



Community Advisory Committee (CAC)
AGENDA

January 13, 2022
6:00 – 7:30 p.m.

Call-in information:

(571) 317-3112

Code: 194-437-133

<https://www.gotomeet.me/NFRMPO/nfrmpo-community-advisory-committee>

1. Call Meeting to Order, Welcome, Introductions

Discussion Topic:

2. **Call for Projects**
Project review and discussion
 3. **Funding Discussion**
Overview of upcoming funding sources
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4. Next Meeting: February 10, 2022

**For any questions or accommodations, please contact AnnaRose Cunningham
at arcunningham@nfrmpo.org or (970) 818-9497.**

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

December 9, 2021

Attendees: AnnaRose Cunningham, Alex Gordon, Cliff Moore, Gary Strome, Anna Kelso

Call for Projects

Cunningham reviewed the NFRMPO Call for Projects process. The NFRMPO awards federal funding for three programs: Congestion Mitigation Air Quality (CMAQ), \$5M/year; Surface Transportation Block Grant (STBG), \$4M/year; Transportation Alternatives (TA), \$0.27M/year. Cunningham highlighted project examples for each funding program. Cunningham explained Regionally Significant Corridor (RSCs), which denote where construction projects can occur, as well as Regional Active Transportation Corridors (RATCs) for bicycle and pedestrian trails. The Call for Projects opened in October and closes December 10, with scoring and discussions occurring prior to Planning Council approval in March 2022.

Considerations for the FY2024-2025 Call for Projects included set-asides discussed by NoCo Bike & Ped, TAC, and Planning Council, regional equity for small and large communities, improving and diversifying CMAQ project types, and improving connections to existing NFRMPO plans. Planning Council agreed to set aside \$5M for I-25 and \$50K for RAQC air quality modeling. Cunningham reviewed updated scoring criteria for each funding source, which elaborated on existing scoring and clarified how points should be awarded. Other changes for this Call include holding the Call closer to when the funds are available, requiring applicants to supply Environmental Justice and performance measure analysis worksheets, and adding scoring guidelines to make scoring less subjective.

Scoring committees will meet in December and January, and CAC members will discuss projects at their January meeting. TAC and Council will discuss the Scoring Committee recommendations and approve final projects in the Spring. In the near future, there will be a Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects.

The meeting adjourned at 6:54 p.m. The next meeting date will be January 13, 2021.

2021 NFRMPO Call For Projects

Community Advisory Committee Project Review

The following pages include a brief overview of each of the projects which have been selected for funding during the 2021 Call for Projects. Please keep in mind that the NFRMPO solicits applications from our member communities and makes awards based on the applications received. It is up to the communities to submit project applications based on the needs of their communities.

The projects scored and selected based on the requirements and scoring criteria outlined in the 2021 Call for Projects Guidebook which can be found at the following link: <https://nfrmpo.org/wp-content/uploads/2021-call-for-projects-guidebook.pdf>.

Below are some questions and considerations you can keep in mind as you review the projects:

- Does the project work toward achieving the NFRMPO Goals as outlined in the 2045 Regional Transportation Plan:
 - Economic Development and Quality of Live – Foster a transportation system that supports economic development and improves residents’ quality of life.
 - Mobility – Provide a transportation system that moves people and good safely, efficiently, and reliably
 - Multi-modal – Provide a multi-modal system that improves accessibility and transportation system continuity
 - Operations – Optimize operations of transportation facilities
- As a resident of the region, do you believe the selected projects reflect the transportation needs and priorities of the region?
- What concerns do you have about the projects in terms of:
 - Safety
 - Mobility
 - Regionality
 - Environmental justice
 - Economic development
 - Air quality
- As a resident of the region, what if any considerations do you think are missing in terms of the Call for Projects scoring criteria?

