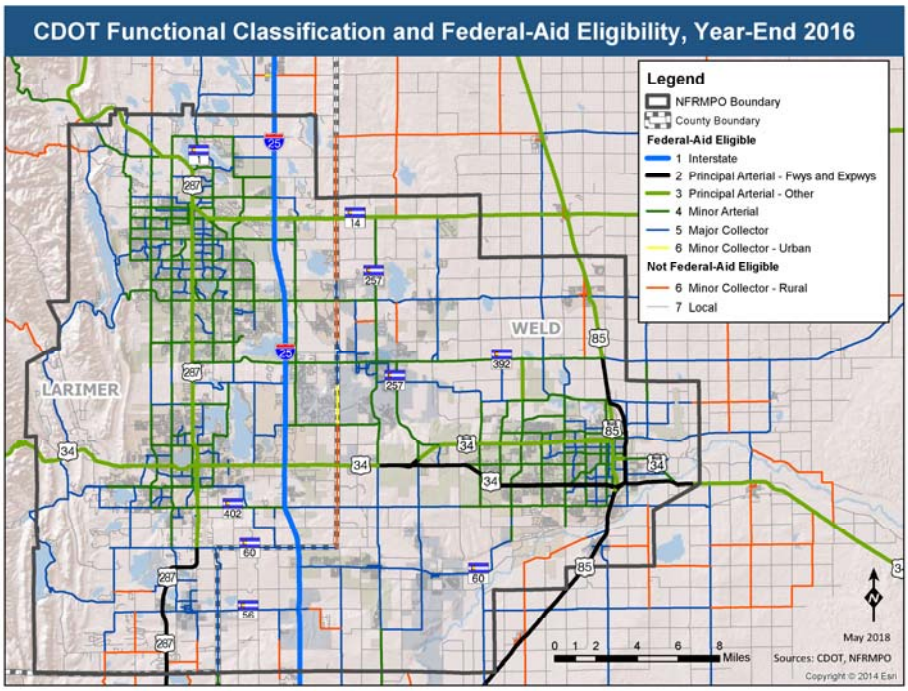
- Will be incorporated into the 2019 CMP and 2045 RTP
- Should the RSCs go back to the Planning Council at their June 6, 2019 meeting?

Questions?

Ryan Dusil
Transportation Planner II
rdusil@nfrmpo.org
970-224-6191

Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
970-416-2293

Federal-Aid Eligibility



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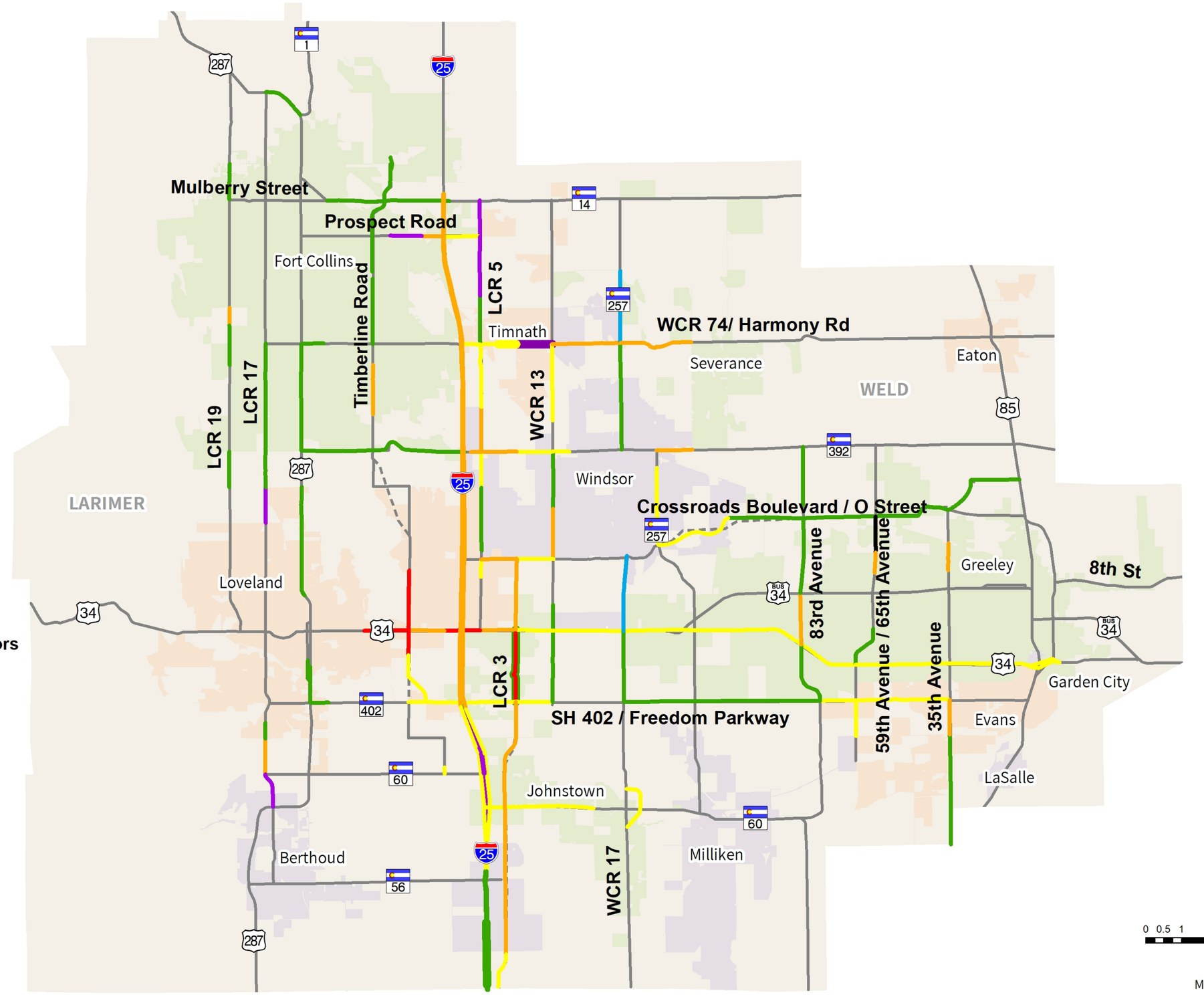
Roadway Capacity Projects by Year, 2045 RSCs



