

ON THE MOVE

North Front Range Transportation News

October 2014

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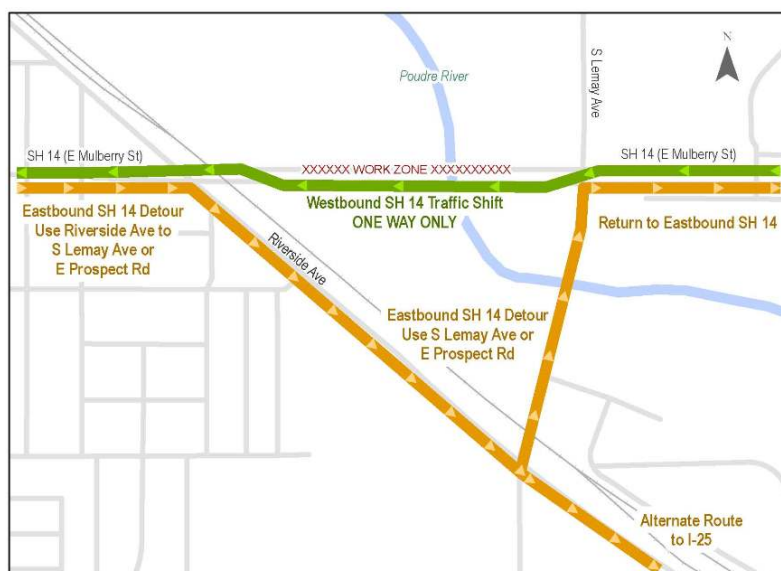
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Mulberry (SH14) Bridge Replacement and Detour

Construction to Continue Through Late 2015

Construction has begun to replace the Mulberry Street (State Highway 14) bridge over the Poudre River in Fort Collins. A detour has been put in place by the Colorado Department of Transportation (CDOT) and the City of Fort Collins. CDOT worked closely with the City to determine the detour routes that will be in place for the duration of the project, expected to be completed in late 2015.

Cars traveling east on Mulberry take Riverside to northbound Lemay. I-25 bound traffic remain on southbound Riverside to eastbound Prospect. Westbound traffic continues on Mulberry using the south half of the bridge while the north half is reconstructed. The westbound traffic will shift to the new lanes when the south half of the bridge is being reconstructed.



Phase 1 Detour Map
State Highway 14 (E Mulberry St) over the Poudre River

The Poudre Trail bridge, which is adjacent to the south half of the Mulberry Street vehicle bridge, is open and accessible during Phase I of the project. The portion of the trail that provides access underneath the vehicle bridge will remain closed. A signed detour is in place to direct trail users to cross at the Mulberry Street / South Lemay Avenue intersection.

The existing bridge, originally built in 1949, is structurally deficient and warrants replacement as part of the Colorado Bridge Enterprise (CBE). The existing bridge will be widened to meet current bridge standards and accommodate bicycle lanes and sidewalks for pedestrians. The total cost of the construction project is approximately \$9.6 M. Funds will be part of the CBE, which was formed in 2009 as part of the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation.

To sign up for text and email alerts for the project, please visit CDOT's website at www.coloradodot.info and click on the green cell phone icon.



Weld CR 23 Ribbon Cutting

Weld County Road 23 just north of Colorado Highway 392 opened to traffic on Wednesday, September 3, 2014 following construction to realign the corridor and provide safety improvements. Officials from Weld County, the Town of Windsor, the Town of Severance, CDOT and the North Front Range MPO gathered to hold a ribbon cutting ceremony to celebrate the opening.



Officials Gather at the Ribbon Cutting Ceremony for the Weld County Road 23 Grand Opening

