A “delay” occurs:

• When a construction-related project is not advertised during the fiscal year assigned in the TIP.

• When a non-construction project or program is not issued a “Notice to Proceed” during the fiscal year programmed in the TIP.
Revised TIP Delay Definition

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Milestone</th>
<th>Milestone Deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>Advertisement</td>
<td>Fiscal Year identified in the project application adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded</td>
</tr>
<tr>
<td>Non-Construction</td>
<td>Issuance of “Notice to Proceed”</td>
<td></td>
</tr>
</tbody>
</table>

Delay Procedure Swap Policy

• Project sponsors are allowed to swap funds one time between projects with different funding years in the same funding program to advance/delay projects and their milestone deadlines upon the approval of the impacted project sponsors.

• The swapped projects will have their milestone deadline updated based on the revised first year of funding. Milestone deadline revisions will only occur the first time a project is swapped to advance/delay the project.

• Upon any subsequent timing changes due to swapping funds, the project’s milestone deadline will not be adjusted to prevent a project from being extended indefinitely.
Next Steps

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

Questions?

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Examples of Air Quality Significant Projects are:

- Adding a travel lane at least one mile in length or at least two (2) lane miles, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.
2045 RTP Land Use Scenarios

Technical Advisory Committee (TAC)

April 17, 2019

Background

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

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

Model Development Cont’d.

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

Table: Land Use Scenarios

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

Table: Land Use - Travel Scenario Integration

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

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

High-Density Household Growth
Next Steps

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

Questions?

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2015 Number of Lanes, 2045 RSCs

Legend

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

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

Sources: CDOT, NFRMPO
2045 Regionally Significant Corridor (RSC) Changes
Technical Advisory Committee (TAC)

Background

• TAC Discussions in April 2018, May 2018, and August 2018
• RSCs comprise the regional roadway network
• Updates to criteria address Planning Council concerns and align RSCs with federal funding eligibility
1. Include all Interstates, US Highways, and State Highways.

2. Include all other roadways that meet the following criteria:
   a. The roadway is eligible to receive federal aid.
   b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045.
   c. It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved. Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2045.
   d. The roadway serves regional traffic as determined by local knowledge.
Functional Classification Requests
- Centerra Pkwy/LCR 5: Crossroads to US34
- WCR 13: SH14 to US34
- Two Rivers Pkwy: 83rd Ave to SH60/WCR 396

Changes have not been approved by CDOT, but approval is assumed to allow 2045 RSCs to be finalized. If not approved, impacted RSCs will be revised.
Next Steps

• TAC Approval – May 15, 2019

Questions?

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