Legend

Projects by Year

- Undetermined
- 2020
- 2025
- 2030
- 2035
- 2040
- 2045

2045 Regionally Significant Corridors

- Existing Road
- Proposed Road
- NFRMPO Boundary

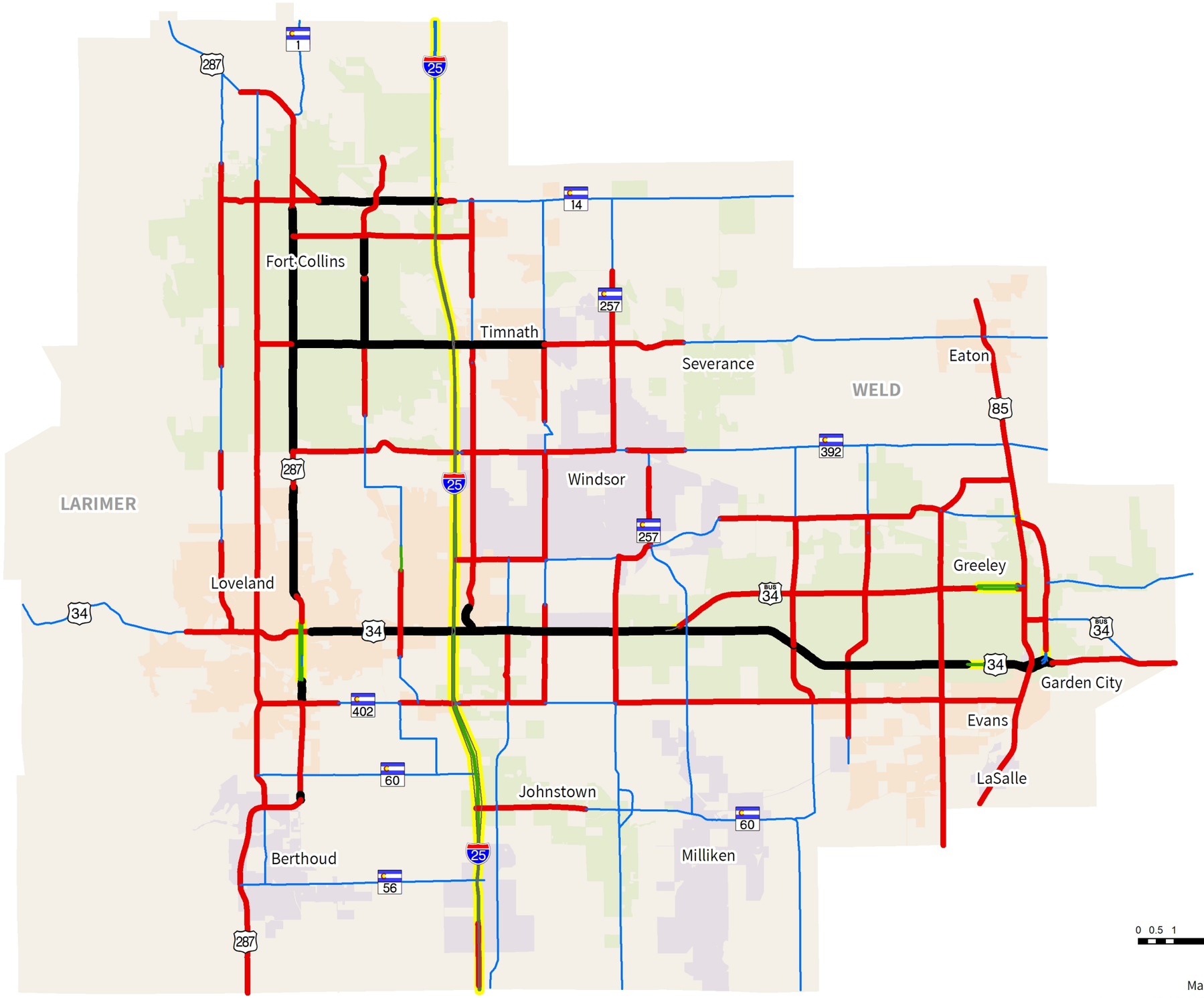
Note: Segments outlined in yellow have two links per segment to represent travel in each direction separately. All other roads have one link per segment representing both directions of travel.