Project Title:	Willow Bend Trail Segment of East Big Thompson River Trail
Sponsor:	City of Loveland
Project ID:	TA-01
Funding Program:	Transportation Alternatives
Partners:	Land and Water Conservation Fund (pending), GOCO Community Impact (pending)
Scoring Committee Recommendation:	Partially Funded

Description:

Willow Bend Trail is a 1.3-mile, 10-foot-wide, reinforced concrete recreation trail segment with two bridges and two crosswalks with rectangular rapid flashing beacons. The multi-use non-motorized trail fills a gap in the City of Loveland's existing recreation trail between Old St Louis Natural Area and the separated bike path at East 1st Street. The proposed trail protects and opens visual and low-impact recreational access to scenic wetland and wildlife areas along the East Big Thompson River including city-owned Willow Bend Natural Area, the city-owned water and power facility, and private property including three ponds. It connects Loveland's downtown "main street" to southeast neighborhoods and to a planned youth-centered campus at Willow Bend with facilities and services for individuals with special needs. It encourages active travel in census tract 17.09 where the walk/bike commute mode share is currently 1.29%, well below the 4.29% regional average, and provides safe, off-street, non-motorized transportation options for marginalized populations between home and employment, markets, schools, clinics and other important amenities.

Project Title:	Poudre Trail Wayfinding - I25 to Island Grove Park
Sponsor:	Town of Windsor
Project ID:	TA-05
Funding Program:	Transportation Alternatives
Partners:	Town of Timnath, Larimer County, Town of Windsor, City of Greeley, and Poudre Trail Corridor Board
Scoring Committee Recommendation:	Fully Funded

Description:

The Poudre River Trail Corridor is anticipated to be complete in 2023 with final linkages currently under design or construction between east of I-25 through Timnath connecting to Kyger Open Space and River Bluffs Open Space in Windsor and Larimer County. Once fully connected, the Poudre River Regional Trail will provide a 45-mile continuous route between major commercial, employment, residential, educational, public facility and recreational destinations without the need for a motor vehicle. Additionally, there are more than 50 miles of existing trail linkages across these communities which will connect bicyclists and pedestrians to numerous subdivisions and mass transit centers. With this 30-year vision of constructing this critical piece of regional infrastructure nearing completion the time is ripe for implementation of regional wayfinding.

This project will include the installation of wayfinding signs at each decision point along the trail between I-25 in Timnath and Island Grove Park in Greeley. The City of Greeley Natural Areas Areas & Trails division has been leading an effort on the design of wayfinding templates that can be utilized throughout the corridor. With final template documents complete, the design team has done a spectacular job of standardizing wayfinding signage while ensuring each jurisdiction is able to maintain its unique identity. By unifying the wayfinding signage across jurisdictions and the whole of the corridor from I-25 to Island Grove Park, users will be familiar with the signage cues making the trail safer, more inviting, and much easier to navigate.

Not only will completion of the trail significantly expand recreation opportunities, wayfinding signage will clearly and safely guide trail users through the corridor fostering a feeling of comfort in place. Signage will clearly identify where a user is on the trail as well as what is coming up next and how to navigate to and from adjacent trail destinations.

Signage is a part of the safe routes to school standards for students and their families and users will be guided to a plethora of neighborhood and community parks, open spaces, and natural areas to help maintain a high quality of life. When trail users feel the sense and convenience of place, they are more inclined to opt for the healthy, active option of the trail instead of jumping in their car.

Project Title:	College & Trilby Intersection Improvements
Sponsor:	City of Fort Collins
Project ID:	STBG-02
Funding Program:	Surface Transportation Block Grant
Partners:	None
Scoring Committee Recommendation:	Fully Funded

Description:

The Project plans to construct a second northbound and southbound left-turn lane and channelize the existing northbound and southbound right turn lanes, by constructing channelizing islands. Appropriate length receiving lanes will be constructed on Trilby Road to accommodate the dual left turns from College. Sidewalks will be installed within the Project limits, providing connection to reconfigured bus stops. The project will also provide ADA compliant ramps, replace the existing traffic signal infrastructure and install raised medians on all four approaches.

