



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
May 15, 2019
1:00 – 3:30 p.m.

- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of April 17, 2019 Meeting Minutes (Page 2)**
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CONSENT AGENDA

- 1) FY2020-2021 Unified Planning Work Program (UPWP) Tasks (Page 6)** Karasko

ACTION ITEMS

- 2) 2045 Regionally Significant Corridors (RSC) (Page 7)** Dusil
- 3) May 2019 TIP Amendment (Page 11)** Bornhoft
- 4) 2045 Regional Transportation Plan (RTP) Plan Projects (Page 15)** Bornhoft

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

- 5) 2019 Congestion Management Process (CMP) Opportunities (Page 20)** Dusil
- 6) 2045 Regional Transportation Plan (RTP) Draft Technology Section (Page 45)** Karasko
- 7) 2045 Regional Transportation Plan (RTP) Fiscally Constrained Plan (Page 52)** Bornhoft/Karasko
- 8) Freight Northern Colorado (FNC) Plan (Page 56)** Dusil

OUTSIDE PARTNER REPORTS

- 9) NoCo Bike & Ped Collaborative (Page 58)** **Written Report**
- 10) Regional Air Quality Council**
- 11) Regional Transit Agencies**
- 12) Senior Transportation**

REPORTS

- 13) Roundtable** All
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month’s Agenda Topic Suggestions**
- 6. Next TAC Meeting: June 19, 2019**

**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
April 17, 2019
1:04 – 2:30 p.m.**

TAC MEMBERS PRESENT:

Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Dawn Anderson – Weld County
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Eric Fuhrman – Timnath
Tim Kemp – Fort Collins
Rusty McDaniel – Larimer County
Karen Schneiders – CDOT
Dennis Wagner – Windsor

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Stephanie Brothers – Berthoud
Jeff Schreier – Eaton
Rick Coffin – CDPHE-APCD
Ranae Tunison – FTA
Randy Ready – Evans
Kim Meyer – Johnstown
Pepper McClenahan – Milliken
LaSalle

IN ATTENDANCE:

Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Tamara Keefe – FHU
Michael King – CDOT
Eric Tracy – Larimer County
Carrie Tremblatt – CDOT

CALL TO ORDER

Chair Klockeman called the meeting to order at 1:04 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MARCH 20, 2019 TAC MINUTES

Anderson moved to approve the March 20, 2019 TAC minutes. The motion was seconded by McDaniel and approved unanimously.

CONSENT AGENDA

Greeley STBG Project Adjustment Request – Anderson moved to approve the Consent Agenda. The motion was seconded by Nelson and approved unanimously.

ACTION ITEMS

FY2020-2023 Transportation Improvement Program (TIP) – Bornhoft stated the "delay" definition was updated as a chart and a Delay Procedure Swap Policy was created. The Swap Policy would allow projects to switch funds with another project one time and adjust milestone years.

Schneiders asked what happens if a project changes air quality conformity year by swapping with another project. Bornhoft said the one time limit stops it from making a large impact, and Karasko explained there are additional requirements to swap project funds. Projects must be the same funding source and similar project type, reducing the impact on air quality conformity.

Bustow asked for more clarification about project sponsors and the process for swapping projects. Bornhoft stated the policy is written such that “project sponsor” can mean either the same entity or two entities who agree to swap funds. Karasko stated projects must have already been in the TIP and funded through the NFRMPO’s Call for Projects. Bustow requested the process for a project funding swap be defined in the TIP. Bornhoft will clarify projects using the Swap Policy must be chosen through the Call for Projects and be funded using CMAQ, STBG, and TA funds awarded by the NFRMPO.

Bornhoft stated projects have been added to the FY2020-2023 TIP and requested TAC review the project tables. Kemp moved to recommend Planning Council approve the FY2020-2023 TIP with the noted changes. The motion was seconded by McDaniel and approved unanimously.

DISCUSSION

FY2020-2021 Unified Planning Work Program (UPWP) Tasks – Karasko stated NFRMPO staff has drafted the FY2020-2021 UPWP Tasks. Recommendations from the NFRMPO’s Federal Certification Review were incorporated into the document. Two new tasks have been added, an Environmental Justice Plan and the 2020 Statewide Household Survey. The Finance Committee reviewed the proposed FY2020 UPWP budget. Comments are due by April 30, 2019. Karasko distributed an updated local match requirement handout with updated population estimates from the Department of Local Affairs (DOLA).

2019 Congestion Management Process (CMP) – Martin explained the organization of the 2019 CMP and the updates from the 2015 CMP. Objectives and performance measures in the 2019 CMP are based on the 2045 Regional Transportation Plan (RTP) Goals, Objectives, Performance Measures, and Targets (GOPMT). These include Travel Time Index (TTI), vehicle miles traveled (VMT), and Travel Time Reliability (TTR); and the number of crashes, weekday transit ridership per capita, percent of commute trips made via a non-Single Occupant Vehicle (SOV) mode, and the percent National Highway System (NHS) covered by fiber. NFRMPO staff will develop projections for TTI in 2030 upon completion of the 2045 Regional Travel Demand Model (RTDM). CMP strategies are organized into six tiers, ranging from Travel Demand Management (TDM), operational improvements, and Traffic Incident Management (TIM) to roadway capacity projects. A section was added to the CMP to describe these strategies, give examples, and discuss the pros and cons of each.

Schneiders asked for clarification on the number of jobs along the I-25 corridor in 2030 because it is a decrease from 2015 and suggested adding Adaptive Signal Control Technology (ASCT) to Harmony Road and other interchanges along I-25. Martin stated she would check the 2030 job number and add the ASCT strategy to other interchanges. Schneiders stated ramp metering is not anticipated at all I-25 interchanges. Mallette noted including projects like ramp metering in the CMP and RTP can make it easier to apply for grant funding for those projects in the future. Schneiders suggested discussing the local and regional broadband efforts, and NFRMPO staff agreed to ask local communities for more information on broadband.

Martin requested comments be submitted by May 1, 2019.

2045 Regional Transportation Plan (RTP) Land Use Scenarios – Martin discussed the new 2010 Land Use Allocation Model (LUAM), which uses the UrbanSim product: UrbanCanvas Cloud Model platform. NFRMPO staff added density constraints, newly constructed or committed developments, and household and job control totals based on input from local, regional, and state sources. Outputs were reviewed at the Growth Management Area (GMA) and Traffic Analysis Zone (TAZ) levels. Additional post-processing was completed based on input from local government staff.

The LUAM will be reviewed at the April 18, 2019 Model Steering Team (MST) meeting. A Base Case Scenario and Dense Urban Cores Scenario will be run with the 2045 RTDM scenarios to link land use and transportation scenarios. To create the Dense Urban Cores Scenario, NFRMPO analyzed TAZs with job or household density greater than the

regional average for the 2015 model year. The density in these areas were then scaled up by a factor of two. The MST will review the Base Case Scenario, the methodology for the Dense Urban Cores Scenario, and discuss skims, which would allow the LUAM and RTDM to create iterative data.

2045 Regional Transportation Plan (RTP) Draft Vision Plans Section – Karasko stated the Vision Plans have an updated format and include the Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), Regional Non-Motorized Corridors (RNMCs), and the Freight and Aviation Vision Plans. The Freight and Aviation Vision Plans are more in-depth and contain more detail than those in the 2040 RTP. Comments on this section are due by Friday, May 3, 2019.

2045 Regional Transportation Plan (RTP) Projects – Bornhoft reviewed the various through-lane/capacity projects submitted by TAC members for inclusion in the 2045 RTP. Bornhoft noted only through-lane projects were included, not intersection improvements. Projects were shown based on facility type and planned out-year as well as by number of lanes. The projects will be discussed at the MST meeting on April 18, 2019. The next step will be to analyze the projects based on fiscal constraint. Comments on the projects are due by Friday, April 26, 2019.

2045 Regionally Significant Corridors (RSC) Changes – Dusil reviewed the criteria and proposed 2045 RSCs. RSCs are the regional roadway network and were updated based on feedback from Planning Council and to align the RSCs with federal-aid funding eligibility. The criteria were updated to include segments of roadway that do not yet exist or are not currently federal-aid eligible but have planned improvements by 2045.

Dusil stated functional classification change requests were submitted to CDOT for Centerra Parkway from Crossroads Boulevard to US34, WCR 13 from SH14 to US34, and Two Rivers Parkway from 83rd Avenue to SH60/WCR396 but have not yet been approved. NFRMPO staff is recommending moving forward with the proposed RSCs with the assumption the requests will be approved. Dusil stated he will inform TAC when CDOT acts on the functional classification change requests. 8th Street in Greeley between US85 Business and the Greeley/Weld County Airport was added as an RSC and four RSCs were shortened. Karasko stated there will be an annual RTP amendment schedule where TAC can update the RSCs if CDOT denies any of the functional classification change requests. NFR Staff will bring the 2045 RSCs to Planning Council as an informational item.

Klockeman asked for clarification about naming, because RSC 28 travels along more roads than just Timberline Road. Karasko noted names were chosen based on common nomenclature and to be kept short.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Dusil reported the Larimer County Facilitation Team attended the April 10, 2019 NoCo meeting and led a discussion about NoCo's organizational structure. The three choices were to become a more formal committee of the NFRMPO, incorporate as a non-profit, or to keep the status quo. The TAC Chair and Vice-Chair, NFRMPO staff, and the core NoCo group participated in the discussion. The Facilitation Team will summarize the information to help inform future discussions. Dusil reported a group consisting of Dusil; Aaron Buckley, CSU Parking and Transportation Services; Leslie Beckstrom, Weld County Department of Health and Environment; Will Karspeck, Mayor of Berthoud; Matt Ruder, Civil Engineer for the City of Loveland; and Katie Guthrie, Principal Planner for the City of Loveland, will attend the Walkability Action Institute in Decatur, GA from April 22 to April 25.

Regional Transit Agencies – Kemp reported MAX will celebrate five years on May 11. Davis noted the Poudre Express is moving forward and UNC and CSU have approved funding.

Senior Transit Items – Gordon stated three companies submitted proposals for the \$5304 Senior Transportation Implementation Plan. Work has begun on the NADTC grant with Via Mobility Services running a call center on behalf of transportation providers in southern Larimer County.

Regional Air Quality Council – Brimmer noted Colorado has withdrawn its application for a one-year extension. As a result, the EPA will reclassify the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area from Moderate to Serious several months sooner. This action does not impact the existing State Implementation Plan (SIP) planning effort. Being bumped up to Serious requires additional planning, including under Title V of the Clean

Air Act. New Motor Vehicle Emissions Budgets will be developed. A legislative review will happen in early 2021 or 2022. Mallette asked if this will impact the conformity schedule, and Brimmer stated that is what is expected to happen. Brimmer noted April 29 through May 3 is Air Quality Awareness Week. Two Mow Down Pollution events will take place in May in Commerce City and Westminster. More information is available at mowdownpollution.org.

ROUNDTABLE

Karasko noted the Model Steering Team meeting will be held on April 18 at the NFRMPO office in Fort Collins.

Schneiders noted IGAs can be initiated for the local agency projects approved by Planning Council for FY2022-2023. CDOT is continuing to look for a new Region 4 Regional Transportation Director. Schneiders reported Long Nguyen has retired, and Larry Haas is the acting Traffic Engineer.

Mallette noted the Transportation Commission held a workshop on April 17 to discuss the \$250M request for the I-25 North Segments 7 and 8 (between SH402 and SH14) project. Mallette also noted the new CDOT Executive Director is developing a new planning process but is unclear how that will impact MPOs in the state. Mallette will update TAC as she finds out more information. Mallette noted the Region 4 ITS meeting was held Monday, April 15. This is the last public meeting and a plan should be forthcoming soon.

Martin noted she will be leaving the NFRMPO on April 26, 2019 and beginning a job at the Brendle Group.

Anderson noted one of the Development Review Planners will become the new Weld County Transportation Planner.

Klockeman noted SH402 at I-25 will close for 120 days beginning May 7. A public meeting will be held April 17 at The Ranch Events Complex.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Next month's agenda topics include the CMP, UPWP, RSCs, May TIP Amendment, RTP projects, Freight Northern Colorado, and the travel model scenarios, safety/resiliency, and the Fiscally-Constrained Plan chapters of the RTP.

Meeting adjourned at 2:30 p.m.

Meeting minutes submitted by:

Alex Gordon, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 15, 2019 at the Windsor Recreation Center, Pine Room.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: May 15, 2019

Re: FY2020-2021 Unified Planning Work Program (UPWP) Tasks **CONSENT******

Background

The NFRMPO staff has drafted the Tasks and Products for the FY2020-2021 Unified Planning Work Program (UPWP). The Finance Committee reviewed the FY2020 Budget at their April 17, 2019 meeting and it is anticipated they will recommend Planning Council approval at the June 6, 2019 meeting. The FY2020-2021 UPWP and FY2020 Budget will go to Planning Council for their approval at their June 6, 2019 meeting to allow CDOT and FHWA approval prior to October 1, 2019.

The draft FY2020-2021 UPWP Tasks were provided to TAC ahead of the April 17, 2019 TAC meeting, with comments requested by Tuesday, April 30, 2019.

The updated draft FY2020 local match requirements by community will be provided at the meeting. The full FY2020-2021 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2020-2021-upwp.pdf>.

Action

NFRMPO staff requests TAC recommend Planning Council adopt the FY2020-2021 UPWP Tasks at their June 6, 2019 meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Medora Bornhoft and Ryan Dusil
Date: May 15, 2019
Re: 2045 Regionally Significant Corridor (RSC) Changes - Action

Background

The proposed Regionally Significant Corridor (RSC) criteria for the 2045 Regional Transportation Plan (RTP) were discussed by TAC three times in 2018 and at the April 17, 2019 TAC meeting. The NFRMPO identifies RSCs to focus limited transportation funding dollars and planning efforts on the corridors most significant to the region. This Action Item provides a recommended 2045 RSC network based on updated criteria. The RSC network is required for the 2019 Congestion Management Process (CMP) and the 2045 RTP.

The following are the 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.

Roadways eligible for federal aid include the National Highway System, the Interstate System, and all other public roads not classified by the State DOT as local roads or rural minor collectors, as defined in [23 Part 470](#). In January 2019, the NFRMPO and several communities jointly submitted functional classification change requests to CDOT to make portions of WCR 13 and Two Rivers Parkway federal-aid eligible, and in April 2019, a reclassification request was submitted for Centerra Parkway (LCR 5). The requests are still pending approval; however, all requested segments are included in the proposed 2045 RSC network based on the assumption these requests will be approved.