U.S. 85 PEL Study

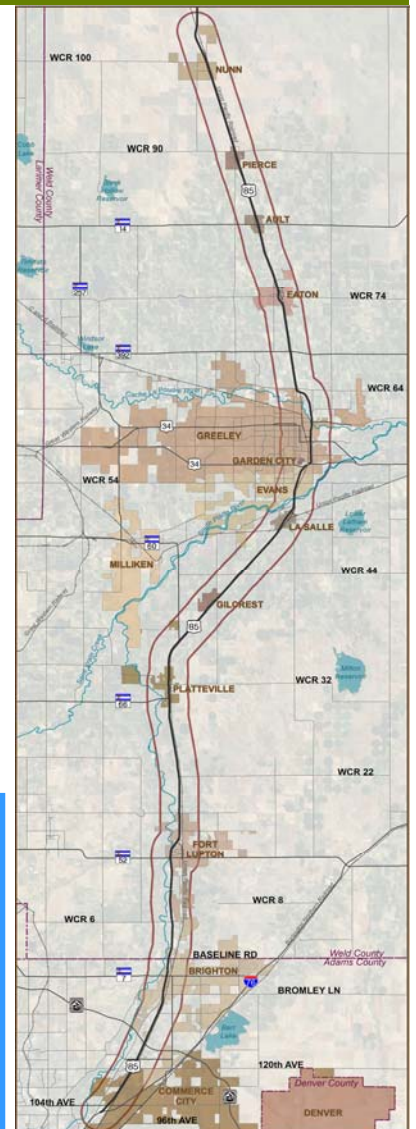
The Colorado Department of Transportation (CDOT) is conducting a Planning and Environmental Linkages (PEL) study for the segment of U.S. Highway 85 (US 85) between Interstate 76 (I-76) and Weld County Road 100 (WCR 100). The objective of the US 85 PEL study is to develop a strategic vision for US 85 that addresses safety, mobility and access concerns. The study will identify the needs along US 85, create a vision to address the needs, determine the short-term and long-term transportation priorities, and position the corridor for successful and streamlined implementation of improvements. Short-term and long-term improvements will be identified and prioritized through a collaborative process with stakeholders and the public along the corridor. The US 85 Access Control Plan (1999) serves as a foundation for the PEL study.

The US 85 PEL study area includes approximately 62 miles of US 85 between I-76 in Commerce City and WCR 100 in the Town of Nunn. This stretch of US 85 passes through thirteen municipalities (Commerce City, Brighton, Fort Lupton, Platteville, Gilcrest, LaSalle, Evans, Greeley, Garden City, Eaton, Ault, Pierce and Nunn), two counties (Adams County and Weld County), and the following regional planning organizations: Denver Regional Council of Governments (DRCOG), North Front Range Metropolitan Planning Organization (NFRMPO) and the Upper Front Range (UFR) Transportation Planning Region.

What is a PEL Study?

A Planning and Environmental Linkages (PEL) study is an approach to transportation decision-making that helps State DOT's, MPO's, and local agencies consider environmental issues early in the planning process. PEL studies aim to use information and analysis conducted in planning in the National Environmental Policy Act (NEPA) process. PEL studies can also help to improve project delivery times by addressing environmental challenges in the early stages of planning.

More information on PEL studies: <http://www.environment.fhwa.dot.gov/integ/index.asp>



ARE YOU
A STINKER
OR A BREATH
OF FRESH AIR?



OzoMeter



Calculate your impact at OzoneAware.org

The OzoneAware Campaign helps to promote reduction in ground-level ozone during the summer months.

Promoting Clean Air in the North Front Range

OzoneAware Campaign Wrap-Up

The NFRMPO worked with the Regional Air Quality Council (RAQC) over the summer to help promote their OzoneAware campaign. This program seeks to educate the public on ways to reduce ground level ozone by taking steps such as switching from a gas-powered lawn mower to an electric mower and mowing after 5:00 pm, using public transit and bicycling instead of driving, and refueling your vehicle in the evening. The NFRMPO distributed a banner promoting OzoneAware and other educational materials throughout the region, including: Transfort's North and South Transit Centers in Fort Collins, Greeley Evans Transit's (GET) facility in Greeley, a school event in Greeley attended by nearly 2000 people, COLT's transfer facility in Loveland, and a Larimer County facility in Fort Collins. The NFRMPO also tweeted all the Ozone Action Alerts on days when the ozone level is high and potentially dangerous.

Meg Alderton from the RAQC provided the following summary of the OzoneAware season:

OzoneAware would like to thank the citizens of the Front Range region for doing their part to help take care of our summer air. OzoneAware issued 17 Ozone Action Alerts from June 1 through August 31 – nearly half of the 32 alerts issued in 2013. Weather was a contributing factor in the significant decrease in alerts, as this summer was much cooler than last and the region received a lot of rain. According to our OzoMeter, members of our Clean Air Community have logged over 1 million miles of trips taken via alternative modes of transportation and collectively reduced more than 300 pounds of ozone-causing emissions. And, nearly 1,500 people have pledged to take action to reduce ground-level ozone by changing their personal behaviors. What a breath of fresh air!

