NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA
December 18, 2019
1:00 – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Introductions
2. Public Comment (2 minutes each)
3. Approval of November 20, 2019 Meeting Minutes (Page 2)

CONSENT AGENDA
1) FY2019 TIP Project Delay Review (Page 8) Karasko
2) Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision (Page 11) Dave Klockeman

ACTION ITEM
3) Election of 2020 TAC Officers Karasko

PRESENTATIONS
4) Poudre Express GET Staff
5) Expansion of NFRMPO Mobility Program (Page 15) Gordon
6) Southwest Chief & Front Range Passenger Rail Update Karasko

DISCUSSION ITEM
7) 10-Year List of Strategic Projects (Page 20) Karasko

OUTSIDE PARTNER REPORTS
8) NoCo Bike & Ped Collaborative (Page 35) Written Report
9) Regional Air Quality Council
10) Regional Transit Agencies
11) Senior Transportation

REPORTS
12) 2020 TAC Meeting Calendar (Page 36) Karasko
13) Roundtable All

4. Final Public Comment (2 minutes each)
5. Next Month’s Agenda Topic Suggestions
6. Next TAC Meeting: January 15, 2020
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

November 20, 2019
1:03 – 3:29 p.m.

TAC MEMBERS PRESENT:
Dave Klockeman, Chair – Loveland
Mitch Nelson, Vice Chair – Severance
Allison Baxter – Greeley
Amanda Brimmer – RAQC
Brad Buckman – Fort Collins
Omar Herrera – Windsor
Mark Oberschmidt – Evans
Elizabeth Relford – Weld County alternate
Karen Schneider – CDOT
Eric Tracy – Larimer County

TAC MEMBERS ABSENT:
Stephanie Brothers – Berthoud
Aaron Bustow – FHWA
Marco Carani – Johnstown
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Pepper McClenahan – Milliken
Jeff Schreier – Eaton
Ranae Tunison – FTA
Town of LaSalle

NFRMPO STAFF:
Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Becky Karasko
Suzette Mallette

IN ATTENDANCE:
Darren Davis – GET
Candice Folkers – COLT
Katie Guthrie – Loveland
Nicole Hahn – Fort Collins
Tamara Keefe – FHU
Annie McFarland – FHU
Annabelle Phillips – Transfort
Jake Schuch – CDOT

CALL TO ORDER
Chair Klockeman called the meeting to order at 1:03 p.m.

PUBLIC COMMENT
There was no public comment.

APPROVAL OF THE OCTOBER 16, 2019 TAC MINUTES
Nelson moved to approve the October 16, 2019 TAC minutes. Relford seconded the motion, which was approved unanimously.

ACTION ITEMS
November 2019 TIP Amendment – Davis stated the Poudre Express project local funding should be revised from $0.6M to $1.095M. Oberschmidt moved to approve the November 2019 TIP Amendment with the proposed revision. Relford seconded the motion, which was approved unanimously.
**Multimodal Options Fund (MMOF)** – Karasko stated feedback from the October 16, 2019 TAC meeting and November 7, 2019 Planning Council meeting was incorporated into the 2019 NFRMPO MMOF Call for Projects Guidelines and MMOF Application.

Relford suggested increasing the weight of the safety scoring criterion. Klockeman suggested the Project Readiness scoring criterion be removed and instead included as an eligibility requirement. Nelson suggested Project Readiness be retained with a reduced weight to maintain emphasis on using MMOF funds expeditiously.

Mallette asked if the Safety point value should be increased to 20 and Project Readiness decreased to 10. TAC agreed to this change.

Relford asked if rail projects are eligible within the MMOF. Schneiders stated while rail projects are not prohibited, it is up to the project sponsor to make a strong case that the project aligns with the language in Colorado Senate Bill (SB) 2018-001 and the Transportation Commission’s (TC) Resolution.

Buckman asked how project sponsors submitting a study can demonstrate the safety benefits of the project in their application. Schneiders suggested referencing historic safety conditions along the corridor.

Mallette stated the NFRMPO plans to request the Planning Council set aside $600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project if TAC agrees. The project sponsor would be the NFRMPO. TAC agreed to support this request.

Klockeman suggested TAC members discuss the updated scoring criteria and definitions with their Planning Council representative prior to the December 5, 2019 Planning Council meeting.

Mallette clarified TAC is recommending increasing the Safety scoring criterion to 20 points and reducing the Project Readiness criterion to 10 points, as well as setting aside $600,000 from the Mobility/Multimodal/Other Pool for the One Call/One Click Center project. Schneiders moved to approve the MMOF Call for Projects process with the proposed revisions. Nelson seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision** – Klockeman stated the CNG Fast Fill Station CMAQ Grant from the 2016 Call for Projects, initially awarded to Larimer County for two stations, was transferred to Loveland as the result of an Alternative Fuels Study and Fort Collins’ decisions to construct a shared station using separate funds. The Loveland station costs are higher than anticipated and the City needs to use the full funding amount. The station will allow Loveland to convert municipal vehicles to CNG and will be open to Larimer County and CDOT vehicles.

Karasko asked TAC to discuss whether to support the scope change and whether the scope change is significant enough to go to Planning Council for Discussion.

Relford asked if the emissions benefits for the unfunded 2016 CMAQ project applications have been calculated using the updated emissions methods. Bornhoft stated they have not. Relford suggested NFRMPO staff prepare the calculations prior to the December 5, 2019 TAC meeting.

Baxter asked if the original application dramatically underestimated the cost of a station or if the cost of a station has risen significantly. Mallette stated the station in the revised scope is much larger than in the original scope and station costs have generally risen over time.

Mallette asked if the station will include any electric vehicle chargers. Klockeman stated it will not.
Mallette asked if TAC supports the scope revision and if the item should go to Planning Council for Discussion. TAC agreed to support the project and requested it be discussed at the December 5, 2019 Planning Council meeting.