Table 1 describes the rationale for segments from the 2040 RSC network proposed for removal. At the May 2, 2019 NFRMPO Planning Council meeting, concerns were raised about the proposed removal of a segment of RSC #19: WCR13, south of SH402 (described in **Table 1**). The main concerns were increasing traffic and recent investment by Weld County into improvements along this section of the corridor. At this time, this segment of the corridor does **not** meet the proposed 2045 RSC criteria.



Since the April 17, 2019 TAC meeting, the City of Greeley requested an extension to the Proposed RSC Network for RSC #25: 83rd Avenue / Two Rivers Parkway. The change is shown in red text in **Tables 1** and **2** and is reflected in **Figure 1**.

The attached map (**Figure 1**) identifies the proposed 2045 RSC network based on the aforementioned criteria. Segments in blue represent the current and/or future RSC alignment, while red segments are proposed for removal because they do not meet at least one of the criteria. **Table 2** identifies the proposed numbering and naming convention for the 2045 RSC network.

Table 1: Proposed 2040 RSC Segment Removals		
Corridor	Segment Proposed for Removal	Rationale
RSC 9: SH 56	Meadowlark Alignment parallel to US 287	No longer SH 56
RSC 9: SH 56	Proposed WCR 9.5 to WCR 17	Not a State Highway. Majority is not federal-aid eligible and no improvements planned
RSC 18: WCR 13	SH 402 to WCR 38	Not federal-aid eligible and no improvements planned
RSC 24: 83 rd Avenue	WCR 80 to WCR 64.5 SH392	Not federal-aid eligible and improvements planned for minority of corridor
RSC 28: Timberline	SH 60 to WCR 38	Not federal-aid eligible and no improvements planned

Action

Staff requests TAC review and recommend Planning Council approval, at their June 6, 2019 meeting, of the proposed criteria for RSCs in the 2045 RTP and the proposed 2045 RSCs.



Figure 1: Proposed 2045 RSC Network

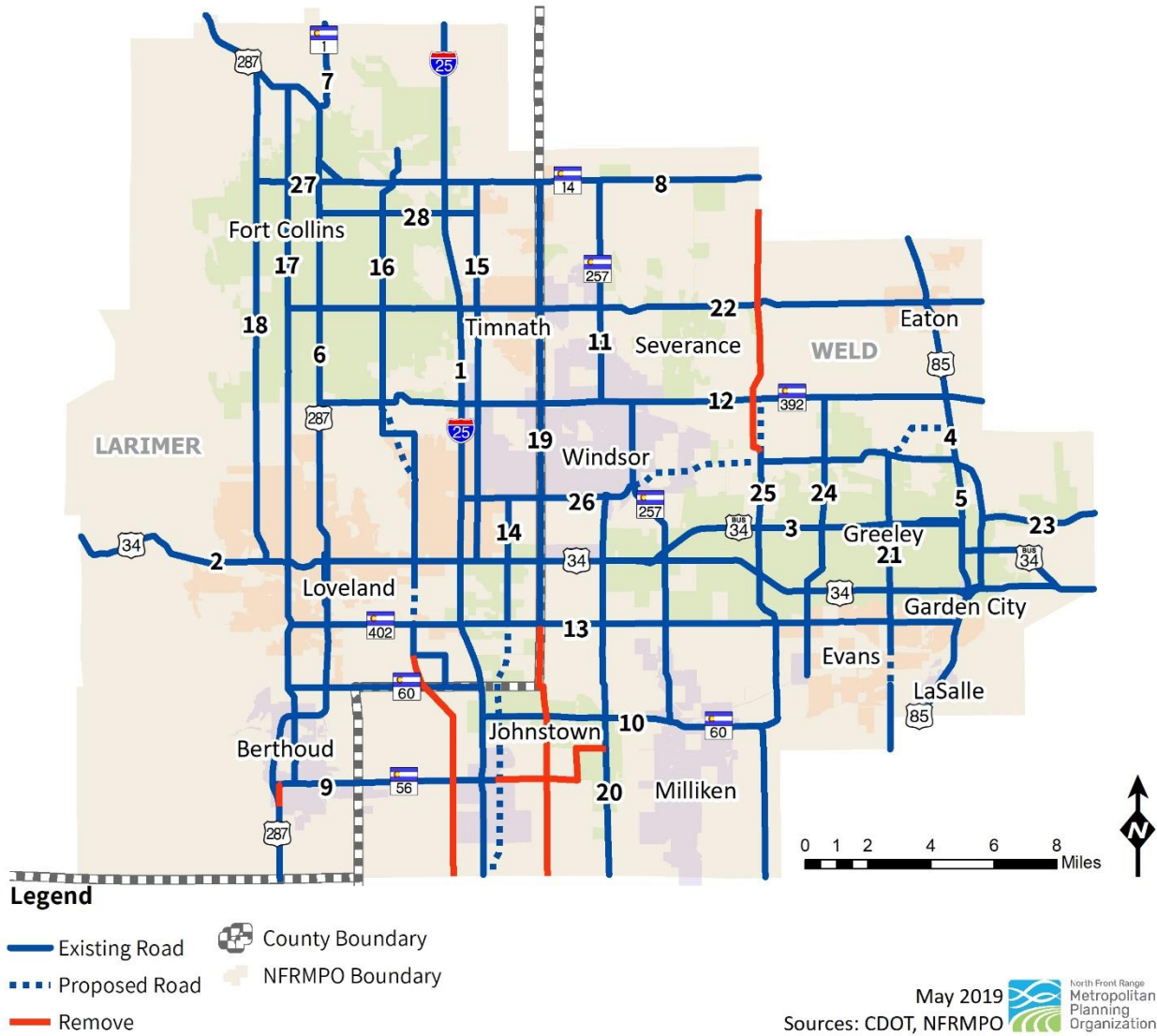




Table 2: Proposed 2045 RSC Numbering and Naming Convention

RSC	Name	Centerline Miles		Description
		Current	Buildout	
1	I-25	27.1	27.1	Northern MPO boundary to southern MPO boundary
2	US 34	34.4	34.4	Western MPO boundary to eastern MPO boundary
3	US 34 Business Route	15.5	15.5	US34 MP 102 on the west to US34 MP 115.5 on the east
4	US 85	16.3	16.3	WCR70 on the north to WCR48 on the south
5	US 85 Business Route	4.4	4.4	US 4 on the south to US85 on the north
6	US 287	32.5	32.5	Northern MPO boundary to southern MPO boundary, includes Berthoud Bypass
7	SH 1	2.8	2.8	Northern MPO boundary to US287 on the south
8	SH 14	14.2	14.2	US287 on the west to eastern MPO boundary
9	SH 56	7	7	US287 on the west to the RSC 14 extension on the east
10	SH 60	19.8	19.8	US287 on the west to the southern MPO boundary
11	SH 257	18.6	18.6	SH14 on the north to SH60 on the south, includes offset in Windsor
12	SH 392	21.3	21.3	US287 on the west to US85 on the east
13	SH 402 / Freedom Parkway	21.2	21.2	LCR17 on the west to US85 on the east
14	Larimer County Road (LCR) 3	4	12.1	Crossroads Boulevard on the north to southern MPO boundary
15	LCR 5	12	12	SH14 on the north to US34 on the south
16	LCR 7 / LCR 9 / Timberline Road	18	21.7	Vine Drive on the north to SH60 on the south
17	LCR 17 / Shields Street / Taft Avenue	22.2	22.2	US287 on the north to SH56 on the south
18	LCR 19 / Taft Hill Road / Wilson Avenue	15.7	15.7	US287 on the north to US34 on the south
19	Weld County Road (WCR) 13	14.1	14.1	SH14 on the north to US34 on the south
20	WCR 17	12.1	12.1	Crossroads Boulevard Extension on the north to southern MPO boundary
21	WCR 35 / 35th Avenue	8.3	9.4	O Street on the north to US85 on the south
22	WCR 74 / Harmony Road	22.6	22.6	LCR17 on the west to the eastern MPO boundary
23	8th Street	3.6	3.6	US85 on the west to the eastern MPO boundary
24	59th Avenue / 65th Avenue	9.1	9.1	SH392 on the north to 54th Street on the south
25	83rd Avenue / Two Rivers Parkway	9.8	9.8	SH392 WCR64.5 on the north to SH60 on the south
26	Crossroads Boulevard / O Street	12	18.8	I-25 on the west to US85 on the east
27	Mulberry Street	2.7	2.7	LCR19 on the west to Riverside Avenue (SH14) on the east
28	Prospect Road	5	5	US 287 on the west to LCR 5 on the east

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Medora Bornhoft

Date: May 15, 2019

Re: 2045 Regional Transportation Plan (RTP) Projects - Action

Background

The 2045 Regional Transportation Plan (RTP) will identify fiscally constrained roadway capacity projects along the 2045 Regionally Significant Corridors (RSCs) as well as fiscally constrained transit projects planned through 2045.

Roadway projects for the years 2020-2040 were carried forward from the 2040 RTP and reviewed by local agency staff. Additional projects were added from local agency staff, local agency transportation plans, the Larimer County Regional Needs Assessment, and the 10 Year Development Program. **Table 1** includes information on each project organized by jurisdiction, with multi-jurisdiction projects listed last. The fiscal constraint analysis will be applied to these projects to determine if projects are fiscally constrained in the timeframe identified.

Action

Staff requests TAC approve the 2045 RTP roadway capacity projects.

PROJECT_									
ID	Year	Community	Project Name	Street	Extent_NW	Extent_SE	Base	Forecast	Source
24670	2035	CDOT	I-25 GP Widening Segment 5 NFR	I-25	SH 56	WCR-38	3 Lanes	4 Lanes	NFR
1467c	2035	CDOT	I-25 Managed Lane Segment 5 NFR	I-25	SH56	WCR 38	0 M Lanes	2 M Lanes	CDOT
1475	2030	CDOT	I-25 Managed Lane Segment 6	I-25	SH402	SH56	0 M Lanes	2 M Lanes	CDOT
467a	2035	CDOT	I-25 GP Widening Segment 5 NFR	I-25	SH56	WCR 38	4 GP Lanes	6 GP Lanes	CDOT
467b	2035	CDOT	I-25 GP Widening Segment 5 NFR	I-25	SH56	WCR 38	4 GP Lanes	6 GP Lanes	CDOT
468a	2035	CDOT	I-25 GP Widening Segment 7&8	I-25	SH14	SH402	4 GP Lanes	6 GP Lanes	CDOT
468b	2035	CDOT	I-25 GP Widening Segment 7&8	I-25	SH14	SH402	4 GP Lanes	6 GP Lanes	CDOT
475	2045	CDOT	I-25 GP Widening Segment 6	I-25	SH402	SH56	4 GP Lanes	6 GP Lanes	CDOT
101	2025	Evans	35th Ave Widening	35th Ave	37th St / WCR 54	49th St	2 Lanes	4 Lanes	Evans
102	2031	Evans	35th Ave New Road	35th Avenue	49th Street	WCR 35 / WCR 394	0 Lanes	4 Lanes	Evans
355	2026	Evans	65th Avenue Widening	65th Ave	WCR-54/37th St	42nd St	2 Lanes	4 Lanes	Evans
449a	2028	Evans	WCR 54 Widening	WCR 54/ 37th St	77th Ave / Two Rivers Parkway	35th Ave. / WCR-35	2 Lanes	4 Lanes	Evans
1507	2045	Fort Collins	Prospect Widening	Prospect	Sharp Point	Summit View	2 Lanes	4 Lanes	Larimer Funding Task Force
205	2035	Fort Collins	Harmony Road Widening 2	Harmony	College	Boardwalk	4 Lanes	6 Lanes	Fort Collins 2040 Model
335	2021	Fort Collins	Timberline Rd Widening 1	Timberline	Kechter	Trilby	2 Lanes	4 Lanes	Fort Collins 2040 Model
336	2021	Fort Collins	Timberline Rd Widening 2	Timberline	Battlecreek	Kechter	2 Lanes	4 Lanes	Fort Collins 2040 Model
348	2025	Fort Collins	Prospect Rd Widening 1	Prospect	Summit View	I-25	2 Lanes	4 Lanes	Fort Collins 2040 Model
422	2035	Fort Collins	International Blvd New Road 2	International	Timberline	Greenfields	0 Lanes	2 Lanes	Fort Collins 2040 Model
423	2035	Fort Collins	College Ave Widening 1	College	Carpenter	Trilby	4 Lanes	6 Lanes	Fort Collins 2040 Model
424	2035	Fort Collins	College Ave Widening 3	College	Trilby	Fossil Creek	4 Lanes	6 Lanes	Fort Collins 2040 Model
425	2035	Fort Collins	College Ave Widening 5	College	Fossil Creek	Harmony	4 Lanes	6 Lanes	Fort Collins 2040 Model
426	2035	Fort Collins	Carpenter Road Widening 1	Carpenter	County Road 9	I-25	2 Lanes	4 Lanes	Fort Collins 2040 Model
427a	2035	Fort Collins	Timberline Rd Widening 5	Timberline	Realigned Vine	Vine	2 Lanes	4 Lanes	Fort Collins 2040 Model
427d	2035	Fort Collins	Timberline Rd Widening 5	Timberline	Realigned Vine	Vine	2 Lanes	4 Lanes	Fort Collins 2040 Model
428	2035	Fort Collins	Timberline Rd Widening 6	Timberline	Custer	Horsetooth	4 Lanes	6 Lanes	Fort Collins 2040 Model
429	2035	Fort Collins	Timberline Rd Widening 7	Timberline	Horsetooth	Harmony	4 Lanes	6 Lanes	Fort Collins 2040 Model
430	2035	Fort Collins	Timberline Rd Widening 8	Timberline	Prospect	Drake	4 Lanes	6 Lanes	Fort Collins 2040 Model
431	2035	Fort Collins	Timberline Rd Widening 9	Timberline	Vine	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model
432	2035	Fort Collins	Carpenter Road Widening 2	Carpenter	Lemay	Timberline	2 Lanes	4 Lanes	Fort Collins 2040 Model
433	2035	Fort Collins	Carpenter Road Widening 3	Carpenter	Timberline	County Road 9	2 Lanes	4 Lanes	Fort Collins 2040 Model
436	2035	Fort Collins	Shields St Widening 1	Shields	Carpenter	Trilby	2 Lanes	4 Lanes	Fort Collins 2040 Model
437	2035	Fort Collins	Shields St Widening 2	Shields	Trilby	Fossil Creek	2 Lanes	4 Lanes	Fort Collins 2040 Model
438	2035	Fort Collins	Carpenter Road Widening 4	Carpenter	College	Lemay	2 Lanes	4 Lanes	Fort Collins 2040 Model
439	2035	Fort Collins	Mulberry St Widening 1	Mulberry	Timberline	Summit View	4 Lanes	6 Lanes	Fort Collins 2040 Model
440	2035	Fort Collins	Mulberry St Widening 2	Mulberry	Riverside	Timberline	4 Lanes	6 Lanes	Fort Collins 2040 Model
441	2035	Fort Collins	Mulberry St Widening 3	Mulberry	Summit View	I-25	4 Lanes	6 Lanes	Fort Collins 2040 Model
442	2023	Fort Collins	Taft Hill Widening 1	Taft Hill	Harmony	Horsetooth	2 Lanes	4 Lanes	Fort Collins 2040 Model
443	2035	Fort Collins	Taft Hill Widening 3	Taft Hill	GMA	Harmony	2 Lanes	4 Lanes	Fort Collins 2040 Model
444a	2035	Fort Collins	Timberline Rd Widening 10	Timberline	Prospect	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model
444b	2035	Fort Collins	Timberline Rd Widening 10	Timberline	Prospect	Mulberry	2 Lanes	4 Lanes	Fort Collins 2040 Model
446	2035	Fort Collins	Shields St Widening 3	Shields	Fossil Creek	Harmony	2 Lanes	4 Lanes	Fort Collins 2040 Model
465	2035	Fort Collins	US 287 Widening	US 287	SH 1	Shields	2 Lanes	4 Lanes	Fort Collins 2040 Model
471	2035	Fort Collins	Taft Hill Widening 2	Taft Hill	Mulberry	Vine	2 Lanes	4 Lanes	Fort Collins 2040 Model
1701	0	Greeley	59th Ave Widening 3	59th Ave.	F St.	CR 64	2 Lanes	4 Lanes	Greeley

