



## 10. IMPLEMENTATION

### A. Plan Amendment Process

The NFRMPO will update this Regional Transportation Plan (RTP) on a four-year cycle, as required by federal law for air quality nonattainment and maintenance areas. However, in the period between plan updates, plan amendments may be necessary. Amendments may be triggered by new regionally significant projects or by substantially modified project descriptions that result from a regional or local study. A plan amendment also could potentially be needed if substantial financial resources become available that were not anticipated in this plan process.

To initiate a plan amendment, information is submitted to the NFRMPO outlining the specific amendment request along with a clear explanation of the reason for the amendment. NFRMPO staff review the request and determine how the request should be processed. The Technical Advisory Committee (TAC), Transit Advisory Group (TAG), and NFRMPO Planning Council approve all amendments prior to submission to CDOT. It should be noted that CDOT has modeled its plan amendment process after the NFRMPO's process.

### B. Transportation Improvement Program

Every four years, the NFRMPO updates the region's six-year Transportation Improvement Program (TIP). The TIP is the primary tool for allocating funds to implement projects that are consistent with the Corridor Visions included in this plan. Since this plan is corridor-based, the identification of projects (other than regionally significant projects which have been identified and prioritized herein for air quality conformity purposes) will occur at the TIP level. A project prioritization process will be used to rank non-regionally significant projects such as the following:

- ▶ Bicycle/Pedestrian
- ▶ Other Highway (non Highway Capacity projects)
- ▶ Passenger and Freight Rail
- ▶ Transportation Demand Management
- ▶ Transportation Systems Management

Projects will be selected for inclusion in the TIP based on the prioritized project lists, the allocation of funding to Corridor Tiers as outlined in this plan, and the type of funding source(s) available.

## C. Strategies

The greatest challenge to meeting transportation demand in the NFRMPO will be finding resources to pay for the implementation of this plan. There is an estimated funding shortfall of approximately \$3.63 billion to achieve the vision for the NFRMPO multi-modal transportation system by 2035. In addition, the dollars identified in the Fiscally Constrained Plan chapter (**Chapter 8**) are not certain sources of funding. To address the funding gap, the NFRMPO Planning Council could pursue additional policies to aid in the implementation of this regional plan. The strategies listed below represent a potential menu of options that could be used to effectively implement the transportation vision for the NFRMPO.

- ▶ **Focus available funding on only the most critical projects.** This plan begins to set the stage for focusing available funding on the most critical projects by establishing the corridor tiers. As described in Chapter 8, the Planning Council has allocated 70 percent of the available flexible funding to Tier One, thus indicating a preference for focusing improvement projects on these high priority corridors. The Planning Council has also specified a desire to complete existing projects (e.g., the current TIP projects) rather than distributing the limited funding to small pieces of many projects.
- ▶ **Focus on projects that provide the most benefit for the least expenditure of revenue.** Examples could include Travel Demand Management projects (e.g., carpooling and vanpooling), Transportation System Management projects (e.g., traffic management and traveler information), and intersection improvement projects. The concept of “thin roads, thick nodes” will guide many improvements, particularly intersection improvements, which can provide the highest return on investment for maintaining a transportation facility as a thruway.
- ▶ **Emphasize projects that minimize long-term costs,** such as phased projects or temporary improvements. Another example is roadway maintenance, which, when addressed in a timely manner, can postpone or eliminate the need for expensive reconstruction.
- ▶ **Complete Access Management Plans** to preserve capacity and enhance safety on corridors or portions of corridors where significant residential or commercial development is anticipated. The Planning Council’s adopted Strategic Action Plan (2010) encourages developing access management plans for all Regionally Significant Corridors in the North Front Range that do not have such plans. Additional county and city arterials that have been identified as “regionally significant” should also have access management plans developed.
- ▶ Encourage local governments (counties and municipalities) and state and federal land management agencies to work with CDOT and the NFRMPO to **develop or update local comprehensive plans** (including transportation plans) that minimize the effects of growth and development on transportation infrastructure.
- ▶ Work with CDOT staff to implement the Phase I component of the **North I-25 EIS**.



- ▶ **Generate new funding mechanisms** or increase the level of revenue from existing funding streams. Examples include:
  - Create new opportunities for “leveraging scarce funding sources” and support initiatives to create Special Improvement Districts and Regional Transportation Authorities (RTA) to contribute local funds to transportation projects on regional facilities. It is especially important for the NFRMPO to recognize projects that leverage NFRMPO funding sources, particularly STP-Metro funding. For example, the current VanGo™ vanpool program leverages around \$150,000 in STP-Metro funding with rider fares and Federal Transit Administration incentive funding covering the remaining funds and is working toward being completely self-sufficient. Projects supported by such initiatives or funding opportunities could receive priority treatment in the planning and programming process.
  - Support initiatives to increase state and federal funding for transportation. For example, the NFRMPO maintains a 501c(3) organization, North Front Range Mobility Alternatives, for pursuing foundation grants to assist in providing the required local match for federally-funded programs sponsored by NFRMPO members.
  - Increase the number of regional services to reduce costs to member governments and provide opportunities for cost-sharing such services as mobility management, data collection and analysis, aerial photography, modeling, grant applications, geographic information systems, U.S. Census data, etc.
  - Support the pursuit of non-traditional federal and state funding sources for transportation.
  - Facilitate private/public partnerships.
- ▶ **Encourage corridor preservation efforts** for both passenger and freight rail by working with member governments, other agencies, and railroads.
- ▶ Work with member governments to **preserve right of way for a regional arterial grid system** to support future development and complement the Regionally Significant Corridors.