0 0.5 1 2 3 4 Miles

May 2019
Sources: CDOT, NFRMPO

North Front Range Metropolitan Planning Organization

Proposed Number of Lanes, 2045 RSCs



Legend

Proposed Number of Lanes

- 1
- 2
- 3
- 4
- 6

Planned One Ways

- 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.

0 0.5 1 2 3 4 Miles

N

May 2019

Sources: CDOT, NFRMPO

North Front Range Metropolitan Planning Organization

1

Structure of the 2019 CMP

North Front Range Metropolitan Planning Organization

Chapter 1: **Background and Purpose**

Chapter 2: **Goals and Objectives**

Chapter 3: **Quantifying Congestion**

Chapter 4: **Identifying Strategies to Manage Congestion**

Chapter 5: **Implementation**

2

Structure of the 2019 CMP

Chapter 1: **Background and Purpose**

Chapter 2: **Goals and Objectives**

Chapter 3: **Quantifying Congestion**

Chapter 4: **Identifying Strategies to Manage Congestion**

Chapter 5: **Implementation**

3

Congested Corridor Selection Process (April TAC)

One or more conditions met for <u>any segment</u> on RSC:

- **Travel Time Index (TTI) ≥ 1.5** in 2018 or 2030
  - Measured using INRIX data, local data (BlueTOAD, Acyclica), or Regional Travel Demand Model data
- **Travel Time Reliability (TTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (NHS system only)

4

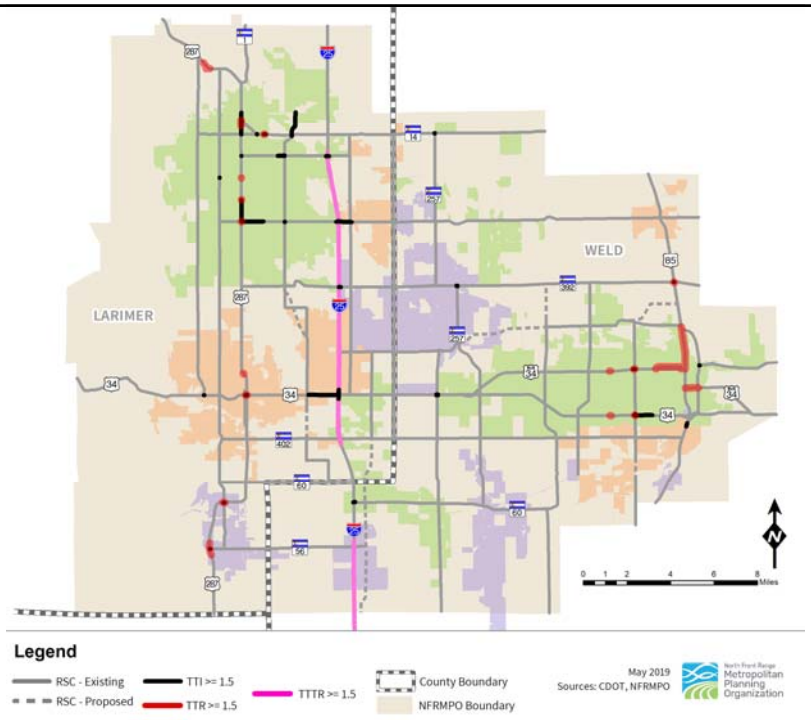
Congested Corridor Selection Process (updated)

One or more conditions met for <u>any segment</u> on RSC:

- **Travel Time Index (TTI) ≥ 1.5** in 2018 or 2030
  - Measured using INRIX data, local data (BlueTOAD, Acyclica), or Regional Travel Demand Model data
- **Travel Time Reliability (TTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (NHS only)
- **Truck Travel Time Reliability (TTTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (Interstate NHS only)

5

Congested Corridors



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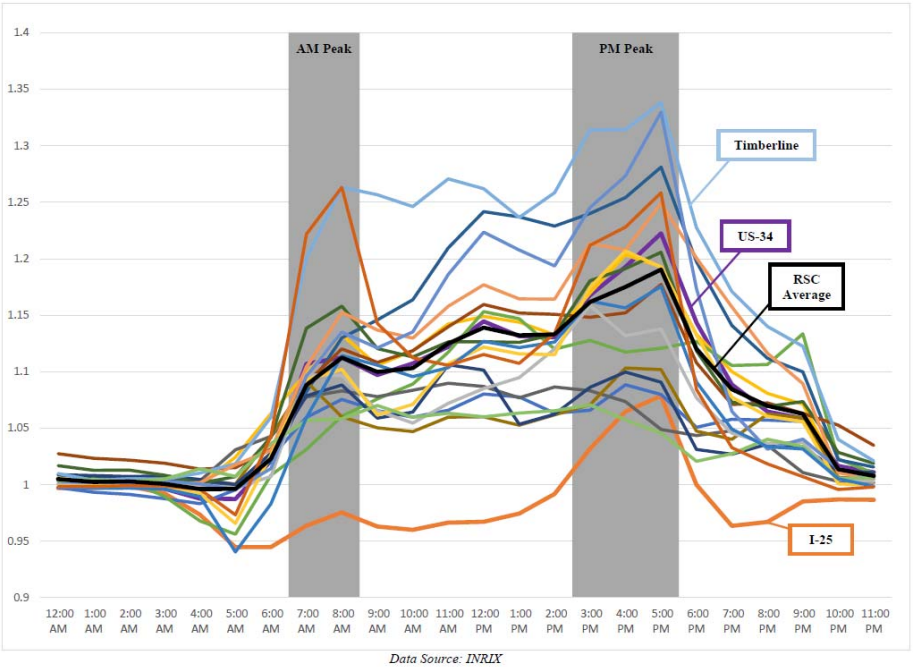
Travel Time Index (TTI)