PROJECT_										
ID	Year	Community	Project Name	Street	Extent_NW	Extent_SE	Base	Forecast	Source	
203	2025	Greeley	59th Ave Widening 1	59th Ave.	4th St.	C St.	2 Lanes	4 Lanes	Greeley	
447	2035	Greeley	83rd Ave Widening	83rd Ave.	CR 54	CR 64	2 Lanes	4 Lanes	Greeley	
449b	2035	Greeley	WCR-54 Widening	WCR-54 / 37th St	WCR 17	77th Ave / Two Rivers Parkway	2 Lanes	4 Lanes	2035 Transportation Plan	
453	2035	Greeley	O St New Road	O St. /Crossroads	83rd Avenue	WCR-23	0 Lanes	4 Lanes	Greeley	
457	2035	Greeley	59th Ave Widening 2	59th Ave.	20th St	US 34 Bypass	2 (3) Lanes	4 Lanes	Greeley	
458	2023	Greeley	83rd Ave Widening	83rd Ave	US 34 Business (10th St.)	US 34 Bypass	2 Lanes	4 Lanes	Greeley	
499a	2035	Greeley	O Street New Alignment	O Street	WCR-35 / 35th Ave	WCR-66 / AA St	0 Lanes	4 Lanes	Greeley	
1202	2035	Johnstown	LCR-3 Widening	LCR-3	US-34	LCR-18	2 Lanes	4 Lanes	Johnstown Plan	
1200	2035	Johnstown	WCR-17	WCR-17 Widening	WCR-56	WCR-54	2 Lanes	4 Lanes	Johnstown Plan	
1201	2020	Johnstown	LCR-3 Paving	LCR-3	US-34	LCR-18	Unpaved	Paved	Johnstown Plan	
1203	2035	Johnstown	WCR-13 Widening	WCR-13	WCR-60	WCR-54	2 Lanes	4 Lanes	Johnstown Plan	
318	2030	Johnstown	Downtown Loop Road North New Road	Truck Route North	SH-60	WCR-17	0 Lanes	2 Lanes	Johnstown	
404	2030	Johnstown	SH-60 Widening	SH-60	I-25	WCR-15	2 Lanes	4 Lanes	Johnstown	
405	2030	Johnstown	Downtown Loop Road North	Downtown Loop Road	WCR-17	SH-60	0 Lanes	2 Lanes	Johnstown	
406	2030	Johnstown	LCR-18 Widening	LCR-18	I-25	WCR-13	2 Lanes	4 Lanes	Johnstown	
328	2025	Larimer	LCR 17 Widening	LCR-17	CR 16/28th St SW	CR 14/SH 60	2 Lanes	4 Lanes	Larimer	
329	2035	Larimer	LCR 17 Widening	LCR 17	LCR 32	LCR 30	2 Lanes	4 Lanes	Larimer	
330	3035	Larimer	LCR 19 Widening	LCR 19	LCR 32	LCR 30	2 Lanes	4 Lanes	Larimer	
1013	2030	Loveland	Boyd Lake Extension	Boyd Lake Extension	Hwy 402	E County Rd 16	0 Lanes	2 Lanes	Loveland	
303	2020	Loveland	Boyd Lake Widening	Boyd lake Ave.	US 34	Canal	2 Lanes	4 Lanes	Loveland	
304	2020	Loveland	Boyd Lake Widening 2	Boyd Lake Ave.	Plum Creek Dr.	37th St.	2 Lanes	4 Lanes	Loveland	
309	2020	Loveland	US 34 Widening 3	US 34	Denver Ave.	Boyd Lake Ave.	4 Lanes	6 Lanes	Loveland	
312	2025	Loveland	Crossroads Blvd Widening	Crossroads Blvd.	Centerra	LCR 3	2 Lanes	4 Lanes	Loveland	
313	2020	Loveland	Boyd Lake Widening 3	Boyd Lake Ave.	LCR 20C	US 34	2 Lanes	4 Lanes	Loveland	
314	2020	Loveland	US 34 Widening 4	US 34	I-25	Centerra Pkwy.	4 Lanes	6 Lanes	Loveland	
325	2025	Loveland	US 34 Widening 1	US 34	Centerra Pkwy.	Centerra TBD (#324)/Larimer Pkwy. (LCR 3E)	4 Lanes	6 Lanes	Loveland	
402	2025	Loveland	US 34 Widening 5	US 34	Boyd Lake Ave.	Rocky Mountain Ave.	4 Lanes	6 Lanes	Loveland	
403	2020	Loveland	US 34 Widening 6	US 34	Rocky Mountain Ave.	I-25	4 Lanes	6 Lanes	Loveland	
413	2030	Loveland	SH 402 Widening 3	SH 402	Loveland CR9 / Name TBD (Alt #420) -to I-25	I-25	2 Lanes	4 Lanes	Loveland	
415	2035	Loveland	SH 402 Widening 2	SH 402	US 287	St. Louis	2 Lanes	4 Lanes	Loveland	
418	2035	Loveland	Taft Ave Widening 2	Taft Ave.	28th St. SW	23rd St. SW	4 Lanes	4 Lanes	Loveland	
421	2035	Loveland	N Fairgrounds Ave Widening	N. Fairground Ave/LCR 5	Rodeo Rd.	71st St. (CR 30)	2 Lanes	4 Lanes	Loveland	
464	2035	Loveland	US 287 Widening 1	US 287	29th St.	71st St.	4 Lanes	6 Lanes	Loveland	
961a	2035	Loveland	US 287 Widening 2	US 287	1st St / 2nd St	SH 402	4 Lanes	6 Lanes	Loveland	
961b	2035	Loveland	US 287 Widening 2	US 287	1st St / 2nd St	SH 402	4 Lanes	6 Lanes	Loveland	
600	2025	Severance	WCR-74 Widening	WCR-74	SH-257	WCR-21	2 Lanes	4 Lanes	MST	
3570	2030	Timnath	Harmony Widening Phase 2	Harmony / LCR-38	RR tracks	Threel Bell (CR3)	4 Lanes	6 Lanes	Timnath Plan	
1500	2030	Timnath	Main St Widening	Main St	Harmony Rd	South GMA	2 Lanes	4 Lanes	2015 Timnath Plan	
1503	2030	Timnath	LCR 1 Widening	LCR 1	Harmony Rd	South GMA	2 Lanes	4 Lanes	2015 Timnath Plan	
1504	2030	Timnath	Harmony Widening 2	Harmony	I-25	RR tracks	2 or 4 Lanes	6 Lanes	2015 Timnath Plan	

PROJECT_									
ID	Year	Community	Project Name	Street	Extent_NW	Extent_SE	Base	Forecast	Source
1603	2035	Timnath	Revert Old Main St to Collector	Old Alignment Main St	N of LCR 40	N of LCR 38	FT 4	FT 5	2015 Timnath Plan
1604	2035	Timnath	Disconnect Old Main from Harmony	Old Alignment Main St	N of LCR 38	LCR 38	2 Lanes	0 Lanes	2015 Timnath Plan
1900	2025	Windsor	Harmony Road Widening	Harmony / WCR-74	WCR-13 / County Line Rd	WCR-15	2 Lanes	4 Lanes	Windsor
1901	2025	Windsor	SH 392 Widening 1	SH 392	Westgate Dr	LCR 3	2 Lanes	4 Lanes	Windsor
1902	2025	Windsor	SH 392 Widening 2	SH 392	WCR-19	WCR-21	2 Lanes	4 Lanes	Windsor
1904	2030	Windsor	Crossroads Widening	Crossroads	LCR 3	WCR 13	2 Lanes	4 Lanes	Windsor
1906	2025	Windsor	LCR 5 Widening	LCR 5	SH 392	Windsor N GMA	2 Lanes	4 Lanes	Windsor
1907	2030	Windsor	LCR 5 Widening	LCR 5/Fairgrounds	LCR 30	SH 392	2 Lanes	4 Lanes	Windsor
1908	2035	Windsor	WCR-13 Widening	WCR-13	SH-392	Kaplan Dr	2 Lanes	4 Lanes	Windsor
1909	2025	Windsor	WCR-13 Widening	WCR-13	Kaplan Dr	Crossroads	2 Lanes	4 Lanes	Windsor
1910	2040	Windsor	SH-257 Widening	SH-257	WCR-78	WCR-74	2 Lanes	4 Lanes	Windsor
1911	2035	Windsor	SH-257 Widening	SH-257	WCR-74	SH-392	2 Lanes	4 Lanes	Windsor
1912	2030	Windsor	WCR-17 Widening	WCR-17	WCR-66 / Eastman Park	WCR-64 / New Liberty	2 Lanes	4 Lanes	Windsor
1913	2035	Windsor	WCR-17 Widening	WCR-17	WCR-64 / New Liberty	WCR-62 / Crossroads	2 Lanes	4 Lanes	Windsor
1914	2040	Windsor	WCR-17 Widening	WCR-17	WCR-62 / Crossroads	US-34	2 Lanes	4 Lanes	Windsor
1915	2030	Windsor	SH-257 Widening	SH-257	Garden Dr	Crossroads	2 Lanes	4 Lanes	Windsor
389	2030	Windsor	SH-392 Widening	SH-392	LCR-3	17th St	2 Lanes	4 Lanes	Windsor
1800	2045	Berthoud/Larimer	LCR 17 Widening	LCR 17	LCR 14	US 287	2 Lanes	4 Lanes	2014 Berthoud Plan
1506	2045	Loveland/ Larimer	LCR-17 Widening	LCR-17/Taft	LCR-30	LCR-28/57th Street	2 Lanes	4 Lanes	Larimer Funding Task Force
1005	2030	Loveland/Johnstown/Greeley/Evans/Weld	US 34 Widening	US-34	LCR 3 (MP 97.8)	MP 113.65	4 Lanes	6 Lanes	CDOT 10-Year Development
3571	2045	Timnath/ Larimer	Harmony 6-Lane	Harmony / LCR-38	LCR-3	LCR-1	4 Lanes	6 Lanes	Larimer Funding Task Force
1505	2045	Timnath/ Larimer	LCR-5 Widening	LCR-5	SH-14	Realigned Main Street	2 Lanes	4 Lanes	Larimer Funding Task Force
349	2030	Timnath/FoCo	Propect Widening	Prospect	West Timnath GMA	Main St	2 Lanes	4 Lanes	2015 Timnath Plan
206	2024	Johnstown/CDOT	WCR-9.5 New Road	WCR-9.5	LCR-14 / WCR-50	SH 60 / 1st St	0 Lanes	2 Lanes	CDOT
317	2024	CDOT/Johnstown	WCR-9.5 New Road	WCR-9.5	SH 402/LCR 18 / WCR 54	LCR 14 / WCR 50	0 Lanes	2 Lanes	CDOT
1020	2035	Evans / Weld County	35th Ave New Road	35th Avenue	WCR-394	US-85	0 Lanes	4 Lanes	Evans

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By																																																																						
May 15, 2019	May 2019 TIP Amendment	Medora Bornhoft																																																																						
Objective/Request Action																																																																								
To recommend Planning Council approval of the May 2019 TIP Amendment to the FY2019-FY2022 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action																																																																						
Key Points																																																																								
<p>NFRMPO staff received seven Amendment requests for the May 2019 TIP Amendment cycle.</p> <p>CDOT R4 is requesting to revise five projects:</p> <ul style="list-style-type: none"> Revising the <i>North I-25: Design Build</i> project by adding \$6M SB267 state funds in FY20 & FY21, adding \$4.5M FASTER Safety state funds in FY19, adding \$993K SB1 state funds in FY19, adding \$3,640K CMAQ federal funds across several years, and removing \$3,640K local funds in FY19. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$10,000</td> <td>\$3,640</td> <td>\$0</td> <td>\$13,640</td> </tr> <tr> <td>Federal/State</td> <td>\$5,347</td> <td>\$0</td> <td>\$0</td> <td>\$5,347</td> </tr> <tr> <td>State</td> <td>\$6,000</td> <td>\$11,493</td> <td>\$0</td> <td>\$17,493</td> </tr> <tr> <td>Local</td> <td>\$87,125</td> <td>\$0</td> <td>-\$3,640</td> <td>\$83,485</td> </tr> <tr> <td>Total</td> <td>\$108,472</td> <td>\$15,133</td> <td>-\$3,640</td> <td>\$119,965</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>North I-25: WCR38 to SH402</i> project by restoring \$88.8M Federal/State NHPP funds in FY19 and reducing SB267 state funds by \$900K to fund the I-25 Parallel Route Study. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal/State</td> <td>\$22,000</td> <td>\$88,800</td> <td>\$0</td> <td>\$110,800</td> </tr> <tr> <td>State</td> <td>\$115,200</td> <td>\$0</td> <td>-\$900</td> <td>\$114,300</td> </tr> <tr> <td>Total</td> <td>\$137,200</td> <td>\$88,800</td> <td>-\$900</td> <td>\$225,100</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Revising the <i>Weld County CNG Vehicles & Expansion</i> project by replacing \$2,373K federal CMAQ funds with \$2,373K local funds. <table border="1"> <thead> <tr> <th>Funding Source</th> <th>Previously/Currently Programmed</th> <th>Requested Additions</th> <th>Requested Reductions</th> <th>Request Total</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>\$5,303</td> <td>\$0</td> <td>-\$2,373</td> <td>\$2,930</td> </tr> <tr> <td>State</td> <td>\$1,102</td> <td>\$2,373</td> <td>\$0</td> <td>\$3,475</td> </tr> <tr> <td>Total</td> <td>\$6,405</td> <td>\$3,000</td> <td>-\$3,000</td> <td>\$6,405</td> </tr> </tbody> </table>			Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$10,000	\$3,640	\$0	\$13,640	Federal/State	\$5,347	\$0	\$0	\$5,347	State	\$6,000	\$11,493	\$0	\$17,493	Local	\$87,125	\$0	-\$3,640	\$83,485	Total	\$108,472	\$15,133	-\$3,640	\$119,965	Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal/State	\$22,000	\$88,800	\$0	\$110,800	State	\$115,200	\$0	-\$900	\$114,300	Total	\$137,200	\$88,800	-\$900	\$225,100	Funding Source	Previously/Currently Programmed	Requested Additions	Requested Reductions	Request Total	Federal	\$5,303	\$0	-\$2,373	\$2,930	State	\$1,102	\$2,373	\$0	\$3,475	Total	\$6,405	\$3,000	-\$3,000	\$6,405
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Total	\$6,405	\$3,000	-\$3,000	\$6,405																																																																				

Key Points, Continued

- Revising the *Loveland CNG Vehicle Replacement* project by replacing \$256K federal CMAQ funds with \$256K local funds.