2016-2020 NFRMPO Targets for Safety Performance Measures – Cunningham stated DOTs and MPOs are federally required to set targets for five safety performance measures annually. CDOT set 2016-2020 targets based on a five year rolling average in August and the NFRMPO must either set its own targets or agree to support the State’s targets by February 29, 2020. Cunningham stated the crash rates in the NFRMPO region have typically been higher than the State’s rates and explained some of the factors contributing to the rise. From 2011-15 fatalities increased in the NFRMPO region by 46 percent while fatalities increased statewide by 25 percent. Mallette stated crash rates in rural areas are typically higher than in urban areas.

Cunningham asked TAC to discuss supporting the statewide safety targets because NFRMPO staff are still processing 2013-2018 data for the region. Relford stated unless the region-specific data can be processed in time, she recommends supporting the statewide targets.

Baxter asked if the NFRMPO has set region-specific targets in the past. Karasko stated the NFRMPO has set region-specific targets for areas other than safety. Under the current federal legislation, the NFRMPO has only supported the statewide safety targets.

Relford asked what the repercussions are for the NFRMPO if it does not meet its targets. Cunningham stated there is no financial penalty to the NFRMPO for not achieving or making significant progress toward targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting targets. Karasko stated the targets must be incorporated into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) and the NFRMPO must program projects that will contribute to target achievement.

Klockeman asked if NFRMPO staff should continue processing the 2013-18 crash data if the NFRMPO is going to support the statewide targets. NFRMPO staff stated the crash data will be useful for other projects beyond target setting.

Phillips asked if there is any benefit to setting region-specific targets. Karasko stated it would help planning partners better understand crash trends and patterns and it could help the region when competing for safety-related funding opportunities.

TAC indicated support for adopting the State's targets if regionally specific data cannot be processed in time.

FY2019 TIP Project Delay Review – Bornhoft stated seven projects or project components with STBG, CMAQ, or TA funding have a delay according to the FY2019 TIP Delay Review. The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a second extension, TAC may either recommend Planning Council issue a second extension or recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

Bornhoft stated NFRMPO staff recommends TAC provide first extensions to projects whose sponsors anticipate going to advertisement in FY2020 and recommending Planning Council provide second extensions to projects whose sponsors anticipate going to advertisement in FY2020.
Folkers asked if the second delay status applies to the COLT CNG Replacement Project if the notice to proceed is expected very soon. Bornhoft stated it will be because the delay applies to the previous fiscal year, which ended in October.

Phillips stated Transfort expects to place bus orders by the second quarter of 2020 for the eBus & Charger Purchase project with a first delay.

Klockeman stated the advertisement date for Loveland’s CNG Fast Fill Station project with a first delay is still August 2020 pending Planning Council approval of the scope change.

Relford stated the Weld County’s FY2019 CNG Vehicles purchase with a first delay is completed, and Relford will send Bornhoft updated figures to update its status.

TAC agreed to extend the two projects identified for first delay.

Relford stated Weld County is not requesting an extension for the remaining two components of the CNG Vehicles project with a second delay and plans to return funds to the pool due to the Buy America waiver suspension.

Folkers stated the order was submitted on November 20, 2019 for the COLT CNG Bus Replacement project with a second delay.

Schuch stated the Larimer County and Berthoud LCR17 Expansion project with a second delay should be approved for advertisement by the end of 2019, while Loveland’s US287 & US34 VMS Signs project has not been approved for advertisement. Klockeman stated the City should know in a couple months and will work with NFRMPO Staff if the project requires an extended second extension.

Bornhoft stated the TIP Delay Procedure does not specify the length of a second extension. Schneiders suggested extensions run through the end of CDOT’s Fiscal Year.

TAC indicated support for Planning Council granting extensions through June 30, 2020 for the Larimer County LCR17 project and the Loveland VMS sign project. Loveland’s COLT project is no longer delayed.

10-Year Strategic Pipeline of Projects – Karasko stated Planning Council will hold a Work Session on December 13 to discuss criteria for ranking projects in the Pipeline. At their November 7, 2019 meeting, the Planning Council requested TAC create a list of ranked projects along six State Highway System corridors. NFRMPO Staff compiled a list of 41 projects from the 2045 Regional Transportation Plan, US85 and US34 Planning and Environmental Linkages (PEL) studies, and the Region 4 2018 Ballot Project List. Karasko highlighted the preliminary criteria created by the Transportation Commission (TC) and asked TAC members to review the attached list of projects and provide feedback.

Relford asked if the projects in the Pipeline are also identified in the TIP. Bornhoft stated some of them are in the TIP but the Pipeline only reflects the remaining funding need, not the programmed amount in the TIP.

TAC members discussed using the TC preliminary criteria as a starting point for ranking projects, incorporating local funding commitments, and measuring the statewide significance of a project.

Mallette stated there is currently no anticipated State or Federal funding associated with the Pipeline but asked if TAC members want to rank projects within each corridor. The Planning Council would like TAC to provide a prioritized list for the January 9, 2020 Planning Council meeting. The Planning Council Executive Committee’s recommendation is to have Planning Council set the project prioritization and ranking framework for TAC to carry out.
Baxter recommended scoring and ranking the projects based on preliminary TC criteria and adding a criterion to account for the local financial commitment of a project.

Relford stated the Upper Front Range Transportation Planning Region has hired a consultant to score projects based on the preliminary TC criteria and outputs from statewide travel demand model. Rankings can then be adjusted by stakeholders based on additional considerations.

Buckman asked if there will be a TAC Work Session following the December 5, 2019 Planning Council meeting to ensure a prioritized list is ready for the January 9, 2020 Planning Council meeting. TAC agreed to consider scheduling a Work Session in December or early January if necessary.

Mallette asked where the Front Range Passenger Rail service remaining funding need came from. Karasko stated the $622.5M estimate is from the North I-25 Commuter Rail Study, but the project still needs a feasibility study.

