2045 Regionally Significant Corridor (RSC) Changes

Technical Advisory Committee (TAC)

Background

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

Figure 1: Proposed 2045 RSC Network
Next Steps

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

Questions?

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

Medora Bornhoft
Transportation Planner II
mbornhoft@nfrmpo.org
970-416-2293
Draft 2019 Congestion Management Process (CMP) Opportunities

Technical Advisory Committee (TAC)

Structure of the 2019 CMP

- **Chapter 1**: Background and Purpose
- **Chapter 2**: Goals and Objectives
- **Chapter 3**: Quantifying Congestion
- **Chapter 4**: Identifying Strategies to Manage Congestion
- **Chapter 5**: Implementation
Structure of the 2019 CMP

Chapter 1: Background and Purpose
Chapter 2: Goals and Objectives
Chapter 3: Quantifying Congestion
Chapter 4: Identifying Strategies to Manage Congestion
Chapter 5: Implementation

Congested Corridor Selection Process (April TAC)

One or more conditions met for any segment on RSC:

- **Travel Time Index (TTI) ≥ 1.5** in 2018 or 2030
  - Measured using INRIX data, local data (BlueTOAD, Acyclica), or Regional Travel Demand Model data
- **Travel Time Reliability (TTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (NHS system only)
One or more conditions met for any segment on RSC:

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

- **Travel Time Reliability (TTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (NHS only)

- **Truck Travel Time Reliability (TTTR) ≥ 1.5** in 2018
  - Measured using NPMRDS data (Interstate NHS only)
Travel Time Index (TTI)

Congested Corridors
### Congested Corridors

#### RSC 1: North I-25 Corridor

**RSC 1** runs through the center of the MRPO's 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 125 along Mountain Vista Drive, SH 19, Prospect Road, Harmony Road, SH 142, SH 40, and SH 96.
- Increase BusExpress Bus frequency.
- Increase with COLO, Transfort, and G&T on increasing service to Bustang and explore other feeder bus service options.
- Complete on-road bicycle infrastructure gaps and develop grade-separated bicycle crossings across N-25 where feasible.
- Add Park & Ride capacity where feasible, including SH 96.
- Study commute rail options or parallel corridors if identified in the N-25 TS.
- Expand truck parking and Advanced Traveler Information System.
- Relocate ramp from Fort Collins Port of Entry.
- Continue to implement recommendations from the I-25 Traffic Improvement Management Plan (TIMP).

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<tr>
<th>Year</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<tr>
<td>Traffic</td>
<td>5,496</td>
<td>5,175</td>
<td>5,000</td>
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<tr>
<td>Jobs Located within 1 mile</td>
<td>5,496</td>
<td>5,175</td>
<td>5,000</td>
</tr>
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</table>

Next Steps

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

Questions?

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

Medora Bornhoft  
Transportation Planner II  
mbornoht@nfrmpo.org  
(970) 416-2293
### Indirect Measures of Congestion:

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

### 2018 Travel Time Reliability (TTR)

- **Legend**
  - **RSC Existing**
  - **RSC Proposed**
  - **TTR = 1.5**
  - **TTR = 2.0**
  - **County Boundary**
  - **NCRMPO Boundary**

- **Sources:** CDOT, UCD/CDOT Digital Lab

- **April 2019**
New to the 2019 CMP - Implementation

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

Key Pieces

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

<table>
<thead>
<tr>
<th>CMP Performance Measure</th>
<th>Description</th>
<th>Type of Congestion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Time Index (TTI)</td>
<td>Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off peak travel times.</td>
<td>Recurring</td>
</tr>
<tr>
<td>Vehicle Miles Traveled (VMT) per Capita</td>
<td>Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips or for specific destinations including home, work, commercial, etc.</td>
<td>Recurring</td>
</tr>
<tr>
<td>Travel Time Reliability</td>
<td>Measures unexpected delay. A corridor may be congested, but reliable if the congestion is consistent.</td>
<td>Non-Recurring</td>
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<tr>
<td>Strategy Tiers</td>
<td>Tier 1</td>
<td>Tier 2</td>
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<td></td>
<td>High-Efficacy/Low-Cost</td>
<td>Strategies that most directly reduce congestion by shortening, reducing, or circumventing the need for trips.</td>
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<tr>
<td></td>
<td>Low-Efficacy/High-Cost</td>
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</table>

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

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

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>Offers a comfortable and accessible entry for people unfamiliar with biking</td>
<td>Systems have geographic limitations</td>
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<tr>
<td>Allows users to access bicycles without buying their own</td>
<td>Requires a certain level of population and employment density to make the system sustainable</td>
</tr>
<tr>
<td>Bicycle fleets are maintained and repaired professionally</td>
<td>If the system is not managed well, bicycles may be neglected and can obstruct public rights-of-way</td>
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</tbody>
</table>