Funding Source	Previously/ Currently Programmed	Requested Additions	Requested Reductions	Request Total
Federal	\$256	\$0	-\$256	\$0
State	\$54	\$256	\$0	\$310
Total	\$310	\$256	-\$256	\$310

- Revising the *Loveland Diesel Fleet Replacement* project by replacing \$384K federal CMAQ funds with \$384K local funds.

Funding Source	Currently Programmed	Requested Additions	Requested Reductions	Request Total
Federal	\$384	\$0	-\$384	\$0
State	\$80	\$384	\$0	\$464
Total	\$464	\$384	-\$384	\$464

CDOT R4 is requesting to add one project:

- Adding the *US85 UPRR Settlement Agreement* project with \$5,495K state funds in FY19.

Funding Source	Currently Programmed	Requested Additions	Request Total
Local	\$0	\$5,495	\$5,495
Total	\$0	\$5,495	\$5,495

The NFRMPO is requesting to add one project:

- Adding the *ADA Gas MV Replacement* project with \$39K federal \$5310 funds and \$10K local funds in FY19.

Funding Source	Currently Programmed	Requested Additions	Request Total
Federal	\$0	\$39	\$39
Local	\$0	\$10	\$10
Total	\$0	\$49	\$49

Committee Discussion

This is the first and only time TAC is scheduled to see the May 2019 TIP Amendment.

Supporting Information

The 30-day Public Comment period for the May 2019 TIP Amendment begins on May 8, 2019 and concludes on June 6, 2019.

An environmental justice analysis is not required. The two new projects to the TIP do not impact a specific location.

Funding Types and Uses

Congestion Mitigation & Air Quality (CMAQ) funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.

Supporting Information, Continued

FASTER Safety funds support the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

FTA §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds projects to remove barriers to transportation service and expand mobility options. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

National Highway Performance Program (NHPP) provides funds for the condition and performance of the National Highway System (NHS) and for the construction of new facilities on the NHS.

SB1, enacted during the 2018 legislative session, provides additional funding to the state highway fund, increases the Highway Users Tax Fund (HUTF) allocation to counties and municipalities, and creates a new multimodal fund for transit projects, operating expenses, or studies.

SB267, enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

Advantages

TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2019-2022 TIP remains fiscally constrained.

Disadvantages

None noted.

Analysis/Recommendation

Staff supports the May 2019 TIP Amendment to the FY2019-2022 TIP.

Attachments

- May 2019 Policy Amendment Form

Rev. 11/28/2018

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A5

Prepared by: Medora Bornhoft

DATE: 5/8/2019

Submitted to: TAC and Planning Council for Approval

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Dollars Listed in Thousands					FY 19-22 TIP TOTAL	
							Previous Funding	Rolled Funding	FY 19	FY 20	FY 21		FY 22
Strategic													
PREVIOUS ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Federal Federal/State Federal/State Federal/State Federal/State State State State Local Local	TIGER ITI ITS/RoadX RAMP/NHPP Permanent Water Quality Surface Treatment/NHPP Strategic Projects - Transit FASTER Safety SB267 7PX/228 SB1/HUTF Private Local	5,000 600 2,000 26,888 2,000 - 5,000 4,000 - 140,000 - - - 18,875	- - - - - - - - - - - - - -	5,000 - - - 2,000 - - - 2,000 - - - - 16,500	5,000 - - - 3,347 - - - 2,000 2,000 - - 18,000	- - - - - - - - - - - - 32,000	- - - - - - - - - - - - -	10,000 - - - 5,347 - - - 6,000 - - - 50,000 37,125
Project Description:							One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements						
REVISED ENTRY SSP4428.012	2017-032	North I-25: Design Build MP 253.7-270	CDOT Region 4	Highway Added Capacity Modify & Reconstruct	Federal Federal Federal Federal/State Federal/State Federal/State Federal/State State State State Local Local	TIGER ITI Congestion Mitigation & Air Quality ITS/RoadX RAMP/NHPP Permanent Water Quality Surface Treatment/NHPP Strategic Projects - Transit FASTER Safety SB267 7PX/228 SB1/HUTF Private Local	5,000 600 - 2,000 26,888 2,000 - 5,000 4,000 - 140,000 - - 18,875	- - 1,285 - - - - - - - - - - -	5,000 - 1,971 - - 2,000 - - 4,500 2,000 - - 993 12,860	5,000 - - - - 3,347 - - - - 5,000 - - 18,000	- - 384 - - - - - - 5,000 - - 32,000	- - - - - - - - - - - - -	10,000 - 3,640 - 5,347 - - 4,500 12,000 - 993 50,000 33,485
Project Description:							One new express lane in each direction, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements						
Reason:							Adding \$6M SB267 state funds in FY20 & FY21 (\$3M per year) for center loading at Kendall Park N-Ride; adding \$4.5M FASTER Safety state funds in FY19; adding \$993K SB1 state funds in FY19; adding \$3,640K federal CMAQ funding (\$1,285K rolled, \$1,971K in FY19, and \$384K in FY21) from the Loveland CNG & Diesel Fleet (\$640K), Weld County CNG Vehicles in the North Front Range (\$2,373K) and Weld County CNG Vehicles in the Upper Front Range (\$627K) projects due to Buy America waiver program suspension and reducing local funds by \$3,640K in FY19.						
PREVIOUS ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal State State	BUILD STP-Metro SB1 SB267	- - - - -	- 2,000 - - -	20,000 - 39,000 76,200	- - - -	- - - -	- - - -	20,000 2,000 39,000 76,200
Project Description:							One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.						
REVISED ENTRY SSP4428.014	2019-014	North I-25: WCR38 to SH402 MP 247 - 255.23	CDOT Region 4	Modify & Reconstruct	Federal Federal Federal/State State State	BUILD STP-Metro NHPP SB1 SB267	- - - - -	- 2,000 - - -	20,000 - 88,800 39,000 75,300	- - - -	- - - -	- - - -	20,000 2,000 88,800 39,000 75,300
Project Description:							One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.						
Reason:							Restoring \$88.8M Federal/State NHPP funding in FY19. Reducing state SB267 funding from \$76.2M to \$75.3M in order to move \$900K to I-25 Parallel route study.						
Congestion Mitigation & Air Quality (CMAQ)													
PREVIOUS ENTRY SST7007.008	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal Local	Congestion Mitigation Air Quality Local	4,087 850	- -	1,216 253	- -	- -	- -	1,216 253
Project Description:							Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.						
REVISED ENTRY SST7007.008	2016-006	Weld County CNG Vehicles & Expansion	Weld County	Vehicle Purchase	Federal Local	Congestion Mitigation Air Quality Local	2,930 2,007	- -	- 1,469	- -	- -	- -	- 1,469
Project Description:							Converting light, medium, and heavy duty vehicles to compressed natural gas and expanding existing fuel site to accommodate additional natural gas vehicles.						
Reason:							Replace \$2,373K federal CMAQ funds (\$1,157K Previous; \$1,216K FY19) with \$2,373K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25: Design Build.						

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

North Front Range Transportation & Air Quality Planning Council

Policy Amendment #2019-A5

Prepared by: Medora Bornhoft

DATE: 5/8/2019

Submitted to: TAC and Planning Council for Approval

Dollars Listed in Thousands

Funding Program / STIP ID	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	Rolled Funding	FY 19	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
PREVIOUS ENTRY SST7007.012	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	128	-	128	-	-	-	128
					Local	Local	27	-	27	-	-	-	27
					Total		155	-	155	-	-	-	155
Project Description: Purchase of compressed natural gas vehicles.													
REVISED ENTRY SST7007.012	2017-002	Loveland CNG Vehicle Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	-	-	-
					Local	Local	155	-	155	-	-	-	155
					Total		155	-	155	-	-	-	155
Project Description: Purchase of compressed natural gas vehicles.													
Reason: Replace \$256K federal CMAQ funds (\$128K Previous; \$128K FY19) with \$256K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25. Design Build.													
PREVIOUS ENTRY SST7007.012	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	384	-	384
					Local	Local	-	-	-	80	-	80	
					Total		-	-	-	464	-	464	
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.													
REVISED ENTRY SST7007.012	2020-007	Loveland Diesel Fleet Replacement	Loveland	Rolling Stock Replacement	Federal	Congestion Mitigation Air Quality	-	-	-	-	-	-	-
					Local	Local	-	-	-	464	-	464	
					Total		-	-	-	464	-	464	
Project Description: Replacement and/or new light duty and heavy duty vehicles with CNG and/or clean diesel vehicles.													
Reason: Replace \$384K federal CMAQ funds in FY21 with \$384K local funds. Conversion is due to Buy America waiver program suspension. CMAQ (federal funds) diverted to North I-25. Design Build.													
Discretionary													
NEW ENTRY SR46600.72	2019-023	US85 UPRR Settlement Agreement	CDOT Region 4	ROW	State	TCC	-	-	5,495	-	-	-	5,495
					Total		20,366	-	5,495	-	-	-	5,495
					Project Description: US85 UPRR ROW Settlement Agreement in the North Front Range for purchase of ROW.								
Reason: Add new project with \$5,495K State Funding in FY19.													
FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program													
NEW ENTRY	2019-024	ADA Gas MV Replacement	NFRMPO	Vehicle Replacement	Federal	FTA 5310	-	-	39	-	-	-	39
					Local	Local	-	-	10	-	-	-	10
					Total		-	-	48	-	-	-	48
Project Description: Purchase of replacement ADA van for Greeley Center for Independence													
Reason: New project funded with \$39K 5310-Capital and \$9K local funding in FY19													

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
May 15, 2019	Draft <u>2019 Congestion Management Process (CMP)</u> Opportunities	Ryan Dusil
Objective/Request Action		
<p>To discuss changes to the Opportunities and Recommendations in Chapter 5: Implementation of the <u>Draft 2019 CMP</u> and highlight Planning Council concerns regarding the methodology for identifying Congested Corridors.</p>		<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"> • NFRMPO Staff is recommending TAC Action on the 2019 CMP be postponed until the June 19, 2019 TAC meeting for the following reasons: <ol style="list-style-type: none"> 1. Several sections are missing data and will be updated following the completion of the 2015 Base Year Regional Travel Demand Model (RTDM), anticipated in mid-May, and the finalization of the 2045 Regionally Significant Corridors (RSCs). 2. NFRMPO Staff would like more TAC member feedback on corridor-specific opportunities identified in the Congested Corridor Analysis section of Chapter 5. 3. To discuss the concerns raised at the May 2, 2019 Planning Council meeting regarding the methodology for identifying Congested Corridors not adequately accounting for roadways that are congested during off-peak/free flow travel times. To address these concerns, NFRMPO staff proposes: <ul style="list-style-type: none"> ○ Any RSC with at least one segment with a Truck Travel Time Reliability (TTTR) greater than or equal to 1.5 in 2018 also be identified as a Congested Corridor. See Figure 1, attached. ○ TAC discuss options for incorporating free flow speed to identify Congested Corridors. See Figure 2, attached. ○ Maintaining the peak period definitions for analyzing TTI (7-9 AM and 3-6 PM) since they have the longest travel times, as shown in the attached Hourly TTI by RSC chart. See Figure 3, attached. • The Congested Corridor Profiles from Chapter 5 of the Draft <u>2019 CMP</u> are attached. 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the third time the TAC is discussing the <u>2019 CMP</u>. • The draft CMP will return to TAC on June 19, 2019 for Action. 		
Supporting Information		
<ul style="list-style-type: none"> • An implementation Chapter was added to the <u>2019 CMP</u> to conform with federal regulations. Chapter 5 identifies congested corridors, opportunities for managing congestion on these corridors, and parties responsible for implementation, per federal regulations. General recommendations for implementing the <u>2019 CMP</u> and a brief discussion of funding opportunities are also included in Chapter 5. • Congested Corridors are currently identified as any RSC with at least one segment with: <ul style="list-style-type: none"> ○ An average AM or PM peak period Travel Time Index (TTI) greater than or equal to 1.5 in 2018 or 2030, and/or; ○ A Travel Time Reliability (TTR) greater than or equal to 1.5 in 2018. 		
Advantages		
<ul style="list-style-type: none"> • Improvements to the Opportunities identified in the Congested Corridor Analysis will enable the <u>2019 CMP</u> to be robust and comprehensive, as well as ensure it is consistent with other local, regional, and state planning efforts. • Addressing Planning Council's concerns will ensure the Congested Corridors reflect a definition of congestion shared by all regional stakeholders. 		
Disadvantages		
<ul style="list-style-type: none"> • None. 		
Analysis/Recommendation		
<p>Staff requests TAC members review the Congested Corridor Analysis section of Chapter 5 and provide guidance on addressing Planning Council's concerns.</p>		

Attachments

- Congested Corridor Profiles
- Figure 1. Truck Travel Time Reliability (TTTR), 2018 Map - Interstate Only
- Figure 2. INRIX Free Flow Speed, 2018 Map
- Figure 3. Hourly TTI by RSC, 2018

Congested Corridor Analysis and Recommendations

The following section shows the 15 Congested Corridors identified using the criteria previously mentioned. Each page provides a description of the full Corridor, identifies parties responsible for the corridor, maps the congested segments and a selection of implemented strategies along that segment **(maps to be provided)**, and provides a comprehensive table of implemented and planned strategies for the full Corridor.