Relford suggested project descriptions and funding need to be limited to the NFRMPO boundaries. Bornhoft stated NFRMPO staff will work with CDOT to get NFRMPO-specific cost estimates for larger projects such as the US85 projects extending from Wyoming to the Denver region.

Baxter asked if individual projects from the US34 PEL Study are identified. Bornhoft stated several projects from the US34 PEL are consolidated into a single project.

OUTSIDE PARTNERS REPORTS (verbal)
NoCo Bike & Ped Collaborative – Dusil reported several NFRMPO member communities are considering submitting bicycle and pedestrian projects to the Multimodal Options Fund (MMOF) and/or CDOT Region 4 Transportation Alternatives Program (TAP) Calls for Projects.

Regional Air Quality Council – Brimmer stated reclassification from Moderate to Serious Nonattainment for the Denver-North Front Range 8-Hour Ozone Nonattainment Area is expected by early 2020. RAQC is currently working on modeling for the Serious Area Ozone State Implementation Plan (SIP). The next RAQC Control Strategy Committee meeting will be Wednesday, December 11 at 9:30 a.m. at the RAQC office.

Regional Transit Agencies – Phillips stated Fort Collins City Council recently approved authorization for an Intergovernmental Agreement (IGA) with Greeley for operation of the Poudre Express. Transfort expects delivery of three new buses in the next month and will hold its annual public meeting in December.

Schneiders stated the ridership figures for CDOT’s Elkstang bus service between Denver and Estes Park are not final yet, but she will bring them to TAC when they are ready. CDOT’s Snowstang bus service from Denver to select ski resorts will be starting up soon.

Folkers stated Loveland is working with CDOT and Centerra Metro District on the Bustang station design at Kendall Parkway. COLT is also preparing to purchase some new buses.

Davis stated Greeley and other Poudre Express regional transit route partners are staring to market information about service beginning January 2, 2020. Bus stops are being constructed now and drivers are in training. Mallette asked if the buses look different from a typical GET buses. Davis stated they look the same on the outside, but have upgraded features inside, including Wi-Fi and more comfortable seats.

Senior Transportation Items – Gordon reported the Larimer County Board of Commissioners adopted the Larimer County Senior Transportation Implementation Plan. The Plan will go back to Planning Council for discussion in December.
REPORTS

**Roundtable** - Karasko stated NFRMPO staff phone numbers have all changed.

Schneiders stated the CDOT Region 4 TAP Call for Projects is open and applications are due to Schneiders on December 2, 2019. TAP projects touching the State Highway System had to be submitted already for CDOT concurrence. Schneiders stated the Union Pacific (UP) Big Boy train will be in Greeley on Tuesday, November 26 at 11:15 a.m. as it returns from a cross-country tour. Jan Rowe has transferred to Region 1.

Herrera stated Windsor is updating its Transportation Master Plan, which should be adopted in early 2020. The Town is currently advertising for a new Traffic Engineer.

Mallette stated the NFRMPO is still looking for a Finance Manager.

Nelson stated Severance’s Comprehensive Plan and Transportation Plan efforts will start soon. The Town recently received its first traffic signal at the intersection of WCR74 and WCR21.

Bornhoft stated she will be out on maternity leave for several months starting sometime in December.

Buckman stated the Vine Drive bridge at I-25 has opened.

Relford stated Weld County partnered with UP Railroad to construct a new road connecting to WCR52. Weld County is preparing to award a bid for irrigation on the County’s first roundabout at WCR54 and WCR17. As part of its Transportation Plan update, the County is working with Alliance Transportation Group (ATG) on travel demand modeling using CDOT’s statewide model. Weld County and local agencies are working on an Access Control Plan (ACP) for WCR74. The County also has a grant through CDOT to geocode crash data.

Klockeman stated Loveland’s Transportation, Bicycle and Pedestrian, and Transit Plans should be adopted in April 2020.

**MEETING WRAP-UP**

**Final Public Comment** – There was no final public comment.

**Next Month’s Agenda Topic Suggestions** – Karasko stated the agenda will include a holiday lunch, FY2019 TIP Project Delay Review will return for Action, the 10-Year Strategic Pipeline of Projects will return for Discussion, and there will be an election of 2020 TAC officers.

**Meeting adjourned at 3:29 p.m.**

**Meeting minutes submitted by:** Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 18, 2019 at the Windsor Recreation Center, Pine Room. **Holiday lunch will be served at 12:30 p.m.**
Objective/Request Action

To discuss TIP projects subject to the TIP Delay Procedure, including:
- Whether or not TAC should grant 1st extensions to projects with a 1st delay,
- Whether or not to recommend Planning Council grant 2nd extensions to projects with a 2nd delay, and
- Consideration of Loveland’s request for an extended 2nd extension.

Key Points

- In October and November 2019, sponsors provided project status information for projects initially programmed in FY19 or earlier, summarized in Table 1.
- 13 projects are subject to the FY2019 delay review. As shown in the attached table, there are seven projects or project components with a delay:
  - Three projects or project components have a 1st delay,
  - Three projects or project components have a 2nd delay, and
  - One project that received a 2nd extension in the FY2018 Review is still delayed and is requesting the extension continue through the end of FY2020.

Committee Discussion

This is the second time TAC will see the FY2019 TIP Project Delay Review. This was a discussion item at the December 5, 2019 Planning Council meeting.

Supporting Information

The TIP Delay Procedure is identified in the FY2019-2022 Transportation Improvement Program (TIP). “Delay” is defined as:
- when a construction-related project is not advertised during the fiscal year assigned in the TIP; or
- when a non-construction project or program is not issued a “Notice to Proceed” (NTP) during the fiscal year programmed in the TIP.