Project Title:	Eastman Park Ultimate Intersection & RR Crossing Improvement
Sponsor:	Town of Windsor
Project ID:	STBG-06
Funding Program:	Surface Transportation Block Grant
Partners:	Great Western Railroad and Development
Scoring Committee Recommendation:	Fully Funded

Description:

The existing signalized intersection is functionally obsolete. A significant number of trucks now travel through the intersection, many of which make southbound and westbound left turns in the intersection. The signal poles are mounted on raised concrete islands and the intersection is physically too small for the necessary truck turning radii, causing the rear end of the truck to encroach into the adjacent opposing left turn lane. The left turn movements also conflict and must be run in a split phase reducing intersection efficiency. The proposed project is to move the existing signal islands on the southeast and northeast quadrants farther east to expand the space for truck turning movements.

This project was awarded in the 2017 and IGA amended on 12/31/2020 to include resurfacing in Concrete per CDOTS request and a full signal replacement and ADA upgrades. The current project STU M377-007 # 21995 has a budget of (\$2,359,071) with Federal and State money at (\$2,195,842) and Local at (\$88,238.00) Just as this original project reached its FOR review it became apparent that the scope needed to be modified to meet evolving future needs. Rapid growth around Windsor and recent Development activity with Future Legends Sports Park and Windsor Villages to the east is driving the need to size this intersection for future 4 lane section to the south and include double WB to SB left turns from Eastman Park Drive. Increased truck traffic from the west has increased the frequency of railroad gate strikes requiring reconfiguring the West leg right turn channels of the intersection. This Quiet Zone Crossing is damaged and under repair multiple times a year, and an improved right turn channelization and moving the gate foundations further from the pavement edge is necessary to improve safety and operations of this crossing. Recent Corridor Planning study on Eastman Park Drive conducted by Windsor indicates the need and public support for improved multi-modal connections from the east side of SH257 to the West side, so bike pedestrian and Regional Trail improvements are proposed. Finally, bus stops on Eastman Park Drive for the Poudre Express line will be improved to increase usage. This application is to request additional STBG funds in the amount of \$1,552,312 increasing the project construction budget to \$4,280,640.

Project Title:	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
Sponsor:	Weld County
Project ID:	STBG-07
Funding Program:	Surface Transportation Block Grant
Partners:	Larimer County
Scoring Committee Recommendation:	Fully Funded

Description:

The intersection of WCR 54 (LCR 18) and WCR 13 (LCR 1) currently has stop control on the north/south (WCR 13) approaches. Traffic volume on WCR 54 is approximately 5000 vpd. The traffic volume on WCR 13 is approximately 3850 vehicles per day. There is currently a high volume (Approximately 15%) of heavy trucks using this intersection. Traffic counts are growing at a rate of 4-6% per year in this area. WCR 54 currently has a two-lane rural cross-section and is identified as an arterial road by Weld County. For westbound traffic on WCR 54 there is currently a turn lane for traffic turning to the south. For eastbound traffic there are currently turn lanes for traffic going north and south. WCR 13 currently has a two-lane rural cross-section and is identified as an arterial road by Weld County. No turn lanes are currently on WCR 13. Weld County is proposing to install a single-lane roundabout at the WCR 54/13 intersection to meet current and future traffic demands. The roundabout is expected to cost approximately \$7.8 million. Weld County Public Works will design the roundabout in-house. Construction of the roundabout is scheduled for FY 2025. The County has the local match funding available for construction and for the pre-construction phases in the preceding years. WCR 54 and WCR 13 are both classified as Regionally Significant Corridors and are federal-aid-eligible roads. The Freedom Parkway (WCR 54, LCR 18) corridor connects Loveland, Johnstown, Kersey, Evans, and rural Weld and Larimer County. The installation of a roundabout would address future intersection capacity issues and provide significant safety and air quality benefits. The roundabout addresses several federally required performance measures in the Highway Safety, Freight Movement, and CMAQ Emissions categories.

Project Title:	9th and 10th Street Mobility Enhancements
Sponsor:	City of Greeley
Project ID:	STBG-03
Funding Program:	Surface Transportation Block Grant
Partners:	None
Scoring Committee Recommendation:	Fully Funded

Description:

The vision for Regionally Significant Corridor #3 (US Business 34 i.e. 9th Street/10th Street) as outlined in the MPO 2045 Regional Transportation Plan (RTP), is to increase mobility, maintain system quality, and improve safety. The proposed project, “9th and 10th Street Mobility Enhancements”, will improve the multi-modal function of the corridor to promote safety and sense of place within the community. The primary scope element is the conversion of 9th St and 10th St from one-way to two-way operation with targeted transit, bike, pedestrian, and safety improvements. The project limits extend approximately 1.5 miles along 9th St (one-way westbound) and 10th St (one-way eastbound) from 10th Ave to 23rd Ave.