For more information about the OzoneAware campaign, please go to <http://ozoneaware.org>.



OzoneAware
LET'S TAKE CARE OF OUR SUMMER AIR



**2040 Regional Transportation Plan
Goals, Objectives, Performance Measures, and Targets**

Value Statement

We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

Adopted on:
September 4, 2014

	Goal 1 ECONOMIC DEVELOPMENT/QUALITY OF LIFE			Goal 2 MOBILITY			Goal 3 MULTI-MODAL			Goal 4 OPERATIONS			
MPO GOAL	Foster a transportation system that supports economic development and improves residents' quality of life			Provide a transportation system that moves people and goods safely, efficiently, and reliably			Provide a multi-modal system that improves accessibility and transportation system continuity			Optimize operations of transportation facilities			
NATIONAL GOAL	Infrastructure condition, freight movement and economic vitality, environmental sustainability			Safety, congestion reduction, system reliability			Infrastructure condition, system reliability			Congestion reduction, freight movement and economic vitality, project delivery			
OBJECTIVE	Conforms to air quality requirement 1	Maintain transportation infrastructure and facilities to minimize the need for replacement or rehabilitation 2	Investment in infrastructure 3	Reduce number of severe traffic crashes 4	Use the Congestion Management Process (CMP) to reduce congestion 5	Reliable travel times 6	Support Transportation services for all including the most vulnerable and transit dependent populations 7	Implement RTE, Regional Bicycle Plan, and North I-25 EIS 8	Develop infrastructure that supports alternate modes and connectivity 9	Use Transportation Demand Management techniques to reduce congestion and optimize the system 10	Implement Intelligent Transportation Systems (ITS) 11	Enhance transit service in the NFR 12	Reduce project delivery time frame 13
Each measure (and target) or policy is associated with one or more objectives indicated by the corresponding numbers													
PERFORMANCE MEASURE	Air quality conformity tests on plans and programs 1		Number of facility samples with poor surface condition 2,3	Bridges with a sufficiency rating below 50.0 3	Five-year rolling average of injury and fatal crashes 4	Regionally significant congested corridors with a travel time index of 2.5 times or less than free flow 5,6,10,11	Population and essential destinations within para-transit and demand response service area within the MPO boundary 7	Non-motorized facilities per capita 8,9	Fixed-route revenue hours per capita within service areas 8,12	Transit service vehicles within useful life parameters established by FTA 9	VMT growth per capita 10	Fixed-route ridership per capita within service areas 12	
TARGET (over 4 years)	Passes Conformity		Reduce by 1%	Less than 5% of bridges	No increase in crashes	Maintain at least 80%	At least 85%	Increase by at least 2%	Increase by 30%	Maintain 75%	Change in VMT should not exceed change in population	Increase by 10%	
2040 RTP PLAN POLICY	Support freight performance in partnership with CDOT 3		Process TIP amendments on a quarterly schedule 13										

2040 RTP Performance Measures and Targets as required by MAP-21

2040 Regional Transportation Plan

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. This act funds surface transportation programs and helps guide our nation's transportation system. MAP-21 is focused on performance management, consolidation of programs, increased flexibility for States, national goals, performance-based planning and programming, and target setting and reporting. MAP-21 federally mandates performance based planning. In MAP-21, the FHWA and FTA identified seven national goals: Infrastructure condition, freight movement and economic vitality, environmental sustainability, safety, congestion reduction, system reliability, and project delivery. As identified in MAP-21, CDOT is required to develop goals, objectives, performance measures and targets (GOPMT) aligning with the federal goals. MAP-21 requires the MPO to align their GOPMT with both federal and CDOT goals. These GOPMT must be used to drive project selection because the MPO must report in the Regional Transportation Plan (RTP) if the projects selected move the region towards achieving the goals based on the targets adopted. The RTP document is updated every four years and identifies transportation needs and creates a framework for project priorities. The 2040 RTP GOPMT for the MPO were adopted by the North Front Range Transportation and Air Quality Planning Council (NFRTP&AQPC) on September 4, 2014. Establishing these GOPMT prior to the Call for Projects allows the MPO to report in the RTP and TIP the progress each project contributes toward the established targets.