The TIP Delay Procedure allows TAC to recommend a one-year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a 2nd extension, TAC may either (1) recommend Planning Council issue a 2nd extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

Advantages

The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress.
<table>
<thead>
<tr>
<th><strong>Disadvantages</strong></th>
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<tbody>
<tr>
<td>None noted.</td>
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<tr>
<th><strong>Analysis/Recommendation</strong></th>
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<tbody>
<tr>
<td>• Staff requests TAC members recommend Planning Council approve the extended 2\textsuperscript{nd} extension at their January 9, 2020 meeting.</td>
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<thead>
<tr>
<th><strong>Attachments</strong></th>
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<tbody>
<tr>
<td>• FY2019 Project Status Report</td>
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Table 1. FY2019 Delay Review - TIP Projects Requesting Extensions from Planning Council

<table>
<thead>
<tr>
<th>SPONSOR</th>
<th>PROJECT NAME</th>
<th>FUNDING PROGRAM</th>
<th>INITIAL PROGRAM YEAR IN TIP</th>
<th>PROJECT STATUS COMMENTS</th>
<th>Federal Funds Programmed in TIP (in thousands)</th>
<th>2017 Review Outcome</th>
<th>2018 Review Outcome</th>
<th>2019 Delay Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larimer County/Berthoud</td>
<td>LCR 17 Expansion</td>
<td>STBG</td>
<td>FY18</td>
<td>This project is awaiting concurrence to advertise from CDOT. We anticipate that happening in the next few weeks and we plan to go to ad in December or January.</td>
<td>$1,866</td>
<td>N/A</td>
<td>1st Extension</td>
<td>2nd Delay</td>
</tr>
<tr>
<td>Loveland</td>
<td>US 287 &amp; US 34 VMS Signs</td>
<td>CMAQ</td>
<td>FY15</td>
<td>Final IGA Draft received from CDOT 11/1/2019. City approval anticipated by 1/1/2020. Delays in IGA due to CDOT developing updated criteria and policies. Loveland would like to extend the 2nd extension because circumstances were out of our control. Ad date anticipated 5/1/2020.</td>
<td>$497</td>
<td>1st Extension</td>
<td>2nd Delay</td>
<td>DELAYED</td>
</tr>
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Meeting Date | Agenda Item | Submitted By
--- | --- | ---
December 18, 2019 | Loveland CNG Fast Fill Station CMAQ Award Project Scope Revision **CONSENT** | Dave Klockeman City of Loveland

Objective/Request Action
Revise CNG Fast Fill Station CMAQ Grant Award from 2016 Call For Projects to fund one (1) station in Loveland as costs are higher than initially anticipated and other station in Fort Collins previously proposed as part of award has been completed using other funding. Outcome is still two (2) new CNG Fast Fuel Stations.

Key Points
CNG Fast Fill Station CMAQ Grant from 2016 Call For Projects initially awarded to Larimer County was transferred to Loveland. The initial application included two (2) locations, one in Fort Collins and one in Loveland. Fort Collins has constructed a shared station using separate funds. Loveland station costs are higher than previously anticipated and needs to use all of the grant funding. Construction in 2020 would align with the Loveland project to replace fuel farm. In addition, the City has completed an alternate fuel study and identified additional future CNG fueled vehicles.

Committee Discussion
This item was discussed at the November 20, 2019 TAC meeting and at the December 5, 2019 Planning Council meeting.

Supporting Information
In 2017, the City of Loveland Fleet Management Division retained the services of consultant WIH Resource Group to provide a cost-benefit analysis for how best to convert substantial segments of the City’s fleet of 750 vehicles/equipment to cleaner, more cost-effective alternative fuels/power. WIH Resource Group placed a significant emphasis on the potential benefits of converting most of the City’s heavy-duty truck and bus fleets from diesel fuel to CNG fuel, as older vehicles are retired.

WIH Resource Group also made other specific recommendations for converting light/medium duty gas and diesel vehicles to gas-electric hybrids, plug-in electrics, and cleaner bio-diesel fuel blends. The results of their work is included in the “Study for Alternative Fuels/Alternative Power – Final Report” prepared for the City.

Also during this 2017-18 timeline, Loveland staff participated in a regional CNG Coalition Group led by Larimer County, along with the City of Fort Collins, Colorado State University, CDOT Region 4, Thompson School District and Poudre School District. Larimer County received a Congestion Mitigation Air Quality (CMAQ) grant award for the construction of two CNG fueling stations – one in the Fort Collins area and one in the Loveland area. After considering different locations within the Loveland area, the group determined that the City of Loveland’s Municipal Service Center was the most viable location for a south-county, shared fueling station. Larimer County then transferred its CNG grant award of $828,000 to the City of Loveland. In this same timeframe, the Fort Collins constructed a new CNG station on East Vine Drive, with an offer to allow Larimer County and CDOT to fuel their CNG vehicles there also. Larimer County has utilized this location for fueling their Road and Bridge Department vehicles located at their nearby facility.

Until now, the primary challenge for adding CNG to the City fleet has been the relatively large, one-time capital investment of $1.2M needed to construct the required CNG Fueling Infrastructure as there currently are no privately owned CNG fueling stations in the Loveland area.

Due to Larimer County’s leadership and generosity in transferring to Loveland its two CMAQ grant awards totaling $828,000, Fleet Management can now begin converting a significant segment of its heavy-duty truck and bus fleet to cheaper and cleaner CNG fuel, as older vehicles are
replaced. As per the grant award terms, Larimer County and CDOT will also be allowed to fuel their CNG vehicles at the Loveland CNG station.

The total funding of $1,200,000 includes $828,000 in CMAQ funds, $172,000 in Local Match Funds, and $200,000 in Local Overmatch Funds, which is the same amount of federal, local match, and overmatch as the original project. These costs include a new connection to a high-pressure gas main as well as retrofitting an existing facility to accommodate CNG fueling.