Figure 3. Hourly TTI by RSC, 2018



Data Source: INRIX

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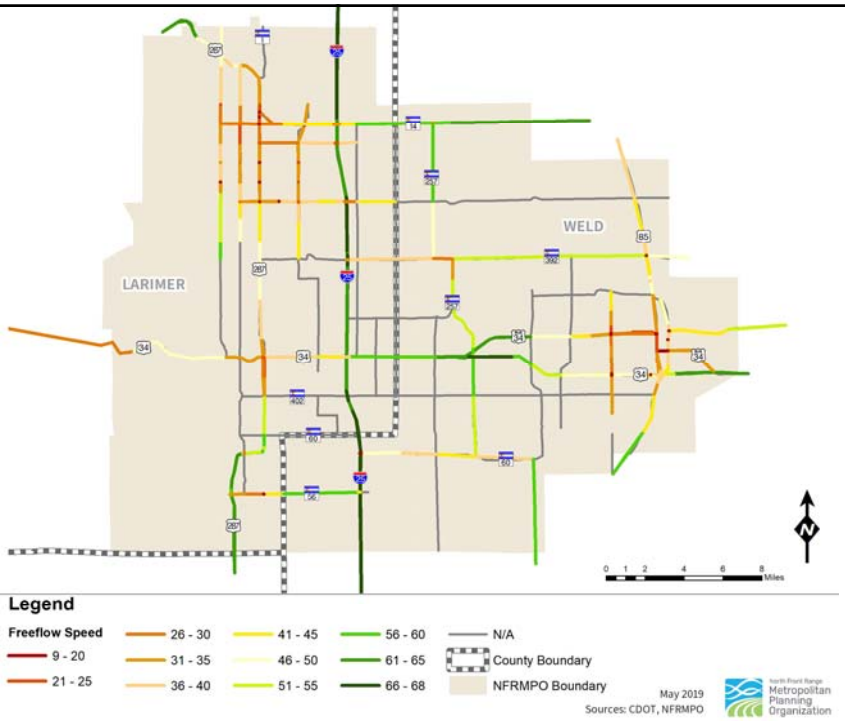
Congested Corridors



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8

Congested Corridors

9

RSC #1: North I-25 Corridor

RSC #1, North Interstate 25, runs through the center of the NFRMPO planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on ramps between Johnstown and Fort Collins
- Adaptive Signal Control Technology (ASCT) for all signals within one mile of N I-25 along Mountain Vista Drive, SH14, Prospect Road, Harmony Road, SH392, Crossroads Boulevard, US34, SH 402, SH60, and SH 56
- Increase Bustang Express Bus frequency
- Partner with COLT, Transfort, and GET on increasing service to Bustang stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across N I-25 where feasible
- Add Park-n-Ride capacity where feasible, including SH56
- Study commuter rail options on parallel corridors as identified in the N I-25 EIS
- Expand truck parking and Advanced Traveler Information System
- Relocate on ramp from the Fort Collins Port of Entry
- Continue to implement recommendations from the I-25 Traffic Incident Management Plan (TIMP).

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.6%	-	-
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Percent of corridor with a TTTR>=1.5		-	-
Population living within ¼ mile	3,439	15,276	23,684
Jobs located within ¼ mile	10,097	19,408	24,173

Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX, NPMRDS

	Imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering	X	X
Signage Improvements	X	X
Traffic Operations Center	X	
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	X
Climbing Lanes	X	
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X

9

Congested Corridors

10

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Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure		X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		X
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering	X	X
Signage Improvements	X	X
Traffic Operations Center	X	
Traffic Signal Timing Adjustments		
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	X
Climbing Lanes	X	
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		X

10

Next Steps

- **May 31, 2019** – Feedback on Congested Corridor Profiles due to NFRMPO Staff
- **June 19, 2019** – Final CMP for TAC Recommendation
- **July 12, 2019** – Final CMP for Planning Council Action

Questions?