Corridor descriptions reflect the RSC Vision Statements included in the 2045 RTP, helping to further integrate the 2019 CMP into the NFRMPO planning process. The Parties Responsible section of each page identifies the jurisdictions touching any portion of the Corridor. Identifying Parties Responsible is federally required and should be used as a starting point to identify potential partnerships and opportunities for collaboration.

Strategies from **Chapter 4** were identified as implemented or planned along each corridor with input from the NFRMPO TAC. Only Corridor-specific strategies were considered as part of this analysis. Strategies present or planned anywhere along the Corridor were marked as included in the corresponding Strategies Table. Strategies occurring on parallel or perpendicular corridors did not count as implemented or planned on the Congested Corridor unless the strategy had a direct and measurable impact on the Congested Corridor. For example, RSC #6 (US287) is marked as having access to Bus Rapid Transit to reflect the presence of the MAX bus service along the Mason Corridor, which serves as an alternate option to SOV-travel along portions of US287 in Fort Collins.

The Corridor Visions, the implemented and planned strategies, and the location and type of congestion were used to develop a list of Opportunities, which serve as a recommended blueprint for managing the congestion identified along each Corridor. Each Opportunities section was developed in partnership the NFRMPO TAC and especially with the parties identified as responsible for the Congested Corridor.

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

- Complete and maintain infrastructure consistent with Regional Non-Motorized Corridors (RNMCs) 2, 3, 4, 5, 6, 7, and 11
- Implement regional transit service consistent with Regional Transit Corridors (RTCs) 1, 6, 7, 8, 10, and 12

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Fort Collins
- Timnath
- Windsor
- Loveland
- Johnstown
- Berthoud

RSC #2: US34 Corridor

The vision for RSC #2 is to increase mobility and to maintain system quality and improve safety. The communities along the RSC also value transportation choices, and connections to other areas. Future travel modes to be planned for include passenger vehicles, bus service, bus rapid transit, truck freight, and bicycles and pedestrians.

Transportation Demand Management (TDM) strategies in the urban portions of Loveland and Greeley are important along this RSC.

There is transit access to the City of Loveland Transit (COLT) system, the Greeley Evans Transit (GET) system, Bustang, and a Park-n-Ride lot. The transportation system in the area serves towns, cities, and destinations both along and outside of the RSC. Both passenger and freight traffic volumes are expected to increase significantly. The University of Northern Colorado (UNC) and Rocky Mountain National Park contribute to the activity on either end of this RSC. While the majority of the area surrounding the RSC is transitioning from agricultural to suburban, sections of the RSC through Loveland and Greeley are urbanized.

Opportunities:

- Implement strategies from the US34 PEL
- Complete and maintain infrastructure consistent with RNMCS 1, 2, 3, 4, 5, 6, 7, and 11
- Implement regional transit service consistent with RTCs 4, 5, 6, 7, 8, 10, 11, and 12
- Study Commercial Vehicle Signal Priority (CVSP) opportunities

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	3.1%		
Percent of corridor with a TTR >= 1.5	1.9%	-	-
Population living within ¼ mile	22,799	32,880	48,797
Jobs located within ¼ mile	23,511	32,816	42,552
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX, NPMRDS</i>			

	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	X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs	X	X
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure	X	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		
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)		X
Ramp Metering		
Signage Improvements		
Traffic Operations Center	X	
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan		
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	
New Lanes/Roads		X
Roundabouts		
Toll/Express Lanes		

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Loveland
- Johnstown
- Greeley
- Evans
- Garden City

RSC #3: US34B Corridor

The vision for RSC #3 is to increase mobility as well as to maintain system quality and improve safety. To account for increasing passenger volumes, future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Users of this RSC support the movement of tourists, commuters, freight, and farm-to-market products while recognizing the environmental, economic, and social needs of the surrounding area. This corridor has access to the GET transit system and is a major west-east arterial for Greeley.

Opportunities:

- Continue to improve operations through signal timing adjustments
- Consider additional auxiliary lanes
- Implement incident management strategies
- Consider adopting a Complete Streets policy
- Implement dynamic parking management where feasible
- Complete and maintain infrastructure consistent with RNMC 10
- Implement regional transit service consistent with RTCs 8, 10, and 11

Parties Responsible:

- CDOT
- Weld County
- Greeley

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.3%		
Percent of corridor with a TTR >= 1.5	11.7%	-	-
Population living within ¼ mile	17,218	18,178	24,312
Jobs located within ¼ mile	18,819	19,421	22,677

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	
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure	X	
Transit Incentives	X	
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		
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		
Fiber-Optic Communications	X	X
Maintenance Decisions and Support System (MDSS)		X
Ramp Metering		
Signage Improvements	X	
Traffic Operations Center	X	
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		X
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan		
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	
New Lanes/Roads		
Roundabouts		
Toll/Express Lanes		

RSC #4: US85 Corridor

The vision for RSC #4 is to increase mobility, maintain system quality and improve safety. Future travel modes to be planned for include passenger vehicles, bus service, truck freight, and freight rail. As both passenger and freight traffic volumes are expected to increase, TDM could be effective along this RSC. Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials while recognizing the environmental, economic, and social needs of the surrounding area.

The transportation system in the area primarily serves towns, cities, and destinations in the surrounding area, characterized by manufacturing, agriculture, commercial activity, and oil and gas activity, with main street characteristics through Eaton and LaSalle. RSC #4 provides interregional connections to the Denver metropolitan area to the south and Wyoming to the north, is part of the National Highway System (NHS), and is a segment of the international CanAm Highway extending from Mexico to Canada.

Opportunities:

- Implement strategies from the US 85 PEL
- Expand inter-regional transit connectivity
- Implement US 85 TIMP recommendations
- Incorporate VMS at strategic locations
- Complete and maintain infrastructure consistent with RNMC 1, 4, 6, 10, and 11
- Implement regional transit service consistent with RTCs 1, 5, and 11
- Study Commercial Vehicle Signal Priority (CVSP) opportunities

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.6%		
Percent of corridor with a TTR >= 1.5	9.8%	-	-
Population living within ¼ mile	7,444	8,412	8,504
Jobs located within ¼ mile	10,908	11,671	13,965

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	
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		X
Transit Incentives		
Transit Service Quality Factors		
Transit Service Quantity Factors		
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		
High Occupancy Vehicle (HOV) Lanes		
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management	X	X
Electronic Toll Collection		
Fiber-Optic Communications		X
Maintenance Decisions and Support System (MDSS)	X	
Ramp Metering		
Signage Improvements		
Traffic Operations Center	X	
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		X
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan	X	
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	
New Lanes/Roads		
Roundabouts		
Toll/Express Lanes		

Parties Responsible:

- CDOT
- Weld County
- Eaton
- Greeley
- Evans
- Garden City
- LaSalle

RSC #5: US85B Corridor

The vision for RSC #5 is to increase mobility as well as to maintain system quality and improve safety as both passenger and freight traffic volumes are expected to increase.

Users of the RSC support the movement of commuters, freight, farm-to-market products, and hazardous materials to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area.

The corridor is characterized by manufacturing, agriculture, commercial activity, and oil and gas activity, with main street characteristics through Greeley. The area surrounding this RSC is diverse and includes urban characteristics through the Greeley area. There is access to the GET transit system for this corridor.

Opportunities:

- Improve access management
- Expand dynamic parking management
- Upgrade transit service
- Complete and maintain infrastructure consistent with RSMCs 6 and 11
- Implement regional transit service consistent with RTCs 5 and 11

Parties Responsible:

- CDOT
- Weld County
- Greeley
- Evans
- Garden City

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.0%		
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within ¼ mile	8,732	8,916	9,013
Jobs located within ¼ mile	21,445	21,634	24,167
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX, NPMRDS</i>			

	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		
Bike Share Service	X	
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies		
Mobility Hubs		
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure	X	
Transit Incentives	X	
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		
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management	X	
Electronic Toll Collection		
Fiber-Optic Communications		
Maintenance Decisions and Support System (MDSS)		
Ramp Metering		
Signage Improvements	X	
Traffic Operations Center	X	
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		X
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan		
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	
New Lanes/Roads		
Roundabouts		
Toll/Express Lanes		

RSC #6: US287 Corridor

The vision for RSC #6 is to increase mobility, maintain system quality, and improve safety as both passenger and freight traffic volumes are expected to increase significantly. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight to and through the RSC.

This RSC provides north-south connections within Fort Collins, Loveland, and Berthoud and connections south to the Denver metropolitan area and north to Laramie, Wyoming and I-80. US287 is an NHS facility and acts as a main street through both Fort Collins and Loveland and is an important corridor to both the COLT and Transfort transit systems.

Opportunities:

- Conduct ADA compliance review
- Improve bicycle and pedestrian facilities
- Complete and maintain infrastructure consistent with RNMCS 2, 3, 4, 5, 6, 7, 8, and 11
- Implement regional transit service consistent with RTCs 1, 2, 4, 6, 9, and 12
- Study Commercial Vehicle Signal Priority (CVSP) opportunities

Parties Responsible:

- CDOT
- Larimer County
- Fort Collins
- Loveland
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	3.8%		
Percent of corridor with a TTR >= 1.5	2.1%	-	-
Population living within ¼ mile	27,186	31,532	35,506
Jobs located within ¼ mile	45,125	44,436	49,972
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX, NPMRDS</i>			

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

RSC #8: SH14 Corridor

The vision for RSC #8 is to increase mobility as well as to maintain system quality and improve safety. The communities along this RSC also value transportation choices and connections to other areas. As passenger and freight traffic volumes increase, travel modes to be planned for include passenger vehicles, bus service, truck freight, and bicycles and pedestrians. TDM would likely be effective along this RSC. Users of this RSC support the movement of commuters, freight and hazardous materials while recognizing the environmental, economic, and social needs of the surrounding area. Future annexation and development will enhance the urban and suburban character of the corridor. Part of the NHS, this RSC is currently used as a connection for interregional and interstate freight and travelers to and from I-25 (RSC #1), US287 (RSC #6), and I-80. This RSC is an important route for the Transfort system.

Opportunities:

- Study grade separation opportunities
- Study Commercial Vehicle Signal Priority (CVSP) opportunities
- Complete and maintain infrastructure consistent with RNMCs 6 and 7
- Implement regional transit service consistent with RTCs 2, 3, 6, and 9

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Fort Collins
- Timnath
- Severance

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.3%		
Percent of corridor with a TTR >= 1.5	0.0%	-	-
Population living within ¼ mile	4,582	5,852	10,844
Jobs located within ¼ mile	13,316	13,434	14,986

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	X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies	X	
Mobility Hubs		
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure	X	X
Transit Incentives	X	
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		
Tier 4: Improving Roadway Operations without Expansion		
Access Management	X	
Advanced Traveler Information System	X	
Automatic Road Enforcement		
Dynamic Parking Management		
Electronic Toll Collection		
Fiber-Optic Communications		X
Maintenance Decisions and Support System (MDSS)		X
Ramp Metering		
Signage Improvements		
Traffic Operations Center		
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan		
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	X
New Lanes/Roads		X
Roundabouts		X
Toll/Express Lanes		

RSC #10: SH60 Corridor

The vision for RSC #10 is to maintain system quality and improve safety as both passenger and freight traffic volumes are expected to increase. Future travel modes to be planned for include passenger vehicle, bus service, and truck freight. Users of this RSC want to support the movement of commuters and freight to and through the RSC while recognizing the environmental, economic, and social needs of the surrounding area. TDM investment throughout portions of Johnstown and Milliken provide important connections along this corridor. The area surrounding this RSC is transitioning from agricultural to suburban. The RSC provides local area-wide access to higher functional class facilities and makes west-east connections within and between Johnstown, Milliken, and Berthoud.

Opportunities:

- Consider implementing Truck Parking Information Management System at Johnson's corner
- Complete and maintain infrastructure consistent with RNMCs 1, 2, 7, 8, and 9
- Implement regional transit service consistent with RTCs 6 and 9

Parties Responsible:

- CDOT
- Larimer County
- Weld
- Johnstown
- Milliken

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.3%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	8,582	9,503	11,357
Jobs located within ¼ mile	3,005	3,372	4,596

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

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

RSC #11: SH257 Corridor

The vision for RSC #11 is to maintain system quality as well as to increase mobility and improve safety as passenger traffic volumes are expected to remain relatively constant, while freight volume will increase.

Communities in the area will continue to depend on manufacturing, agriculture, and residential development for economic activity in the area. TDM improvements along this corridor are important, especially through Windsor. Portions of the surrounding area are transitioning from rural and agricultural to suburban.

Opportunities:

- Implement strategies from the Windsor Area Network Study
- Consider adopting a Complete Streets policy
- Complete and maintain infrastructure consistent with RNMCS 2, 3, 4, 6, and 11
- Implement regional transit service consistent with RTCs 1, 3, 4, 8, 10, and 12

Parties Responsible:

- CDOT
- Weld County
- Severance
- Windsor
- Milliken

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.0%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	4,580	6,677	12,824
Jobs located within ¼ mile	2,766	4,432	5,457

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

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

RSC #12: SH392 Corridor

The vision for RSC #12 is to increase mobility and maintain system quality and improve safety as both passenger and freight traffic volumes are expected to continue to increase. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and through the RSC, while recognizing environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs. TDM improvements along this corridor provide benefits to commuters. This RSC is Main Street through Windsor, also traversing suburban, urban, and rural agricultural areas.

Opportunities:

- Implement strategies from the Windsor Area Network Study
- Consider adopting a Complete Streets policy
- Complete and maintain infrastructure consistent with RNMCS 4, 5, 6, 7, and 9
- Implement regional transit service consistent with RTCs 3, 6, 8, 9, 11, and 12

Parties Responsible:

- CDOT
- Larimer County
- Weld County
- Fort Collins
- Windsor
- Greeley

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.5%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	4,920	7,276	12,744
Jobs located within ¼ mile	3,819	6,011	7,357

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

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

RSC #16: LCR 7 / LCR 9 / Timberline Corridor

The vision for RSC #28 is to increase mobility, improve safety, and maintain system quality as both passenger and freight traffic volumes increase. The communities along the RSC also value transportation choices, connections to other areas, and intermodal connections. The surrounding area will continue to depend on manufacturing, high-tech industries, commercial activity, retail, and residential development for economic activity. Upon completion, the RSC will support the regional movement of commuters.