**Other Factors or Considerations**
- The appropriate system model depends on the user base (students, tourists, residents, etc.).
- Public and private partnerships and advertisement opportunities can help kickstart and maintain the system.
Goal Area 1: Economic Development and Quality of Life
• Conform to air quality requirements

Goal Area 2: Mobility
• Reduce number of severe traffic crashes
• Reduce congestion
• Improve travel time reliability

Goal Area 3: Multi-Modalism
• Increase mode share of non-Single Occupant Vehicles (SOV) modes
• Develop infrastructure that supports alternate modes and connectivity

Goal Area 4: Operations
• Enhance Transit Service in the NFR region

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

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

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

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**Table 2-X: Time Periods for TTTR Index Reporting**

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<tr>
<th></th>
<th>Monday-Friday</th>
<th>Saturday and Sunday</th>
<th>All Days</th>
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<tbody>
<tr>
<td>Morning Peak</td>
<td>6am - 10am</td>
<td>Midday (10am - 4pm)</td>
<td>Weekend Day 6am - 8pm</td>
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<tr>
<td>Afternoon Peak</td>
<td>4pm – 8pm</td>
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</table>

*Source: FHWA, 2018*

- The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment
- A segment’s TTTR index is equal to the largest ratio of the five periods
2045 RTP Fiscally Constrained Plan

Technical Advisory Committee (TAC)

Federal Requirements

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

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

CDOT Revenue Projection & Program Distribution

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

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

County Estimates for NFR

- 50% VMT
- 50% Lane Miles

<table>
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<tr>
<th>Jurisdiction</th>
<th>Source</th>
<th>FY2019 Local Roadway Revenue</th>
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<td>Berthoud</td>
<td>2019 Adopted Budget</td>
<td>$755,531</td>
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<tr>
<td>Eaton</td>
<td>Draft 2018 Budget</td>
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<td>Evans</td>
<td>2019 Final Budget</td>
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<td>Fort Collins</td>
<td>2019-2020 Adopted Budget</td>
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<td>Greeley</td>
<td>2019-2020 Biennial Budget</td>
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<td>Johnstown</td>
<td>2019 Adopted Budget</td>
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<td>Severance</td>
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<td>Timnath</td>
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<td>Windsor</td>
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<td>Larimer County – 61%</td>
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<td>Weld County – 22%</td>
<td>2019 Final Budget</td>
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<tr>
<td><strong>North Front Range Total</strong></td>
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<td><strong>$169,893,076</strong></td>
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</table>
Operations and Maintenance Costs

- **Roadway Operations** - $27,126 per lane mile
  - Includes lighting, traffic control, snow and ice removal, design, planning, and engineering costs

- **Roadway Maintenance** - $13,175 per lane mile
  - Includes resurfacing costs

- **Transit Operations and Maintenance** - $6.5M per year
  - Includes vehicle operations and maintenance, general administration, facility maintenance, and state of good repair

### Anticipated Revenue in Millions

<table>
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<tr>
<th>Funding Program</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026-2030</th>
<th>2031-2035</th>
<th>2036-2040</th>
<th>2041-2045</th>
<th>TOTAL 2020-2045</th>
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<td>Transit operations, maintenance, and local system expansion</td>
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<td>Regional Transit Element Corridors - Buildout</td>
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<td><strong>Total Need</strong></td>
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<td><strong>Unmet Need</strong></td>
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**TAC Feedback Needed**

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

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

Questions?

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

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

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

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

### TAC Review and Discussion

**Chapter 1: Introduction**
- Do we properly set the stage?

**Chapter 2: Existing Conditions**
- Are we looking at the right conditions?

**Chapter 3: Plans, Studies, and Programs**
- Are we missing important planning efforts?
- Does the local agency section capture the major freight issues in your jurisdiction?

**Chapter 4: Emerging Trends and Opportunities**
- What are we missing that could have significant implications for the future of freight movement?

**Chapter 5: Implementation**
- Are our guidance, resources, and recommendations appropriate?
Emerging Trends and Opportunities (CH 4)

Areas of Opportunity and Emerging Trends for Freight Transportation

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<td>Practices by local, regional, and state agencies improving freight movement by dedicating space in the built environment for freight-related uses</td>
<td>Advancements in how freight vehicles operate and communicate with the surrounding environment</td>
<td>Changes in the way goods are produced and distributed due to shifting consumer preferences and technological advancements</td>
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FNC Recommendations (CH 5)

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

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

FNC Additions and Improvements to Come

Additions:
- Acknowledgements
- Executive Summary
- List of Figures
- List of Tables
- Acronym List

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

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

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**Questions?**

**Ryan Dusil**  
Transportation Planner II  
[rdusil@nfrmpo.org](mailto:rdusil@nfrmpo.org)  
(970) 224-6191

**Becky Karasko, AICP**  
Transportation Planning Director  
[rkarasko@nfrmpo.org](mailto:rkarasko@nfrmpo.org)  
(970) 416-2257