Ryan Dusil
Transportation Planner II
rdusil@nfrmpo.org
(970) 224-6191

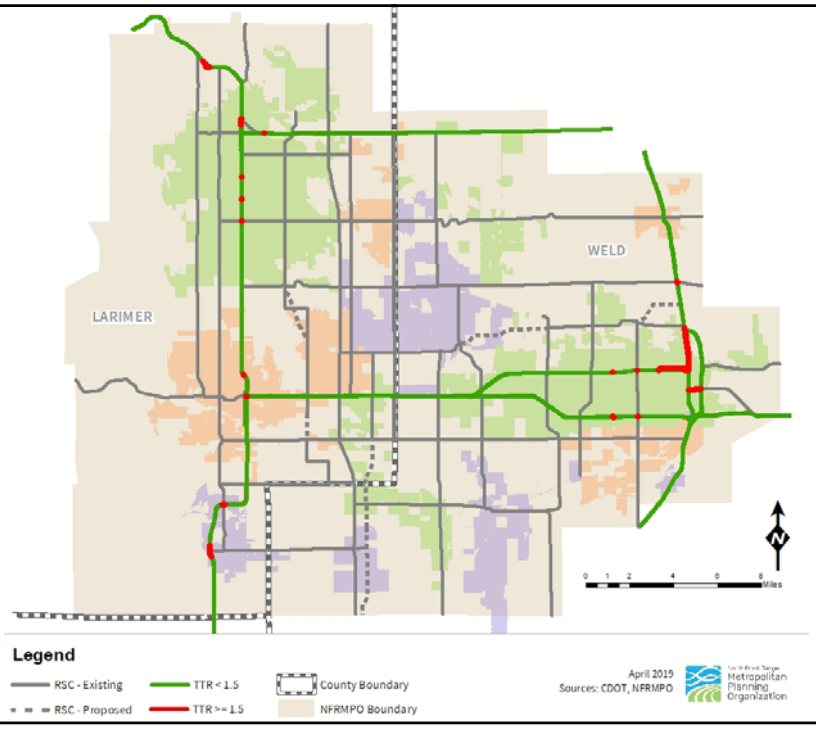
Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
(970) 416-2293

Congestion-Related GOPMT

Indirect Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Number Crashes	Collisions involving one or more vehicles.	Non-recurring
Weekday transit ridership per Capita	The number of unlinked weekday trips per resident within each provider's service area. Measuring per capita helps account for continued population growth.	Recurring
Percent of non-single occupant vehicle (SOV) commute trips	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.	Recurring
Percent NHS miles covered by fiber	Percent of NHS miles with fiber-optic cables installed and used for transportation management purposes.	Recurring/Non-recurring

2018 Travel Time Reliability (TTR)



New to the 2019 CMP - Implementation

- Identifies congested corridors
- Draft recommendations for each congested corridor
- Parties responsible for implementation
- General recommendations for implementation
- Preliminary identification of funding sources

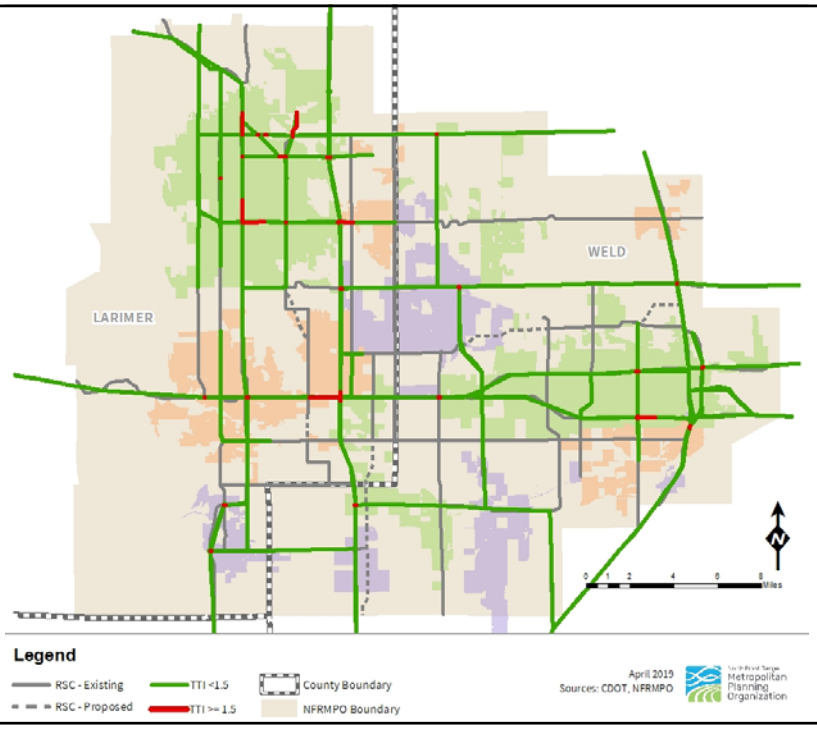
15

Key Pieces

- Strategies: pros, cons, special considerations
- Definition of congestion: TTI and/or TTR >=1.5
- Strategies implemented and planned along congested corridors
- Corridor-specific opportunities for managing congestion
- General recommendations for implementation

16

2018 Travel Time Index (TTI)



17

17

Congestion-Related GOPMT

Direct Measures of Congestion:

CMP Performance Measure	Description	Type of Congestion
Travel Time Index (TTI)	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off peak travel times.	Recurring
Vehicle Miles Traveled (VMT) per Capita	Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc.	Recurring
Travel Time Reliability	Measures unexpected delay. A corridor may be congested, but reliable if the congestion is consistent.	Non-Recurring

18

CMP

18

Strategy Tiers

High-Efficacy/Low-Cost

Tier 1
Strategies that most directly reduce congestion by shortening, reducing, or circumventing the need for trips.