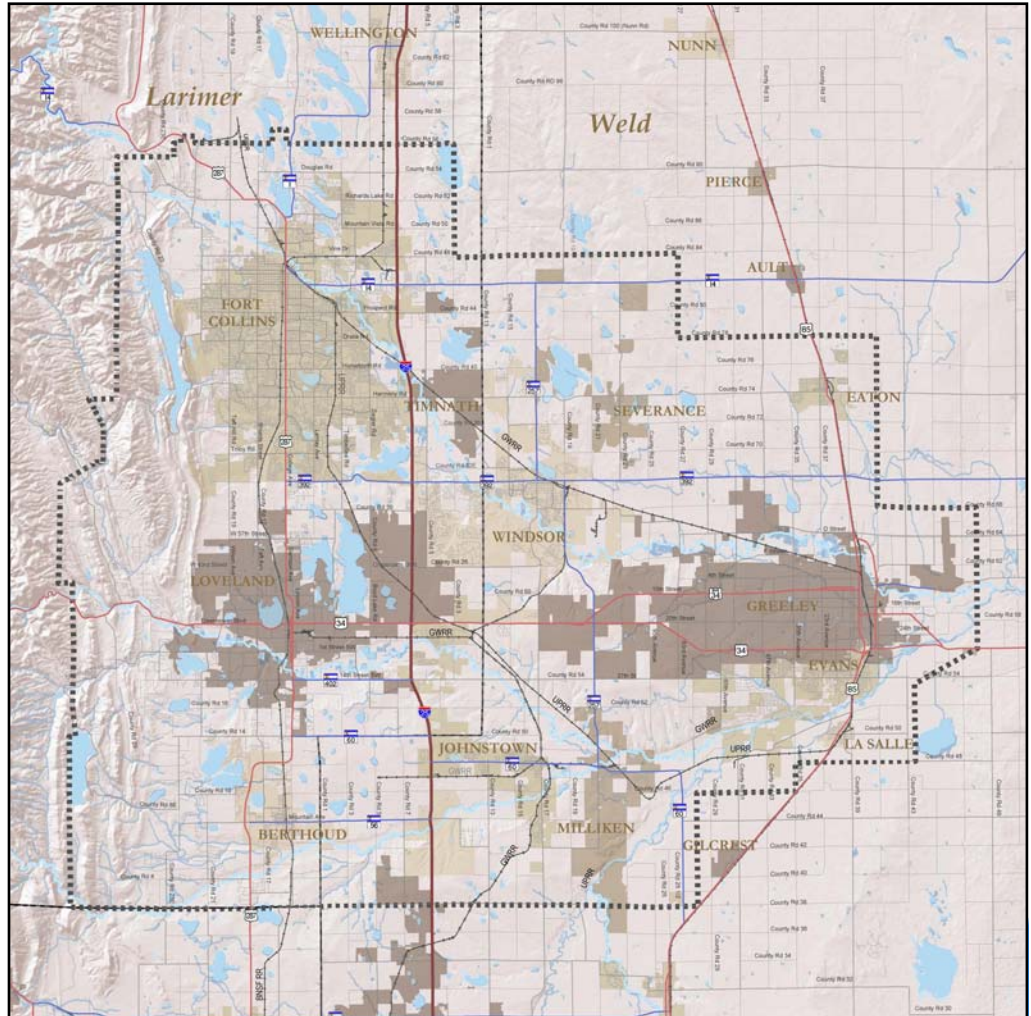
The NFRMPO RTP relies on gathering information from multiple data sources around the region, not just the Call for Projects. This process began in April 2014 with data collection for the Land Use and Travel Model. These models then are used to establish existing conditions and to forecast 25-30 years in the future. This information informs the Existing Transportation System, Socioeconomic Profile, Environmental Profile, and Travel Demand Analysis chapters of the RTP. The RTP also reports on Performance Based Planning, Transportation Safety and Security, the Congestion Management Process, Fiscally Constrained Plans, and Vision Plans. MPO staff began the process of developing the RTP document after the GOPMT were established in September 2014. The RTP is scheduled to be adopted in Fall 2015.