<table>
<thead>
<tr>
<th>Advantages</th>
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<tbody>
<tr>
<td>CNG Fast Fill Station is constructed on west side of I-25, accessible to</td>
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<tr>
<td>the City of Loveland, Larimer County and CDOT in an area where there are</td>
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<tr>
<td>no other facilities. Allows for Loveland to add CNG vehicles to fleet for</td>
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<td>replacement and/or additional stock, improving air quality.</td>
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<th>Disadvantages</th>
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<tr>
<td>None.</td>
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<tr>
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<tbody>
<tr>
<td>Loveland requests TAC recommend Planning Council approval of the proposed</td>
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<td>project scope change.</td>
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<table>
<thead>
<tr>
<th>Attachments</th>
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<tbody>
<tr>
<td>• Original and revised emissions benefits</td>
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<tr>
<td>• Map of proposed station location</td>
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Rev. 11/28/2018
Original Emissions Benefits for the SH402 CNG Fueling Station for Larimer County
Method: EPA Diesel Emissions Quantifier

<table>
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<tr>
<th>Data Item</th>
<th>NOx</th>
<th>VOC</th>
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<tr>
<td>Short-term reduction (KG in Year 1)</td>
<td>24,741</td>
<td>3,606</td>
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<tr>
<td>Long-term reduction (KG in Years 2-5)</td>
<td>98,965</td>
<td>14,424</td>
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<tr>
<td>Cost</td>
<td>$600,000</td>
<td>$600,000</td>
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<tr>
<td>Cost per KG over 5 Years</td>
<td>$5</td>
<td>$33</td>
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Revised Emissions Benefits for the SH402 CNG Fueling Station for Larimer County
Method: 2018 AFLEET

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<tr>
<td>Short-term reduction (KG in Year 1)</td>
<td>1,103</td>
<td>639</td>
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<tr>
<td>Long-term reduction (KG in Years 2-5)</td>
<td>8,574</td>
<td>3,755</td>
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<tr>
<td>Cost</td>
<td>$600,000</td>
<td>$600,000</td>
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<tr>
<td>Cost per KG over 5 Years</td>
<td>$62</td>
<td>$137</td>
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Emissions Benefits for the CNG Fueling Station for Loveland
Method: 2018 AFLEET

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<th>Data Item</th>
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<th>VOC</th>
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<tbody>
<tr>
<td>Short-term reduction (KG in Year 1)</td>
<td>1,158</td>
<td>639</td>
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<tr>
<td>Long-term reduction (KG in Years 2-5)</td>
<td>9,261</td>
<td>3,754</td>
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<tr>
<td>Cost</td>
<td>$1,200,000</td>
<td>$1,200,000</td>
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<tr>
<td>Cost per KG over 5 Years</td>
<td>$115</td>
<td>$273</td>
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MEMORANDUM

To: Technical Advisory Committee (TAC)  
From: Alex Gordon  
Date: December 18, 2019  
Re: Expansion of Mobility Program

Background

The NFRMPO has worked in partnership with the Partnership for Age-Friendly Communities (PAFC), Larimer County Office on Aging (LCOA), Larimer County Department of Health and Environment Built Environment program, Larimer County Engineering Department, Foothills Gateway, and Berthoud Rural Alternative for Transportation (RAFT) to study and implement recommendations from the Larimer County Senior Transportation Needs Assessment (2017). These efforts have included forming a work group, conducting interviews and research, and applying for grants.

The grants received for this project so far have totaled nearly $150,000, including local match from Larimer County. These have funded the creation of an expert panel, a proof-of-concept project, and an Implementation Plan to act as a strategic plan for the creation of an expanded NFRMPO Mobility Coordination Program, Table 1.

NFRMPO staff presented on the project at various times, including in Washington, D.C. to the Assistant Secretary of Aging. At this presentation, the National Aging and Disability Transportation Center debuted a video highlighting the work the NFRMPO and other grantees have completed as part of the grant.

Action

This is an informational item, and no action is needed.
<table>
<thead>
<tr>
<th>Table 1: Mobility Management Organization Chart</th>
</tr>
</thead>
</table>

**NFRMPO Planning Council**
- Executive Director
- Mobility Manager
- LCMC/WCMC

**Technical Assistance**
- Grant assistance for human service agencies, small communities
- Grant reporting for subrecipients

**Costs**
- Staff time
- Currently paid for via grant funds supported by Local match (provided by agency or community)

**EXISTING**

**Coordination**
- Larimer and Weld County Mobility Committees (LCMC & WCMC)
- Transportation provider feedback and inclusion
- Trip Discovery software

**Costs**
- Staff time
- Trip Discovery software
- Currently paid for via grant funds
- CDOT funds available for expansion

**EXISTING**

**Call Center**
- Operate Call Center
- Information and Referral Service
- Trip Dispatch software

**NEW**

**Costs**
- Trip Dispatch software
- Call Center employees time
- Depends on number of calls, how many providers

**EXPANSION**

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org
Mobility Program Expansion
TAC Meeting

Background

Larimer County Efforts
- Larimer County Strategic Plan
- Larimer County Senior Transportation Needs Assessment
- Larimer County Senior Transportation Work Group

Grants
- NADTC Getting Ready to Innovate Grant
- NADTC Innovations in Accessible Mobility Implementation Grant
- CDOT/FTA §5304 grant
Next Steps

- Larimer County Senior Transportation Implementation Plan

- Multimodal Options Fund and other grants
  - Potential funding for three years (with Planning Council approval)
  - Partnerships
  - Hire Mobility Manager

- Expansion to Weld County, Colorado
  - Collective Impact at United Way of Weld County
Recommendations

Questions and Contact Info

Alex Gordon, PTP
Transportation Planner II/Mobility Coordinator
(970) 289-8279
agordon@nfrmpo.org
MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Becky Karasko

Date: December 18, 2019

Re: 10-Year Strategic Pipeline of Projects

Background

CDOT is in the process of developing a 10-Year Strategic Pipeline of Projects to create a list of the State’s top transportation priorities and provide a living list of projects to incorporate into CDOT’s Statewide Transportation Improvement Program (STIP) as the four active fiscal years change.

Like the CDOT STIP, the NFRMPO has the Planning Council-adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2020-2023, which will be included in the first four years of CDOT’s new 10-Year Strategic Pipeline of Projects.