Tier 2
Strategies that increase the availability and access to non-motorized modes and transit.

Tier 3
Auto-oriented TDM strategies that limit SOV trips during peak travel times.

Tier 4
Improving roadway operations without expansion, including ITS.

Tier 5
Traffic Incident Management (TIM) strategies.

Low-Efficacy/High-Cost

Tier 6
Roadway capacity projects.

19

19

Strategy Pages

Bicycle Share Service

A system in which shared bicycles are made available to individuals for trips around town. Bicycles can be checked out from designated locations for designated amounts of time.

Example

Pace Bicycle Share in Fort Collins has a system of 250 bicycles across 42 stations around the City. Bicycles can be located and rented using a smartphone at both pay-as-you-go and plan rates. Bicycles can be returned to the designated stations or public bicycle racks. The University of Northern Colorado (UNC) in Greeley operates a Blue Cruiser Bicycle Program for students to check out bicycles free of charge for a week at a time from the Campus Recreation Center.

Pros

- Offers a comfortable and accessible entry for people unfamiliar with biking
- Allows users to access bicycles without buying their own
- Bicycle fleets are maintained and repaired professionally

Cons

- Systems have geographic limitations
- Requires a certain level of population and employment density to make the system sustainable
- If the system is not managed well, bicycles may be neglected and can obstruct public rights-of-way

Other Factors or Considerations

- The appropriate system model depends on the user base (students, tourists, residents, etc.).
- Public and private partnerships and advertisement opportunities can help kickstart and maintain the system.

20

20

Congestion-Related **GO**PMT

Goal Area 1: Economic Development and Quality of Life

- Conform to air quality requirements

Goal Area 2: Mobility

- Reduce number of severe traffic crashes
- Reduce congestion
- Improve travel time reliability

Goal Area 3: Multi-Modalism

- Increase mode share of non-Single Occupant Vehicles (SOV) modes
- Develop infrastructure that supports alternate modes and connectivity

Goal Area 4: Operations

- Enhance Transit Service in the NFR region

Federal Requirements of CMP

- Definition of congestion management **objectives** and appropriate performance measures
- Coordinated program for **data collection** and system performance monitoring
- Identification and evaluation of the anticipated performance and expected benefits of appropriate **congestion management strategies**
- Identification of an **implementation** schedule, responsibilities, and possible funding sources for each proposed strategies
- Periodic **assessment** of the effectiveness of implemented strategies

General Recommendations

Recommendations

NFRMPO Responsibilities

- Standardize reporting process for general-purpose projects to be included in the TIP to ensure all relevant TDM and Operational Improvements were considered prior to the general-purpose project.
- Modify scoring criteria for the Call for Projects to reflect the Strategy Tiers and/or the Corridor recommendations.
- Encourage NFRMPO planning partners to use evaluation tools to better understand the costs and benefits of expanding or creating new TDM programs.
- Track progress of the 2019 CMP by reporting on metrics outlined in **Chapter 3.**
- Conduct education and outreach during community events to encourage residents to consider implementing congestion-mitigating strategies at home.
- Partner with Regional Air Quality Council (RAQC) through Simple Steps. Better Air campaign to leverage educational materials.

NFRMPO Planning Partners Responsibilities

- Identify local funding sources and additional grant opportunities to fund strategies identified for their jurisdiction.
- Work with community partners to identify opportunities for more efficient land use planning and development.
- Coordinate with private entities within their jurisdiction to encourage the implementation of organization-specific strategies.
- Explore tools designed to measure the costs and benefits of existing or planned TDM programs to develop data in support of expanding or creating new TDM programs.

23

23

TTTR

Table 2-X: Time Periods for TTTR Index Reporting

Monday-Friday			Saturday and Sunday	All Days
Morning Peak (6am -10am)	Midday (10am – 4pm)	Afternoon Peak (4pm – 8pm)	Weekend Day 6am – 8pm	Overnight (8pm – 6am)

Source: *FHWA, 2018*

- The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment
- A segments TTTR index is equal to the largest ratio of the five periods

24

24

1

Federal Requirements

- System-level estimates
  - Cost to operate and maintain federal-aid highways and public transportation
  - **ALL** reasonably anticipated revenue (public and private) by funding source
- Identification of funding for projects and programs in the RTP
- Year of Expenditure (YOE) Dollars

Data Sources

- **CDOT Revenue Projection & Program Distribution** – State and federal funding
- **Local Jurisdiction Budgets** – Local revenue for roadway operations, maintenance, & improvements
- **National Transit Database** – Transit operations costs and state and local funding sources for transit
- **Transit Agencies** – Transit maintenance costs
- **FTA 2018 Apportionments** – Federal transit revenue
- **2014 HPMS** – Roadway maintenance costs
- **2012 Census of Governments** – Roadway operations costs