This RSC provides access to the Northern Colorado Regional Airport (FNL), Centerra, and areas transitioning from rural to suburban. Individually, Timberline Road, LCR 9E, and WCR 7 serve as parallel local arterials west of N I-25 (RSC #1). Realignment is planned for the section between Fort Collins and Loveland.

Opportunities:

- Implement high frequency transit in Fort Collins
- Develop Mobility Hubs near Harmony and Vine
- Complete pedestrian infrastructure between Fort Collins and Loveland
- Complete and maintain infrastructure consistent with RNMCS 3, 4, 5, 6, and 7
- Implement regional transit service consistent with RTCs 1, 4, 6, 10, and 12

Parties Responsible:

- Larimer County
- Fort Collins
- Loveland
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	7.3%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	15,374	20,344	24,164
Jobs located within ¼ mile	11,299	13,624	19,606
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX</i>			

	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	X
Bike Share Service		X
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies	X	
Mobility Hubs		
Parking Pricing or Parking Restrictions		
Pedestrian Infrastructure		
Transit Incentives		X
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		
Tier 4: Improving Roadway Operations without Expansion		
Access Management		
Advanced Traveler Information System		
Automatic Road Enforcement	X	
Dynamic Parking Management		
Electronic Toll Collection		
Fiber-Optic Communications	X	
Maintenance Decisions and Support System (MDSS)	X	
Ramp Metering		
Signage Improvements	X	
Traffic Operations Center	X	
Traffic Signal Timing Adjustments	X	
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol		
Traffic Incident Management Plan		
Tier 6: Road Capacity		
Auxiliary Lanes	X	
Climbing Lanes		
Grade-Separated Crossings/Intersections	X	
New Lanes/Roads	X	X
Roundabouts	X	
Toll/Express Lanes		

RSC #17: LCR17 / Shields / Taft Corridor

Future travel modes to be planned for on RSC #16 include passenger vehicle, bus service, and bicycle and pedestrian facilities. As passenger volumes increase significantly, and freight traffic volumes remain relatively constant, communities along the RSC will continue to depend on commercial activity, residential development, Colorado State University (CSU), governmental agencies, as well as manufacturing and high-tech industries for economic activity. Users of this RSC want to retain the character of the area, including the dedicated open space between Fort Collins and Loveland, while supporting the movement of commuters and freight along the RSC and recognizing the environmental, economic, and social needs of the surrounding area. Transit service and TDM consideration are important along this RSC.

Opportunities:

- Consider adopting a Complete Streets policy
- Complete and maintain infrastructure consistent with RNMCS 5, 6, 7, 8, and 11
- Implement regional transit service consistent with RTCs 9 and 10

Parties Responsible:

- Larimer County
- Fort Collins
- Loveland
- Berthoud

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.3%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	33,727	35,371	37,581
Jobs located within ¼ mile	8,577	9,261	11,458
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX, Acyclica</i>			

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

RSC #21: WCR 35 / 35th Avenue Corridor

The vision for RSC #22 is to increase mobility. Future travel modes are planned to include passenger vehicle and truck freight; TDM, and bike lanes which could be effective along this RSC. Passenger traffic volumes are expected to increase around the intersection with RSC #2. Users of RSC #22 support the movement of commuters in and through the RSC, while recognizing the environmental, economic, and social needs of the surrounding area. Upon completion, the RSC will improve Greeley's and Evans' access to southbound US85 (RSC #4). Transit service is important along this corridor and there are plans for bicycle and pedestrian improvements.

Opportunities:

- Continue to improve operations through signal timing adjustments
- Consider grade separations and interchanges
- Complete and maintain infrastructure consistent with RNMCS 1, 6, and 11
- Implement regional transit service consistent with RTCs 3, 8, and 10

Parties Responsible:

- Weld County
- Greeley
- Evans

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	0.0%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	9,985	10,175	10,539
Jobs located within ¼ mile	3,713	3,890	4,596
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX</i>			

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

RSC #22: WCR 74 / Harmony Corridor

The vision for RSC #24 is to increase mobility as well as to maintain system quality and improve safety as both passenger and freight traffic volumes increase. Future travel modes to be planned for include passenger vehicle, bus service, freight trucks, and bicycle and pedestrian facilities. Users of this RSC support the movement of commuters, freight, and farm-to-market products in and along the RSC, while recognizing the environmental (including preservation and minimization/mitigation of impacts to protected public open lands/natural areas), economic, and social needs of the surrounding area.

This RSC serves as a local facility, provides commuter access, and an west-east connection between south Fort Collins, Timnath, Windsor, Severance, and Eaton. The area adjacent to the western portion of the RSC is urban, while the areas in the central and eastern portions of the RSC are transitioning from agricultural to suburban. The western portion of the RSC is an important link in the Transfort and Bustang transit systems.

Opportunities:

- Implement BRT
- Continue to improve operations through signal timing adjustments
- Consider grade separation
- Complete and maintain infrastructure consistent with RNMCS 4, 6, 7, 8, and 9
- Implement regional transit service consistent with RTCs 1, 3, 6, 9, and 11

Parties Responsible:

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	10.7%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	13,546	27,541	33,203
Jobs located within ¼ mile	15,032	16,181	18,177
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX</i>			

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

- Larimer County
- Weld County
- Fort Collins
- Timnath
- Windsor
- Severance
- Eaton
- Timnath
- Windsor
- Loveland
- Johnstown
- Berthoud

RSC #28: Prospect Corridor

The vision for RSC #27 is to increase mobility as well as to improve safety and maintain system quality as passenger traffic volumes increase and freight volumes remain relatively constant. The communities along this RSC also value transportation choices, and connections to other areas. Future travel modes to be planned for include passenger vehicles, bus service, and bicycles and pedestrians. Users of this RSC want to preserve the character of the area including the wetlands surrounding the Poudre River. Users also support the movement of commuters while recognizing the environmental, economic, and social needs of the surrounding area.

This RSC serves as an important regional link between central Fort Collins, Timnath, and N I-25 (RSC #1) and provides another access point to CSU, several natural areas, the Prospect Rest Area and the Colorado Welcome Center west of N I-25. This RSC is an important route for the Transfort system.

Opportunities:

- Study grade separation
- Plan roadway operations for development along corridor
- Complete and maintain infrastructure consistent with RNMCs 6 and 7
- Implement regional transit service consistent with RTCs 3, 6, and 9

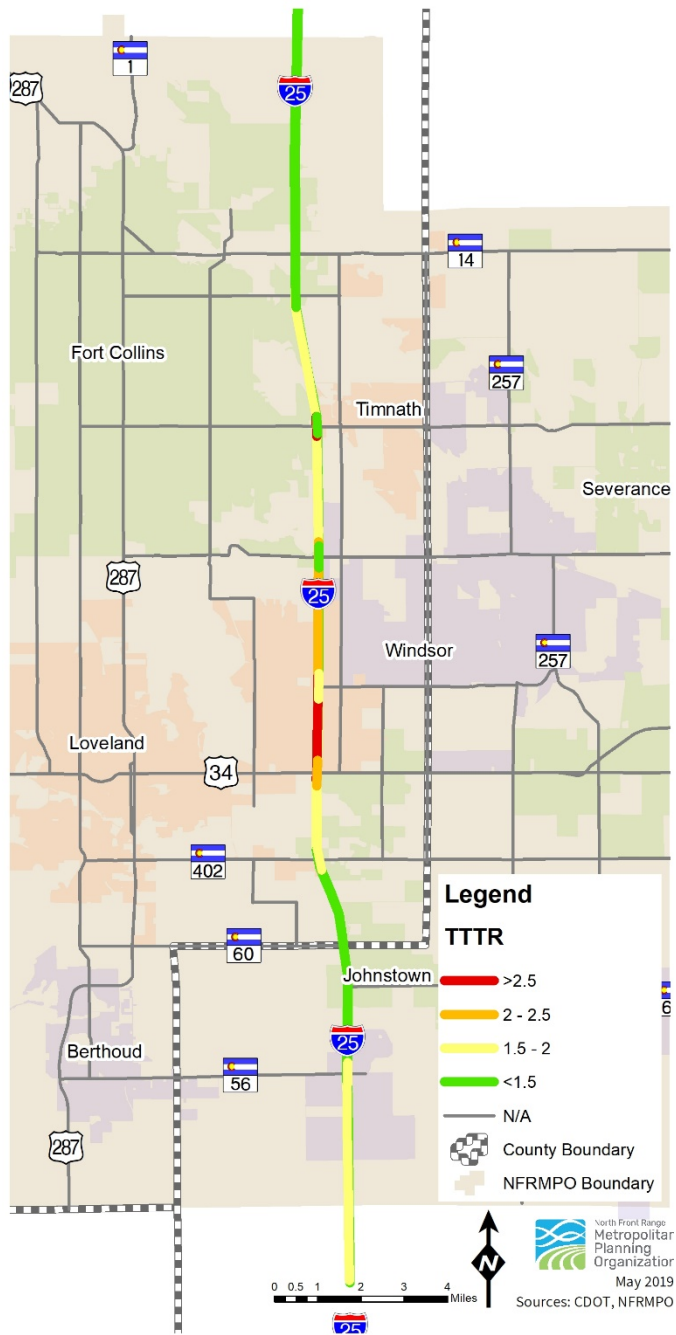
Parties Responsible:

- Fort Collins
- Timnath

Metric	2018	2030	2045
Percent of corridor with a TTI >= 1.5	4.8%		
Percent of corridor with a TTR >= 1.5	N/A		
Population living within ¼ mile	4,855	6,155	9,356
Jobs located within ¼ mile	8,163	7,851	8,362
<i>Source: NFRMPO 2015 Regional Travel Demand Model (RTDM), NFRMPO 2010 Land Use Allocation Model, INRIX</i>			

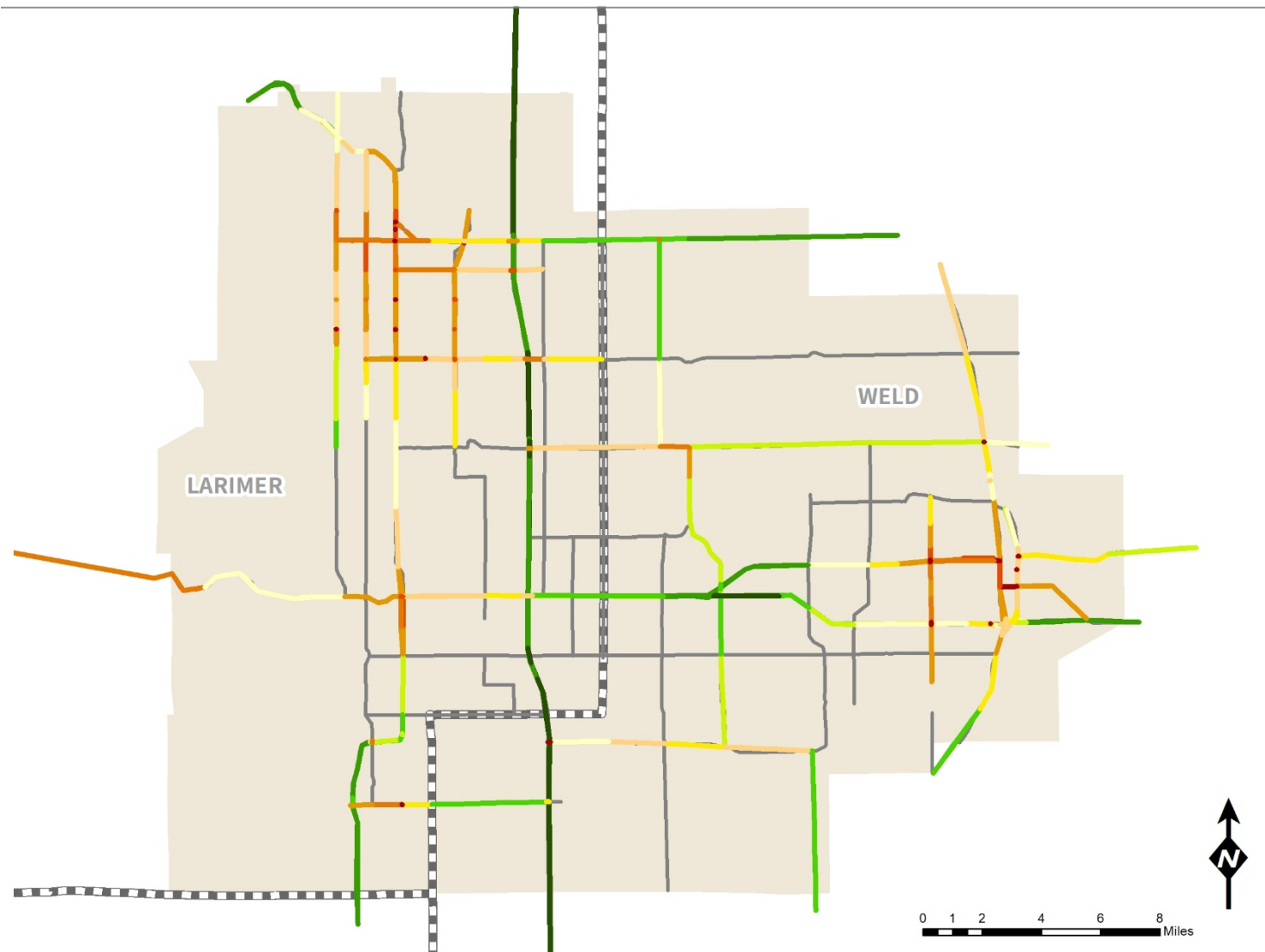
	Imp	Plan
Tier 1: Reducing Trip Generation and Shortening Trips		
Efficient Land Use and Development Practices	X	X
Tier 2: Encouraging Shift to Alternative Modes of Transportation		
Bike Infrastructure	X	X
Bike Share Service	X	
Bus Rapid Transit		
Car Sharing		
Complete Streets Policies	X	
Mobility Hubs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