At the October 3, 2019 Planning Council meeting, a Work Session on the 10-Year Strategic Pipeline of Projects was held. During this Work Session, NFRMPO staff received direction from Planning Council to focus on I-25, the US highways, and other roadways of statewide significance within the region and to use the potential criteria the Transportation Commission discussed at their September meeting to create a list of projects for the NFRMPO region for incorporation into CDOT’s List. Additionally, projects on statewide significant corridors and Regionally Significant Corridors (RSCs) within the region were included.

Following this direction, a Work Session was held during the October 16, 2019 TAC meeting where the following list of six priority corridors for the NFRMPO region was developed:

- I-25
- US34
- US85
- US287
- SH392
- SH14
This list was presented to Planning Council at their November 7, 2019 meeting to request their approval. At that time, Planning Council requested TAC create a list of ranked projects along these corridors for Planning Council to review.

NFRMPO Staff compiled a list of 41 projects along these six corridors from the 2045 Regional Transportation Plan, US85 and US34 PEL studies, and the Region 4 2018 Ballot Project List. Staff requested TAC members review the projects ahead of the November 20, 2019 TAC meeting to ensure:

- All known projects on the six corridors including roadway, bike & ped, and transit projects are included;
- All known phases of the projects are included;
- All project costs shown are the most current local estimates; and
- The Local Match amounts shown are correct for those projects which have Local Match funds identified.

Following the November 20, 2019 TAC meeting and Discussion, Staff requested TAC members review the projects within their communities to ensure the project information was correct and to provide any changes by Tuesday, December 3, 2019. The updated project list will be provided to Planning Council members prior to the December 5, 2019 meeting. At that meeting it was requested that the Work Session be moved to January 2020. NFRMPO staff is working to determine the date, time, and location of this Work Session.

**Action**

Staff requests TAC members review the updated list of projects on the six identified corridors and the proposed criteria for project ranking, and provide feedback at the December 18, 2019 meeting.
<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Limits</th>
<th>Improvement Type</th>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>WCR38 to SH56 Add toll express lane in each direction and interchange reconstructions</td>
<td>$325.0&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$0</td>
</tr>
<tr>
<td>I-25</td>
<td>WCR38 to SH56 Widen from 4 to 6 general purpose lanes</td>
<td>$29.9&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SH56 to SH402 (Segment 6)</td>
<td>Widen from 4 to 6 general purpose lanes</td>
<td>$74.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>SH402 to SH14 (Segments 7 &amp; 8)</td>
<td>Widen from 4 to 6 general purpose lanes</td>
<td>$63.2</td>
<td>$0</td>
</tr>
<tr>
<td>I-25/US34</td>
<td>Interchange at I-25 / US34 and US34/Centerra</td>
<td>Interchanges</td>
<td>$171.4</td>
<td>$0</td>
</tr>
<tr>
<td>I-25/SH14</td>
<td>Interchange</td>
<td>Interchange reconstruction</td>
<td>$52.2</td>
<td>$0</td>
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<tr>
<td></td>
<td>LCR3 to Centerra Pkwy</td>
<td>Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks</td>
<td>$10.6</td>
<td>$0</td>
</tr>
<tr>
<td>US34</td>
<td>Centerra Pkwy to Rocky Mountain Ave</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$6.6</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Rocky Mountain Ave to Boise Ave</td>
<td>Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks</td>
<td>$19.2</td>
<td>$4.3</td>
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<tr>
<td></td>
<td>US34 and 35&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>New interchange</td>
<td>$30.0</td>
<td>$15.0</td>
</tr>
<tr>
<td></td>
<td>US34 and 47&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>New interchange</td>
<td>$30.0</td>
<td>$15.0</td>
</tr>
<tr>
<td></td>
<td>MP 113.65 to LCR3</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$170.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US34 and 83&lt;sup&gt;rd&lt;/sup&gt; Ave</td>
<td>Interchange</td>
<td>$30.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US34 and 17&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>Add a third eastbound lane and a channelized T</td>
<td>$5.0</td>
<td>$0</td>
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<tr>
<td></td>
<td>US34 and Promontory Parkway</td>
<td>SPUI or Interchange</td>
<td>$33.1</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US34 and 65&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>SPUI or Interchange</td>
<td>$34.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US34 and 11&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>Phase 1 of US34/US85 Interchange Improvements</td>
<td>$68.0</td>
<td>$0</td>
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<tr>
<td></td>
<td>US34 and WCR 17</td>
<td>Interchange</td>
<td>$27.8</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Greeley to Loveland</td>
<td>Other improvements identified in the PEL</td>
<td>$226.2</td>
<td>$0</td>
</tr>
<tr>
<td>US34/US287</td>
<td>Intersection</td>
<td>Intersection improvement including improved bicycle and pedestrian facilities</td>
<td>$8.1</td>
<td>$0</td>
</tr>
<tr>
<td>US34/US85</td>
<td>Interchange</td>
<td>Interchange reconfiguration</td>
<td>$170.0</td>
<td>$0</td>
</tr>
</tbody>
</table>