For more information on the 2040 RTP, visit our website at <http://nfrmpo.org/ResourcesDocuments/2040RTP.aspx>

Call For Projects

NFRMPO Opens Call for Fiscal Years 2016—2019

In August 2014 the MPO launched the Call for Projects process for Fiscal Years (FY) 2016-2019. The North Front Range Transportation & Air Quality Planning Council (NFRT&AQPC) adopted the Project Scoring Criteria and Process on October 2, 2014. The Official Call for Projects opened on October 6, 2014 with available materials sent out to local agencies within the MPO and were provided on the NFRMPO website. Project sponsors have until November 10, 2014 close of business to submit their applications for Surface Transportation – Metro (STP-Metro) and Congestion Mitigation and Air Quality Reduction (CMAQ). Transportation Alternatives (TAP) funding program applications are due on October 31, 2014. The NFRMPO hosted a project application on October 16 to assist any sponsor with their application and understanding of the process. Colorado Department of Transportation (CDOT) was also present to answer any questions. Sponsors submitting for Congestion Mitigation and Air Quality (CMAQ) are required to submit a project narrative by October 20 in order to receive required air quality emission data requests. If sponsors are applying for STP-Metro they must submit a project list by October 24. The NFRT&AQPC will select projects by March 2015 to ensure they are included in the Transportation Improvement Program (TIP). In order for projects to move forward they must be included in the TIP by March 2015. Below is a schedule for the FY 2016 – 2019 Call for Projects.



The North Front Range MPO Boundary is represented by the gray dashed line.

The North Front Range Metropolitan Planning Area includes 15 communities in both Larimer and Weld Counties. For more information, visit us online at: www.nfrmpo.org.

FY 2016 – 2019 Call for Projects Schedule

October 6, 2014	Official Call for Projects Open
October 16, 2014	Project Application Workshop
October 31, 2014	TAP Applications Due
November 10, 2014	STP-Metro and CMAQ Applications Due
November 17, 2014	Project Scoring Meeting
November 19, 2014	TAC Recommendation to NFRT&AQPC
December 4, 2014	NFRT&AQPC Approval

Winter Driving Tips

Be Prepared for Winter Driving with These Tips from SmartTrips



Are you prepared for driving during the upcoming winter months? Check out these winter driving tips from SmartTrips!

Tips for Driving in the Snow:

- **Accelerate and decelerate slowly.** Applying the gas slowly to accelerate is the best method for regaining traction and avoiding skids. Don't try to get moving in a hurry. And take time to slow down for a stoplight. Remember: It takes longer to slow down on icy roads.
- **Drive slowly.** Everything takes longer on snow-covered roads. Accelerating, stopping, and turning - nothing happens as quickly as on dry pavement. Give yourself time to maneuver by driving slowly.
- **The normal dry pavement following distance of three to four seconds should be increased to eight to ten seconds.** This increased margin of safety will provide the longer distance needed if you have to stop.
- **Know your brakes.** Whether you have antilock brakes or not, the best way to stop is threshold braking. Keep the heel of your foot on the floor and use the ball of your foot to apply firm, steady pressure on the brake pedal.
- **Don't stop if you can avoid it.** There's a big difference in the amount of inertia it takes to start moving from a full stop versus how much it takes to get moving while still rolling. If you can slow down enough to keep rolling until a traffic light changes, do it.
- **Don't stop going up a hill.** There's nothing worse than trying to get moving up a hill on an icy road. Get some inertia going on a flat roadway before you take on the hill.

Upcoming Meetings

November

NFRMPO Council	Thursday, November 6 th – 6:00 pm	Greeley Family Fun Plex
VanGo Fare Increase Public Hearing—NFRMPO Council	Thursday, November 6 th – 6:00 pm	Greeley Family Fun Plex
NoCo Bike & Ped Collaborative	Wednesday, November 12 th - 10:00 am	Windsor Recreation Center
Technical Advisory Committee (TAC)	Wednesday, November 19 th – 1:00 pm	Windsor Recreation Center

December

NFRMPO Council	Thursday, December 4 th – 6:00 pm	Loveland Police Institute
NoCo Bike & Ped Collaborative	Wednesday, December 10 th – 10:00 am	Windsor Recreation Center
Technical Advisory Committee (TAC)	Wednesday, December 17 th – 1:00 pm	Windsor Recreation Center

Contact Us

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Visit us on the web at
www.nfrmpo.org

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.