Figure 1. Truck Travel Time Reliability (TTTR), 2018 - Interstate Only



Data Source: INRIX

Figure 2. Free Flow Speed Calculated by INRIX, 2018



Legend

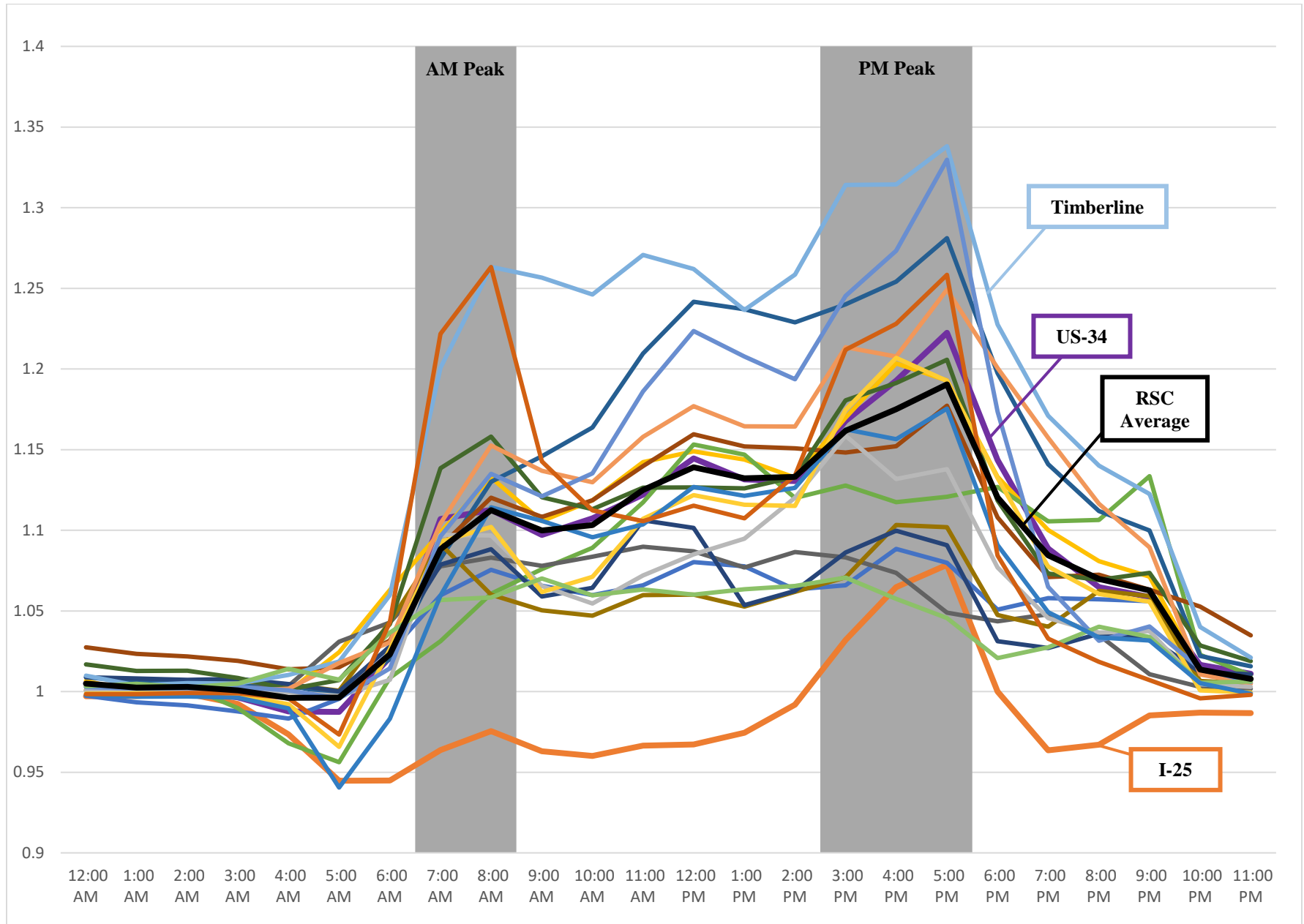
Freeflow Speed	26 - 30	41 - 45	56 - 60	N/A
	9 - 20	31 - 35	61 - 65	County Boundary
	21 - 25	36 - 40	51 - 55	NFRMPO Boundary

May 2019
Sources: CDOT, NFRMPO



Data Source: INRIX

Figure 3. Hourly TTI by RSC, 2018



Data Source: INRIX

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
May 15, 2019	2045 Regional Transportation Plan (RTP) Draft Technology Section	Becky Karasko
Objective/Request Action		
Staff is providing the fourth of six groups of Chapters and Sections for the 2045 Regional Transportation Plan (RTP) for TAC review and discussion.		<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"> • MPO staff is developing the 2045 RTP, scheduled for September 2019 Planning Council adoption. • The 2045 RTP includes a long-term transportation vision for the region. • The DRAFT 2045 RTP Technology Section for TAC member's review is attached. 		
Committee Discussion		
This is the first time TAC will discuss this Section of the 2045 RTP.		
Supporting Information		
The RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2045 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally-constrained corridor plan for the future.		
Advantages		
Providing the sections as they are drafted allows TAC to maximize their time and input in reviewing the 2045 RTP chapters and sections. Staff will provide presentations on the changes to the RTP to summarize changes to assist TAC in their review.		
Disadvantages		
None noted.		
Analysis/Recommendation		
Staff requests TAC members review the portions of the 2045 RTP Draft Section applicable to their jurisdictions for accuracy and content.		
Attachments		
<ul style="list-style-type: none"> • <u>2045 RTP</u> Technology Section 		

3

Section 1

Technology



The rapidly evolving realm of transportation technology is poised to provide great benefits to the region's transportation system. Emerging technologies are helping travelers make better-informed decisions regarding how and when they will travel and the path they will take to get there. For instance, integrated planning and payment applications may facilitate multi-modal trips by providing information about the entire transportation system and allowing travelers to pay for different modes in one convenient location.

New technologies are also placing safety and mobility at the forefront of transportation innovation. As in-vehicle safety systems continue to advance, travelers are better protected. Meanwhile, technologies to provide enhanced mobility for persons with disabilities and the older adult population, such as safety systems for transit users with a disability, have continued to advance as well.

Though technology promises to provide significant enhancements to safety, mobility, and efficiency, its inherent uncertainty presents a significant challenge to long-range planning. Without knowing which technologies will last, which technologies are yet to come, and how these technologies will transform society, it is difficult to confidently develop plans policies before these technologies hit the market. Still, given the enormous potential to positively impact transportation across the region, the NFRMPO remains dedicated to exploring and supporting technological progress with an eye toward maximizing benefits while minimizing unintended consequences.

A. Connected and Autonomous Vehicles (CAV)

Connected Vehicles (CV) and Autonomous Vehicles (AV) present some of the greatest opportunities and challenges in the realm of transportation planning today. Collectively referred to as CAVs, this emerging arena of technology is poised to transform the region's transportation network and operations and therefore, requires careful consideration.

Connected Vehicles (CV)

Connected Vehicles refers to the systems of technologies enabling the sharing of data between vehicles, known as vehicle-to-vehicle communication (V2V) and the sharing of roadway information with vehicles, known as vehicles-to-infrastructure communication (V2I). In general, the potential of vehicles to share or receive data from any technology system is referred to as vehicle-to-everything communication (V2X).

This ability to share data, or to communicate, means vehicles can receive real-time information about traffic and roadway conditions, resulting in potentially significant increases in safety. The positive benefits of connected vehicles directly correlate with the number of vehicles on the road with the pervasiveness of V2X technology.

Already, the National Highway Traffic Safety Administration (NHTSA) has proposed rules to require V2V capabilities in new vehicles. And while policy will certainly help cement progress towards safety, the market is already responding to demand on its own; many auto manufacturers have begun including these capabilities in new vehicles.

It is important to recognize, even as policies change and the market evolves, that realizing the full benefit of these new technologies will require a tipping-point percentage of the fleet to adopt and incorporate these communications technologies.

In addition to the adoption of in-vehicle communication systems, roadway infrastructure will also need to change to allow V2I communications. Fiber-optic connections provide uninterrupted high-speed connection and may help to service the growing demand imposed by emerging communications technologies.

In fact, developing a strong fiber-optic backbone is a high priority at the State level, as outlined in [CDOT's RoadX Program](#). The CDOT RoadX program was developed to address anticipated increases in congestion and travel delay by 2040 through the strategic and integrated implementation of transportation-oriented technologies. Connected vehicles and connected infrastructure is one of the core strategies of the RoadX program.

Autonomous Vehicles (AV)

The Society of Automotive Engineers (SAE) defines five levels of vehicle automation as shown in **Figure 1**. Level 1 Automation is present in most of the region's fleet today and includes features like cruise control. Level 2 Automation, with options like parking assist, lane assist, and driver assist, is also already on the market and becoming increasingly popular. Though Level 3 through Level 5 vehicles have been tested and employed to a limited extent, significant market penetration of these vehicles is likely more than a decade away.

Some automobile manufactures anticipate having Level 4 and Level 5 vehicles for sale in 2020; however, potential costs, cyber security concerns, and general distrust of fully automated technology may initially serve as barriers to market penetration. Still, given the large advancement in technology, even over the past decade, the consideration of potential impacts on the transportation network is necessary.

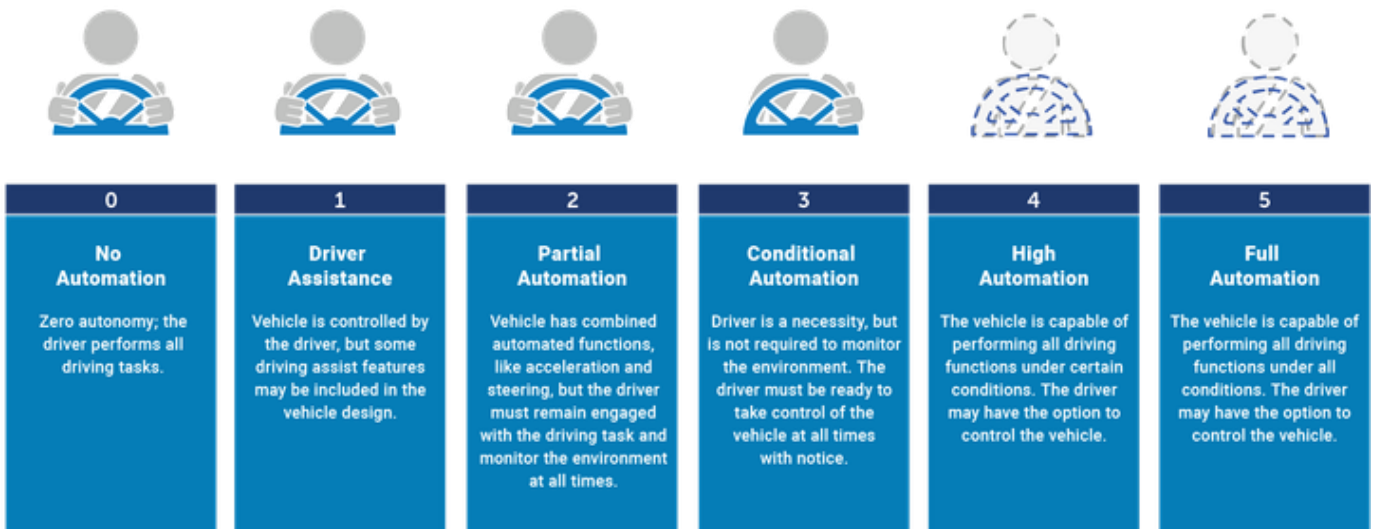
Though Full Automation could dramatically enhance safety, mobility, and efficiency, especially when paired with CV technology, some travel models predict a significant penetration of Full Automation vehicles could actually lead to an increase in VMT, sprawl, or gridlock within urban cores.

With the ability to do other tasks while the vehicle is in motion, travelers may be willing to take much longer trips, which could lead to an increase in VMT and even promote sprawl as people are more willing to live further from their destinations. Other models

predict Full Automation could prompt an increase in driverless ridesharing. While this could lead to a decrease vehicle ownership, without the appropriate policy and infrastructure in place, these automated vehicles may circulate continuously, potentially resulting in gridlock within the urban core.

Ensuring the benefits of CV and AV technology are reaped, while avoiding the associated negative consequences will require continued modeling, vigilant monitoring, and the flexibility and ability to react swiftly to emerging trends.

Figure 1. Society of Automotive Engineers (SAE) Automation Levels

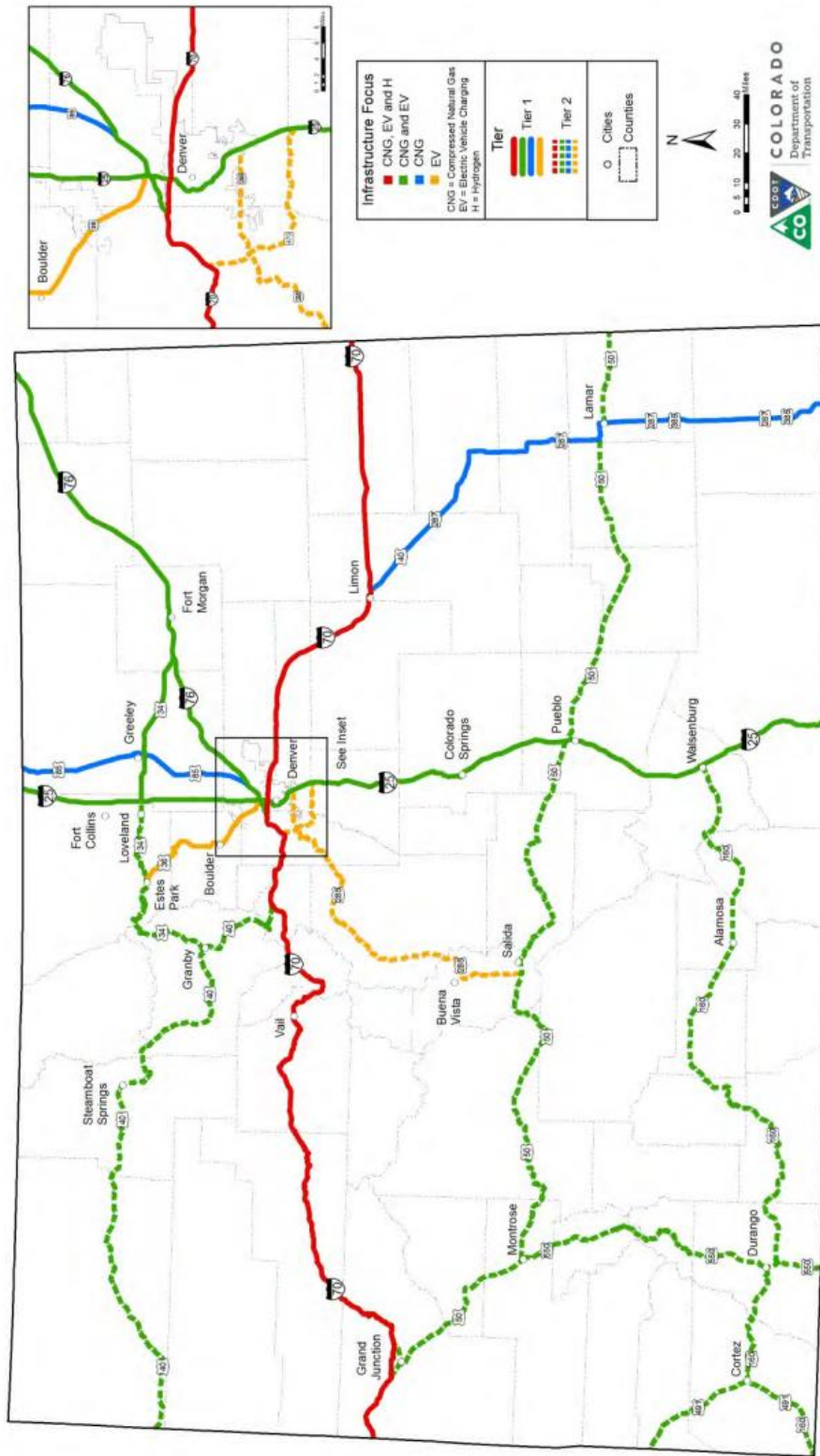


B. FAST Act Alternative Fuels Corridors

In 2016, CDOT collaborated with a working group made up of members from the STAC to compile a list of CDOT nominations for FAST Act Designation of Alternative Fuel Corridors in the state of Colorado. The focus of this statewide network was to develop a convenient and sustainable alternative fuels market for compressed natural gas (CNG), electric (EV), hydrogen, and propane fuels that would provide flexible statewide travel as well as connections to adjacent states and the national transportation network.