<sup>1</sup> Cost within NFRMPO TBD
<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Limits</th>
<th>Improvement Type</th>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>US85</td>
<td>US85 and 22nd St</td>
<td>Texas turnaround</td>
<td>$19.6</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and 18th St</td>
<td>Texas turnaround</td>
<td>$14.6</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and 16th St</td>
<td>Texas turnaround</td>
<td>$16.9</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and 13th St</td>
<td>Texas turnaround</td>
<td>$16.5</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and 8th St</td>
<td>Texas turnaround</td>
<td>$23.5</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and 5th St</td>
<td>Texas turnaround</td>
<td>$17.7</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US85 and O St</td>
<td>Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.</td>
<td>$10.9</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>WCR46 to WCR78</td>
<td>Other improvements identified in the US85 PEL</td>
<td>$26.5</td>
<td>$0</td>
</tr>
<tr>
<td>US287</td>
<td>Trilby to Harmony</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$19.5</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>SH402 to 1st St</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$17.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>LCR32 to Trilby Rd</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$10.5</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>LCR30 to LCR32</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$5.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>29th St to LCR30</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$9.1</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US287 (College Ave) and Drake Rd</td>
<td>Intersection improvements</td>
<td>$5.9</td>
<td>$0</td>
</tr>
<tr>
<td>SH14</td>
<td>I-25 to Riverside</td>
<td>Widen from 4 lanes to 6 lanes</td>
<td>$29.7</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>SH14 and WCR23</td>
<td>Intersection improvements</td>
<td>$2.0</td>
<td>$0</td>
</tr>
<tr>
<td>SH392</td>
<td>WCR23 to WCR21</td>
<td>Widen from 2 lanes to 4 lanes</td>
<td>$4.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>WCR21 to WCR19</td>
<td>Widen from 2 lanes to 4 lanes</td>
<td>$3.2</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>17th St to Westgate Dr</td>
<td>Widen from 2 lanes to 4 lanes</td>
<td>$17.7</td>
<td>$2.5</td>
</tr>
<tr>
<td></td>
<td>I-25 to US287</td>
<td>Widen from 2 lanes to 4 lanes</td>
<td>$19.1</td>
<td>$0</td>
</tr>
</tbody>
</table>

Roadway Projects Total  
$1,873.2  $37
## Draft Project Candidates for the 10-Year Strategic Pipeline of Projects

<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Limits</th>
<th>Improvement Type</th>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-25, US85, or US287</td>
<td>Front Range Passenger Rail (within the NFR)</td>
<td>New rail-service</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td>Various</td>
<td>North Front Range Regional Rail</td>
<td>New rail service</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td>US34</td>
<td>Greeley to Fort Morgan</td>
<td>New bus service</td>
<td>$1.7 / $1.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Loveland to Estes Park</td>
<td>New bus service</td>
<td>$1.7 / $0.7</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>Loveland to Greeley</td>
<td>New bus service</td>
<td>$1.5 / $1.2</td>
<td>$0</td>
</tr>
<tr>
<td>US85</td>
<td>Eaton to Denver Region</td>
<td>New bus service</td>
<td>$3.2 / $2.4</td>
<td>$0</td>
</tr>
<tr>
<td>US287</td>
<td>Fort Collins to Longmont/Boulder</td>
<td>Increased bus frequency</td>
<td>$4.5 / $3.0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>US287 and 37th St</td>
<td>COLT North Transit Center</td>
<td>$2.9</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Transit Projects Total**

| | | | $23.8 | $0 |

---

2 Costs for transit service are presented as initial capital / one-year operating

3 Cost and alignment TBD following Feasibility Study Completion
<table>
<thead>
<tr>
<th>Facility</th>
<th>Project Limits</th>
<th>Improvement Type</th>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-25</td>
<td>RNMC #2: Little Thompson River</td>
<td>Trail crossing</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>RNMC #3: Big Thompson River</td>
<td>Trail underpass</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>RNMC #7: Front Range Trail (West) at Boxelder Creek</td>
<td>Grade-separated crossing</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>RNMC #11: US34 Non-Motorized at Kendall Parkway</td>
<td>Bike lane construction</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td>US34</td>
<td>RNMC #11: US34 Non-motorized from 65th Ave to 95th Ave</td>
<td>Trail construction</td>
<td>$2.80</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>RNMC #11: US34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave</td>
<td>Trail construction</td>
<td>$0.75</td>
<td>$0.75</td>
</tr>
<tr>
<td></td>
<td>RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw</td>
<td>Trail construction and crossing</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td>US85</td>
<td>RNMC #6: Poudre River Trail</td>
<td>Trail underpass</td>
<td>TBD</td>
<td>$0</td>
</tr>
<tr>
<td>SH392</td>
<td>RNMC #9: Johnstown/ Timnath Trail Crossing at County Line Road and SH392</td>
<td>Trail crossing</td>
<td>TBD</td>
<td>$0</td>
</tr>
</tbody>
</table>

Non-Motorized Projects Total  

<table>
<thead>
<tr>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3.6</td>
<td>$0.75</td>
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</tbody>
</table>

Project Candidate Total  

<table>
<thead>
<tr>
<th>Remaining Funding Needed in Millions (2019 $)</th>
<th>Local Commitment to Funding Need in Millions (2019 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,900.6</td>
<td>$37.6</td>
</tr>
</tbody>
</table>
10-Year Strategic Pipeline of Projects
NFRMPO Technical Advisory Committee (TAC)

Timeline—Discussions To-Date

- October 3—Planning Council Discussion
- October 16—TAC Discussion
- November 7—Planning Council Discussion
- November 20—TAC Discussion
- December 5—Planning Council Discussion
- December 13—Planning Council Work Session on Criteria
- December 18—TAC Work Session on Project Ranking
Timeline—Moving Forward

- January 9—Planning Council Discussion of Criteria and Projects
- January TBD—Planning Council Work Session on Criteria & Projects
- February 6—Planning Council Action
- February 20—Transportation Commission Discussion
- March 19—Transportation Commission Adoption
- **TC Definition:**
  - Known safety issue(s)
  - Level of Safety Service (LOSS) of 3 or 4
- **NFRMPO Definition:**
  - Should we use the TC definition?
  - Criteria based on Federal Performance Measures?
**Federal Safety Performance Measures**

- Number of Fatalities
- Fatality Rate per 100 Million VMT
- Number of Serious Injuries
- Serious Injury Rate per 100 Million VMT
- Number of Non-Motorized Fatalities and Serious Injuries

<table>
<thead>
<tr>
<th>Measure</th>
<th>2016-2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>618</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.143</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>3,271</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.075</td>
</tr>
<tr>
<td>Non-Motorized Fatalities and Serious Injuries</td>
<td>670</td>
</tr>
</tbody>
</table>

**TC Definition:**

- Mobility Benefits include congestion reduction, improved reliability, new or improved connections, elimination of gaps or continuity issues, new or improved multimodal facilities, improved efficiency.