One-way to two-way street conversions allow motor vehicles, bicycles, buses, and pedestrians to interact more smoothly to make a street feel like a place where people would want to live, work, and walk around safely. Converting streets back to two-way operation has been shown to reduce speeding, severe crashes, and improve fire and police response.

Currently the corridor acts as a barrier in the community. It is high speed, wide, and very dangerous for pedestrians, cyclists, and vehicles. The project will prioritize pedestrians, bicyclists, and transit on 9th Street and continue to serve vehicle traffic on 10th Street, while ensuring safe multi-modal crossings and facilities. Pedestrian movement will be prioritized across 9th St and 10th St with pedestrian rapid flashing beacons and bumpouts at 9th St and 21st Ave and 10th St and 21st Ave. Bumpouts are also planned at the 9th Street and 19th Avenue, 18th Avenue, 15th Avenue intersections.

The Greeley-Evans Transit (GET) Poudre Express regional route along with Route 1 operate along 9th/10th St with a total of 8 bus stops within the project area. Westbound stops are currently located on 9th St and eastbound stops are located on 10th St. The transit facilities on 9th and 10th St are separated, so in order to transfer, riders in some cases must cross six lanes of traffic to transfer from westbound 9th St to eastbound 10th St. The project proposes locating all of the transit stops on 9th St, so they will be closer together to allow for easier transfers.

To facilitate two-way operation, 10th St and 23rd Ave will become the primary intersection with sections of 9th St west of 22nd Ave converted to landscaping with a connection to Luther Park to the east. Minor signal work will be needed at 23rd Ave, 14th Ave, 11th Ave and 10th Ave on both 9th St and 10th St.

9th St and 10th St are each three lanes with parallel on-street parking, totaling 55ft flow line to flow line, and carry approximately 10,000 vehicles per day, respectively. The posted speed limit is 35mph and the 85th percentile speed is 41mph on 9th St and 43mph on 10th St, which indicates that there is an issue with high speeds within the project area.

Staff observation has revealed frequent occasions where pedestrians are forced to run across three lanes to avoid high-speed oncoming traffic. Luther Park and Maplewood Elementary are located just south of 10th St within the project area, so an important goal is to provide safer and easier access to the park and the school from the surrounding neighborhoods.

Additional improvements to further enhance the corridor will include landscaping, streetscape, pedestrian scale lighting, and additional transit amenities. The proposed cross-section on 10th St would be four lanes with left turn lanes at higher volume intersections, and the proposed cross-section on 9th St is proposed as two lanes with bike lanes.

Project Title:	US 34 EB Widening Construction
Sponsor:	City of Loveland
Project ID:	STBG-05
Funding Program:	Surface Transportation Block Grant
Partners:	None
Scoring Committee Recommendation:	Partially Funded

Description:

This project fills in the EB portion of US 34 from Boyd Lake Avenue to Rocky Mountain Avenue. This will complete the a critical portion of this roadway section as part of on-going projects, including:

The City of Loveland has been widened US 34 from Monroe Avenue to Boyd Lake Avenue (EB and WB) and is currently planning to Widen WB from Fall River Drive to Boyd Lake Avenue. CDOT is widening US 34 WB from Centerra Parkway to Fall River Drive and EB from Rocky Mountain Avenue to Centerra Parkway as part of the I-25 Widening Project.

Preliminary (20%) plans have been developed, identifying key items as well as anticipated ROW and easements. As a result, working to 30% (FIR) and ROW plans will be relatively straight forward. In addition, this section of US 34 was included in a previous Environmental Assessment (EA) and portions of that information have been updated, with an understanding that some further updates are required.