CDOT Revenue Projection & Program Distribution

- 2040 Revenue Projection and Program Distribution approved by Transportation Commission (TC) 2013-2014
- 2045 Revenue Projection approved by TC in February 2019
  - "High revenue scenario" adopted assumes new funding source in FY2026
  - 2045 Program Distribution for Metro Planning, STBG, and TA scheduled for TC adoption May 16, 2019
  - 2045 Program Distribution for remaining programs, including CMAQ, expected in autumn 2019

Local Revenue Sources for Roadways

- General fund transfers
- HUTF
- Sales Tax
- Use Tax
- Property Tax
- Impact Fees
- Misc. fees and taxes

County Estimates for NFR

- 50% VMT
- 50% Lane Miles

5

Fiscally Constrained Plan

5

Local Revenue Estimate for Roadways

Jurisdiction	Source	FY2019 Local Roadway Revenue
Berthoud	2019 Adopted Budget	$755,531
Eaton	Draft 2018 Budget	$687,000
Evans	2019 Final Budget	$1,389,831
Fort Collins	2019-2020 Adopted Budget	$49,658,735
Greeley	2019-2020 Biennial Budget	$17,729,484
Johnstown	2019 Adopted Budget	$397,900
Loveland	2019 Adopted Budget	$37,940,890
Milliken	2019 Adopted Budget	$300,000
Severance	2019 Adopted Budget	$863,000
Timnath	2018 Adopted Budget	$6,513,817
Windsor	2019 Adopted Budget	$7,673,154
Larimer County – 61%	2019 Adopted Budget	$32,301,568
Weld County – 22%	2019 Final Budget	$13,682,167
North Front Range Total		**$169,893,076**

6

6

Operations and Maintenance Costs

North Front Range Metropolitan Planning Organization

- **Roadway Operations** - $27,126 per lane mile
  - Includes lighting, traffic control, snow and ice removal, design, planning, and engineering costs
- **Roadway Maintenance** - $13,175 per lane mile
  - Includes resurfacing costs
- **Transit Operations and Maintenance** - $6.5M per year
  - Includes vehicle operations and maintenance, general administration, facility maintenance, and state of good repair

7

Fiscally Constrained Plan

7

Anticipated Revenue in Millions

Funding Program	2020	2021	2022	2023	2024	2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL 2020-2045
Maintenance	$26	$29	$24	$21	$22	$22	$109	$117	$122	$124	**$616**
Surface Treatment	$22	$24	$19	$16	$16	$16	$79	$85	$84	$86	**$446**
Structures On-System	$5	$5	$4	$3	$3	$3	$14	$11	$9	$10	**$67**
Regional Priority Program	$0	$0	$12	$0	$0	$0	$27	$15	$16	$18	**$88**
Highway Safety Investment Program	$2	$2	$2	$2	$2	$2	$11	$12	$12	$12	**$61**
FASTER - Safety	$3	$3	$3	$3	$4	$4	$20	$24	$27	$27	**$119**
Transportation Alternatives (TA)	$1	$1	$1	$1	$1	$1	$4	$4	$4	$4	**$19**
Surface Transportation Block Grant (STBG)	$3	$3	$3	$4	$4	$4	$18	$18	$19	$19	**$96**
Congestion Mitigation & Air Quality (CMAQ) Improvements	$4	$4	$4	$4	$4	$4	$21	$22	$22	$23	**$113**
Metropolitan Planning	$1	$1	$1	$1	$1	$1	$4	$4	$3	$3	**$21**
Transit and Rail Local Grants (FASTER Transit)	$0.3	$0.3	$0.3	$0.2	$0.3	$0.3	$2	$2	$2	$2	**$8**
New Funding Source	$0	$0	$0	$0	$0	$0	$34	$52	$52	$51	**$189**
FTA 5307	$7	$7	$7	$7	$7	$8	$40	$44	$49	$54	**$232**
FTA 5310	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$1	$1	$1	$1	**$5**
FTA 5339	$0.4	$0.4	$0.4	$0.5	$0.5	$0.5	$3	$3	$3	$3	**$15**
Local - Highway	$173	$177	$180	$184	$188	$191	$1,016	$1,121	$1,238	$1,367	**$5,835**
Local - Transit	$15	$15	$16	$16	$16	$17	$88	$97	$107	$119	**$507**
Total	**$265**	**$274**	**$279**	**$265**	**$270**	**$275**	**$1,498**	**$1,639**	**$1,781**	**$1,933**	**$8,508**

8

8

Projected Expenditures

Category	Expenditures (in Millions)	Revenue (in Millions)
Regionally Significant Corridor (RSC) Capacity Projects	$2,961	
Road Operations and Maintenance	$6,660	
Transit operations, maintenance, and local system expansion	$1,259	
Regional Transit Element Corridors - Buildout	$27	
Total Need	**$10,831**	
Anticipated Revenues	**$8,508**	
Unmet Need	**$2,411**	

9

9

TAC Feedback Needed

North Front Range Metropolitan Planning Organization

- Preference on allocating revenues to expenditures
- Reasonably anticipated developer contributions (not impact fees)
- Any other reasonably anticipated revenue sources (e.g. Larimer County Sales Tax initiative?)
- **Comments due to Medora by 5:00 PM on Wednesday, May 22**

10

Fiscally Constrained Plan

10

Next Steps

- Incorporate TAC Comments – May 22
- Planning Council Discussion – June 6
- TAC Recommendation – June 19
- Planning Council Action – July 11

Questions?

Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
(970) 416-2293

Becky Karasko, AICP
Transportation Planning Director
rkarasko@nfrmpo.org
(970) 416-2257

1

What is FNC?

- The first regionwide Freight Plan for the NFRMPO region.
  - The freight component of the 2045 Regional Transportation Plan (RTP)
- A recommended action by the Federal Highway Administration (FHWA) in the NFRMPO Quadrennial Review in 2014.
- A guide for the improvement of the overall freight system within the NFRMPO region.
- Positions the region to pursue funds for freight-benefitting projects.

FREIGHT NORTHERN COLORADO
North Front Range Metropolitan Planning Organization

2 FNC

2

Freight Data Availability

- Transearch
- INRIX
- USDOT Freight Facts and Figures
- Colorado Farm Bureau
- 2019 Colorado Freight Plan (CFP)
- American Association of State Highway Transportation Officials (AASHTO)
- Colorado Motor Carrier Association (CMCA)
- NFRMPO Regional Travel Demand Model
- Texas A&M Transportation Institute
- American Transportation Research Institute (ATRI)
- CDOT Truck Parking Assessment
- Association of American Railroads (AAR)
- Transportation Research Board (TRB)
- Federal Railroad Administration (FRA)
- Federal Aviation Administration (FAA)
- Colorado Oil and Gas Commission (COGCC)
- USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA)
- Local Agency Plans
- NFRMPO Truck Traffic in the Northeastern Quadrant of the NFRMPO Region
- CDOT Region 4 Smart Mobility Regional Plan
- Colorado Downtown Streets
- Institute of Transportation Engineers (ITE)
- FAST Act
- MAP-21
- National Coalition on Truck Parking
- USDOT Beyond Traffic 2045
- VREF Center for Excellence for Sustainable Urban Freight Systems
- Rails-to-Trails Conservancy
- CDOT Region 4 Commercial Vehicle Signal Priority Early Deployment: Proof of Concept Report
- FHWA
- 2018 Colorado Freight and Passenger Rail Plan (SFPRP)
- BNSF Railway
- More…

3 FNC

3

TAC Review and Discussion

Chapter 1: Introduction

- Do we properly set the stage?

Chapter 2: Existing Conditions

- Are we looking at the right conditions?

Chapter 3: Plans, Studies, and Programs

- Are we missing important planning efforts?
- Does the local agency section capture the major freight issues in your jurisdiction?

Chapter 4: Emerging Trends and Opportunities

- What are we missing that could have significant implications for the future of freight movement?

Chapter 5: Implementation

- Are our guidance, resources, and recommendations appropriate?

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4

Emerging Trends and Opportunities (CH 4)

Areas of Opportunity and Emerging Trends for Freight Transportation		
Freight-Intensive Land Uses and Rights-of-Way (ROW)	**Vehicle Automation and Enhanced Communication**	**Shifts in the Global Economy**
		
Practices by local, regional, and state agencies improving freight movement by dedicating space in the built environment for freight-related uses	Advancements in how freight vehicles operate and communicate with the surrounding environment	Changes in the way goods are produced and distributed due to shifting consumer preferences and technological advancements

5

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5

FNC Recommendations (CH 5)

- Support CDOT's efforts to address truck parking needs along North I-25
- Track progress towards the regional and statewide targets identified in **Chapter 1.**
- Enhance the region's performance-based planning processes by expanding freight data collection and analysis efforts, especially on Regionally Significant Corridors (RSCs) lacking regular data collection
- Participate in the Colorado Freight Advisory Council (FAC) and other freight-industry organizations to increase public-private sector collaboration on freight-related issues and invite representatives to NFRMPO Technical Advisory Committee (TAC) meetings

6

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6

FNC Recommendations (continued)

- Assess opportunities to address regional freight needs through the NFRMPO's biennial Call for Projects and other funding opportunities
- Identify high-priority freight-benefitting projects for inclusion in CDOT's 10-Year Strategic Pipeline of Projects
- Support member agency efforts to minimize the negative impacts of truck and rail freight transportation through downtowns and other sensitive areas, and maximize freight safety and efficiency

FNC Additions and Improvements to Come

Additions:

- **Acknowledgements**
- **Executive Summary**
- **List of Figures**
- **List of Tables**
- **Acronym List**

Improvements:

- **Cover Page**
- **Citations**
- **Table and Figure Formatting and Numbering**
- **More region-specific data from the Colorado Freight Plan (CFP)**
- **More rail industry input**

Next Steps

- **May 21, 2019** – TAC comments due to NFRMPO staff for incorporation into Draft for June 6, 2019 Planning Council meeting packet
- **June 6, 2019** – Planning Council Discussion
- **June 19, 2019** – TAC Recommendation
- **July 12, 2019** – Planning Council Adoption

9 FNC

9

Questions?

Ryan Dusil
Transportation Planner II
rdusil@nfrmpo.org
(970) 224-6191

Becky Karasko, AICP
Transportation Planning Director
rkarasko@nfrmpo.org
(970) 416-2257

10 FNC

10