**NFRMPO Definition:**

- Should we use the TC definition?
**TC Criteria: Economic Vitality**

**TC Definition:**
- The extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job or other significant activity centers.

**NFRMPO Definition:**
- Same as TC’s, just reworded
- The extent to which a project supports freight, agricultural, or energy needs, or provides or improves access to employment, tourism, military, recreation, or other significant activity centers.

**TC Criteria: Asset Management**

**TC Definition:**
- Asset Management:
  - Asset life
  - Improving Low Drivability Life pavement
  - Structures rated poor

**NFRMPO Definition:**
- Same (These are similar to the Federal Performance Measures)
TC Criteria: Strategic Nature

- **TC Definition:**
  - Strategic Nature of the project, regional or statewide significant, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

- **NFRMPO Definition:**
  - Should we use the TC definition?

---

TC Criteria: Regional Priority

- **TC Definition:**
  - Priority with the CDOT Region based on planning partner input, including priorities expressed in RTPs.

- **NFRMPO Definition:**
  - Projects on the six Planning Council approved corridors:
    - I-25
    - US287
    - US34
    - SH14
    - US85
    - SH392
Additional Criteria

- Readiness
  - Local match available?
  - Environmental studies items identified and are able to be mitigated?
  - ROW required/acquired?
- Others?

Draft Scoring Weighting

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Weight</th>
<th>Multiplier</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>25</td>
<td>0 – 4</td>
<td>0 – 100</td>
</tr>
<tr>
<td>Mobility</td>
<td>20</td>
<td>0 – 4</td>
<td>0 – 80</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>10</td>
<td>0 – 4</td>
<td>0 – 40</td>
</tr>
<tr>
<td>Asset Management</td>
<td>10</td>
<td>0 – 4</td>
<td>0 – 40</td>
</tr>
<tr>
<td>Strategic Nature</td>
<td>15</td>
<td>0 – 4</td>
<td>0 – 60</td>
</tr>
<tr>
<td>Regional Priority</td>
<td>10</td>
<td>0 – 4</td>
<td>0 – 40</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>10</td>
<td>0 - 4</td>
<td>0 – 40</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100</td>
<td></td>
<td>0 – 400</td>
</tr>
</tbody>
</table>

1 4 Major Factor / Minimal Economic or Environmental Impact
3 Large Factor / Minor Economic or Environmental Impact
2 Factor / Some Economic or Environmental Impact
1 Minor Factor / Large Economic or Environmental Impact
0 Not a Factor / Major Economic or Environmental Impact
Projects

- Six Regionally Significant Corridors (RSC)
- Total of 58 projects
  - 3 categories (Roadway, Transit, and Non-Motorized)
  - Projects from 2045 RTP Unconstrained Projects List, 2045 RTE, 2018 Ballot List, US34 and US85 PEL Studies, 10-Year Development List, and TAC members
- Total Cost of $2.5 Billion

Draft Project Candidates

Please refer to list attached to memo in your packet.
Ranking

• To be completed at January Workshop
• Please pre-rank projects / talk to your Planning Council members

Questions?

Becky Karasko, AICP
Transportation Planning Director
bkarasko@nfrmpo.org
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Northern Colorado Bike & Ped Collaborative
Executive Summary – Wednesday, December 11, 2019
Windsor Recreation Center, Buckeye/Redwood Room
250 11th St. Windsor, CO 80550

2019 NFRMPO Multimodal Options Fund (MMOF) Call for Projects Timeline
Dusil stated the Call for Projects is now open and December 20th is the deadline for communities to submit their match relief request (if applicable) to the NFRMPO so they can be considered by the Colorado Transportation Commission (TC) in January 2020.

Draft NoCo Bike & Ped Collaborative Values and Operating Guidelines
NoCo discussed the Draft document created by a subcommittee of six NoCo members. The document incorporates feedback from NoCo’s three facilitated discussions held in 2019. The document updates NoCo’s existing vision, mission, goals, and objectives, and formalizes the membership, leadership and voting structure, decision making process, meetings and reports schedule, and funding norms. NoCo’s suggested changes included a minimum attendance of 10 for voting items, a note stating scoring guidelines will be set on a case by case basis with each Call for Projects, identifying specific voting members, alternates, and empty voting slots in Appendix A, and other minor structural changes to the document. The Values and Operating Procedures were adopted unanimously with the proposed changes. Nelson and Guthrie expressed interest in serving on the Leadership Team.

Dusil will update the Voting Membership Structure based on interest and recent attendance and send a request to NoCo members for self-nominations for the remaining Leadership Team slots. In early 2020, NoCo will generate a promotional sheet highlighting the value of the group to stakeholders, give a NoCo Bike & Ped 101 presentation to TAC, and discuss the Values and Operating Procedures with them.

Future Agenda Items
Future agenda items may include an NFRMPO 101 Presentation, Voting Member and Leadership Team Appointments, Connect Loveland Scenario Results, Larimer County Multimodal Index, and Weld and Larimer County Community Health Survey Results. The January 8, 2020 meeting will be held at the Loveland Public Works Administration Building at 2525 W 1st Street, Loveland, CO 80537 (Rooms 202 and 203). Parking is limited so attendees are encouraged to carpool or bike. Sign-in at the front desk is required by all and a conference call line will be available.
2020 TAC Meeting Dates

Windsor Community Recreation Center
250 North 11th Street – Pine Room
3rd Wednesday of the month
1:00 p.m. – 3:30 p.m.

January 15, 2020
February 19, 2020
March 18, 2020
April 15, 2020
May 20, 2020
June 17, 2020
July 15, 2020
August 19, 2020
September 16, 2020
October 21, 2020
November 18, 2020
December 16, 2020