Specifically, for the NFRMPO region I-25, US34, and US85 are part of the Tier 1 list of corridors in the State. Both I-25 and US34 are identified as CNG and EV focus corridors, while US84 is a CNG focus corridor. **Figure 2** shows the Alternative Fuels Corridors for Colorado. The goal of this corridor identification is to provide signage for alternative fuel vehicle owners travelling along the State’s highways to know where stations with their specific fuel needs are located throughout the state in an effort to reduce anxiety for drivers.

Figure 2. FAST Act Alternative Fuels Corridors



C. Mobility

The idea of mobility is growing beyond separate transportation silos with disparate information sources. New technology is making people aware of the options that exist beyond just a single-occupancy vehicle (SOV). Helping people understand their options can round out the first mile/last mile issue many transit agencies face, improve quality of life for residents and visitors, and can help transportation providers build partnerships and find efficiencies.

Shared Mobility

Shared mobility is a developing concept where transportation services and resources are shared among users, either concurrently or one after another.¹ Shared mobility can include bike- and scooter-sharing; carsharing; ridesharing and ridehailing; public transit; and microtransit. Additional options beyond just the SOV can make trips more efficient, reduce congestion, and provide options for people who cannot afford or do not want to own or maintain a car.

Currently in the NFRMPO region, Uber and Lyft offer on-demand service; Pace Bikeshare is available within Fort Collins; and ZipCar has vehicles located on Colorado State University's campus. Transfort and CDOT are pursuing the idea of mobility hubs, where travelers can transfer between modes at key locations throughout the City and State. The Kendall Parkway Park-n-Ride on I-25 in Loveland will be a first-in-the-state facility connecting local transit, regional transit, a park-n-ride, and non-motorized trail access. The Park-n-Ride will have an area for carsharing drop-offs and pick-ups.

Mobility as a Service

Alongside shared mobility, Mobility as a Service (MaaS) is meant to give people information about their available transportation options to make it easier to plan, pay for, and complete trips. MaaS relies on technology like a One-Call/One Click Center or a mobile app to improve the traveler's experience.

The Bustang mobile app allows users to download schedules, purchase tickets, see travel alerts, and track the bus. This type of app allows users to have one location for Bustang information.

The NFRMPO is partnering with local agencies to study the feasibility of a One-Call/One-Click center in Northern Colorado. The goal is to create a central location for information about mobility options in Larimer County and potentially allow users to book rides by calling, going to a website, or using an app. Having these options makes the technology more useful for older adults, rural residents, and individuals who do not own a smartphone.

¹ <https://sharedusemobilitycenter.org/what-is-shared-mobility/>

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Medora Bornhoft

Date: May 15, 2019

Re: 2045 Fiscally Constrained Plan - Discussion

Background

The 2045 RTP is federally required to be fiscally constrained, which means the total estimated cost of maintaining and improving the transportation system cannot exceed the forecasted revenue over the time horizon of the Plan.

Revenue forecasts for state and Federal Highway Administration (FHWA) funding sources were developed based on the draft CDOT 2045 Program Distribution high revenue scenario (statewide total) applied to the 2040 Program Distribution (NFR-specific totals). Additionally, revenue was forecasted for Federal Transit Administration (FTA) sources and for local sources based on extrapolation from 2018 and 2019 revenues, respectively. Local revenue was estimated through FY 2019 budgets from each local government, or the closest year to 2019 publicly available. County transportation revenues were apportioned to the North Front Range based on two factors weighted equally: the percentage of lane miles within the North Front Range and the percentage of Vehicle Miles Traveled (VMT) in the North Front Range. Based on these two factors, 61 percent of Larimer County transportation revenue and 22 percent of Weld County transportation revenue was considered available for the North Front Range. FTA revenue was forecasted based on revenue received by local agencies in 2017.

As federally required, the anticipated costs for operating and maintaining the transportation system were developed. Operating costs on roadways include the cost of lighting, traffic control, snow and ice removal, design, planning, and engineering. The operations cost per lane mile was calculated by summing the operations cost in the 2012 Census of Governments for municipalities in the North Front Range and dividing by the locally maintained lane miles in 2012. The estimated operations cost is \$27,126 per lane mile per year in 2018 dollars. Maintenance costs for roadways represent the cost of resurfacing. Maintenance costs were estimated per lane mile based on the 2014 Highway Performance Monitoring System (HPMS)



data for state-maintained facilities in Colorado, with an estimated cost of \$13,175 per lane mile per year in 2018 dollars.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and maintenance costs for the existing transit system are estimated at \$6.5M per year in 2018 dollars.

The RTP is required to identify roadway capacity and major transit projects planned over the 25-year planning horizon for which funding is reasonably expected to be available. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) submitted by NFR jurisdictions and collected from local plans totals \$2.961B. The cost of operating the Regional Transit Element (RTE) buildout projects is \$11M per year. The cost of transit system expansion planned by local agencies is incorporated into the local transit system cost of \$1.259B over the time horizon of the Plan.

All revenues and expenditures are presented in year of expenditure (YOE) dollars in accordance with federal requirements. Revenue and expenditures were inflated to YOE using a 2 percent inflation factor.

The total anticipated revenue over the time horizon of the 2045 RTP is \$8.487B, as shown in **Table 1**. The total anticipated need over the time horizon of the 2045 RTP is \$10.831B, as shown in **Table 2**, which leaves an unmet need of \$2.344B.

Action

Staff requests TAC review the two summary tables of the fiscally constrained plan, attached, and provide comments by **Friday, May 31, 2019**.

Table 1. Anticipated Transportation Revenue in Millions, 2020-2045

Funding Program	2020	2021	2022	2023	2024	2025	2026-2030	2031-2035	2036-2040	2041-2045	TOTAL 2020-2045
Maintenance	\$17	\$21	\$22	\$17	\$21	\$21	\$107	\$111	\$114	\$118	\$568
Surface Treatment	\$15	\$17	\$17	\$13	\$15	\$15	\$77	\$80	\$79	\$81	\$410
Structures On-System	\$3	\$4	\$4	\$3	\$3	\$3	\$14	\$10	\$9	\$9	\$61
Regional Priority Program	\$4	\$5	\$5	\$4	\$4	\$4	\$22	\$23	\$24	\$25	\$121
Highway Safety Investment Program	\$2	\$2	\$2	\$2	\$2	\$2	\$11	\$10	\$9	\$10	\$53
FASTER - Safety	\$3	\$3	\$3	\$3	\$4	\$4	\$20	\$24	\$27	\$28	\$119
Transportation Alternatives (TA)	\$1	\$1	\$1	\$1	\$1	\$1	\$3	\$3	\$3	\$3	\$16
Surface Transportation Block Grant (STBG)	\$3	\$3	\$3	\$3	\$3	\$4	\$17	\$16	\$15	\$15	\$84
Congestion Mitigation & Air Quality (CMAQ) Improvements	\$4	\$4	\$4	\$4	\$4	\$4	\$20	\$19	\$17	\$18	\$98
Metropolitan Planning	\$1	\$1	\$1	\$1	\$1	\$1	\$4	\$4	\$3	\$3	\$21
Transit and Rail Local Grants (FASTER Transit)	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$0.2	\$1	\$2	\$2	\$2	\$8
New Funding Source	\$6	\$10	\$10	\$4	\$7	\$7	\$40	\$44	\$48	\$50	\$335
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	\$256	\$272	\$277	\$262	\$278	\$283	\$1,484	\$1,611	\$1,750	\$1,906	\$8,487



Table 2. Projected Expenditures by Category in Millions, 2020-2045

Category	Expenditures
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	\$11
Total Need	\$10,831
Anticipated Revenues	\$8,487
Unmet Need	\$2,344

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
May 15, 2019	Draft <u>Freight Northern Colorado (FNC)</u> Plan	Ryan Dusil
Objective/Request Action		
Staff is providing the Draft <u>FNC</u> , the region’s first freight plan, for TAC review and discussion.		<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"> • <u>FNC</u> is the first regionwide freight plan for the NFRMPO region. • The purpose of FNC is to provide a guide for the improvement of the overall freight system within the NFRMPO region. FNC serves as the freight component of the <u>2045 Regional Transportation Plan (RTP)</u>, providing a holistic view of freight and industry in the region and positions the region to pursue funds for freight-benefitting projects. • Creating a regional freight plan was a recommended action by the Federal Highway Administration (FHWA) in the NFRMPO quadrennial review in 2014. • FNC is organized into five chapters: 1 – Introduction, 2- Existing Conditions, 3 – Plans, Studies, and Programs, 4 – Emerging Trends and Opportunities, and 5 – Implementation. • NFRMPO staff requests TAC members pay particular attention to the Themes from Local Plans section of Chapter 3, Chapter 4, and the Recommendations in Chapter 5. • The Draft FNC can be found at the following link: https://nfrmpo.org/wp-content/uploads/draft-2019-fnc.pdf 		
Committee Discussion		
<ul style="list-style-type: none"> • This is the first time the TAC is discussing the Draft <u>FNC</u>. 		
Supporting Information		
<ul style="list-style-type: none"> • It is anticipated the <u>Colorado Freight Plan (CFP)</u>, Colorado’s first comprehensive multimodal freight planning effort to integrate policies and strategies across freight modes, will be adopted by the Colorado Transportation Commission (TC) in 2019. • NFRMPO staff anticipates receipt of region-specific data from development of the CFP, including: freight-industry stakeholder survey responses and truck crash “hot spot” analysis results. This data will be incorporated into <u>FNC</u>, accordingly. • The Final <u>FNC</u> will include an improved Cover Page, Acknowledgements, Executive Summary, List of Figures, List of Tables, Acronym List, standardized citations, and standardized table and figure formatting and numbering. • Time permitting, truck travel forecasts from the <u>2045 Regional Travel Demand Model</u> and additional INRIX data from Probe Data Analytics Suite the will be incorporated into the Final <u>FNC</u>. 		
Advantages		
<ul style="list-style-type: none"> • Identifying freight-related needs and constraints as well as potential solutions and action steps allows the NFRMPO and its member agencies to improve their planning processes and remain competitive for freight-related funding opportunities. • <u>FNC</u> allows the NFRMPO and its member agencies to reaffirm the regional importance of recommendations and implementation steps identified in other recent statewide planning efforts such as the <u>Colorado Freight Plan</u> (2019), the <u>Colorado Truck Parking Assessment</u> (2019) the <u>Statewide Freight and Passenger Rail Plan</u> (2018) as well as local agency plans with freight-related components. 		

Disadvantages

- None.

Analysis/Recommendation

Staff requests TAC review and discuss the Draft FNC.

Attachments

- None.

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, May 8, 2019

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

Pace Bike Share: System Expansion Opportunities

Stacy Sebeczek highlighted how bike share has been successful in Fort Collins and asked the group what problems they believe bike share can address, where bike share can fill missing network gaps, what the process is for identification and prioritization, and who can be the local/regional champions. The group saw recreation as a major driver in most communities and inquired about startup cost for a station, ongoing costs, and price per ride. The group suggested it may be a discussion to have with the Poudre River Trail Board of Directors to explore feasibility between Windsor, Weld County, and Greeley. Sebeczek will provide more information to the group on how systems have been successful in smaller communities.

Facilitated Discussion Prep: Summary and Next Steps

Wade Willis stated the facilitated discussion in April was productive in capturing thoughts of group members, but no next steps were generated. He suggested a second facilitation meeting be held with a team of facilitators from the Weld County Department of Health and Environment, with an emphasis on consensus building using information gathered from the first facilitation meeting. The group clarified the goal is to determine what organizational structure changes, if any, will best help the group achieve its Mission, Vision, Goals, and Objectives. Aaron Buckley and Kelly Zuniga suggested group members research examples of other similar successful groups operating under various models to inform that discussion

2019 Walkability Action Institute (WAI)

Ryan Dusil stated a team representing the NFRMPO and the Collaborative attended the 2019 WAI, a four-day workshop in Decatur, Georgia from April 22-25. The team worked with national walkability experts to develop an Action Plan to implement walkability strategies in Northern Colorado. The team consisted of Katie Guthrie – Transportation Planner, AICP - City of Loveland Public Works, Matt Ruder – Civil Engineer II - City of Loveland Public Works, Aaron Buckley – Transportation Demand Management Professional - Colorado State University Parking & Transportation Services, Leslie Beckstrom – Healthy Eating and Active Living Coordinator, MS, RD - Weld County Department of Public Health & Environment, Ryan Dusil – Transportation Planner II – NFRMPO, and Will Karspeck – Mayor – Town of Berthoud. The group must submit their Action Plan to NACDD by May 31. The team will engage many partners to implement the Action Plan, including the NoCo Bike & Ped Collaborative, disability and mobility advocates, NFRMPO Staff, the NFRMPO TAC, the NFRMPO Planning Council, and others. Currently, the Action Plan consists of the following goals:

- Increase funding and investment in active transportation planning and projects
- Incorporate health and equity into the transportation planning process
- Build capacity to assess needs and opportunities through the development of a Walk Audit Bank train-the-trainer-style program

Will Karspeck stated he has ideas for pilot projects and walk audits in Berthoud if the NoCo Bike & Ped Collaborative is interested in helping. The group will plan to do this in lieu of a regularly scheduled meeting in the next few months.

Future Agenda Items

June - Facilitated Discussion on Organizational Structure

Summer/Fall – 2019 Walkability Action Institute (WAI) Action Plan Implementation, Berthoud Pilot Project and/or Walk Audit