Project Title:	35th Avenue Adaptive Signal Control Technology
Sponsor:	City of Greeley
Project ID:	CMAQ-05
Funding Program:	Congestion Mitigation & Air Quality
Partners:	None
Scoring Committee Recommendation:	Fully Funded

Description:

The City of Greeley Public Works Department wishes to improve the operation of the 35th Avenue corridor through adaptive signal control technology. 35th Avenue is RSC #22 in the 2045 Regional Transportation Plan and the highest volume non-state highway corridor in the City of Greeley. There are twelve signalized intersections within the proposed project area from 29th St to 4th St, which are all connected to Greeley’s traffic fiber network.

Adaptive signal control on 35th Avenue would facilitate efficient peak and off-peak travel on the corridor. The number of competing modes on 35th Avenue (pedestrian, vehicle, transit) create variable and unpredictable traffic demands, which cannot be effectively managed with conventional signal operation. High pedestrian demand near the Greeley West High School must be accommodated at the 22nd St and 24th St intersections during the noon peak and afternoon off-peak periods, while lunch hour demand at Centerplace causes high delay in the noon peak at the 35th Avenue and Centerplace intersection. Heavy eastbound commuter traffic on 10th St competes with school-aged children walking to school at the 35th Avenue and 10th St intersection in the morning peak. Greeley Evans Transit Routes 1 and 3 operate on 35th Avenue, which must also be accommodated. An adaptive signal system would be the best way to improve vehicular traffic flow, pedestrian movement, and transit operation.

Additionally, the adaptive system would integrate with the existing adaptive systems on US 34 Bypass and 10th St (US 34 Business) to seamlessly allow for north/south and east/west traffic flow. Vehicles at the 35th Ave and US 34 intersection experience high delays in the AM, PM, and Noon peak periods; the intersection currently operates at LOS E in the PM peak. Improvements to the overall operation of 35th Avenue are anticipated to not only improve the operation of the US 34 Bypass/35th Avenue intersection, but also travel time for east/west travelers on US 34 Bypass.

Centerplace Drive, which is located between 35th Avenue and 47th Ave parallel to US 34, is a major economic driver for the City of Greeley and home to variety of retail and restaurant establishments. During the peak periods much of the congestion on 35th Avenue is related to

people going to Centerplace. Improved operation of the 35th Avenue/ US 34 and 35th Avenue/Centerplace intersections would allow for easier access to the shops and restaurants on Centerplace Drive, which would help promote the economic vitality of the businesses located on Centerplace. 35th Avenue is also a key connection between the City of Greeley and Evans, so improved flow between these communities is beneficial for economic development and quality of life.

The NFRMPO 2019 Congestion Mitigation Process (CMP) recommends traffic signal timing improvements to accommodate current and future traffic on 35th Avenue. According FHWA “adaptive signal control systems” emission calculator toolkit, this project would result in a 50% delay reduction in the peak periods and a 49% reduction in the off-peak periods. This would result in a reduction of 5,193 tons of NO_x and 1,199 tons of VOC.

Project Title:	US287 Signal Coordination Improvements - Loveland
Sponsor:	City of Loveland
Project ID:	CMAQ-06
Funding Program:	Congestion Mitigation & Air Quality
Partners:	Colorado Department of Transportation
Scoring Committee Recommendation:	Fully Funded

Description:

This project will specify, purchase, and install adaptive traffic signal technology at 14 intersections on US287. The project will also design and construct needed detection, controller, and system upgrades to support the adaptive signal technology. We anticipate reduced travel times, minimized delay at intersections, and decreased vehicle emissions as a result of this project.

Per FHWA (<https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm>) adaptive signal control technologies (ASCT) are also kinder to the environment. Using ASCT can reduce emissions of hydrocarbons and carbon monoxide due to improved traffic flow.

Project Title:	Mulberry Street Traffic Signal Synchronization
Sponsor:	City of Fort Collins
Project ID:	CMAQ-02
Funding Program:	Congestion Mitigation & Air Quality
Partners:	None
Scoring Committee Recommendation:	Fully Funded

Description:

This project will gather data for existing conditions, evaluate existing conditions, and determine appropriate intersections to upgrade traffic signals with adaptive signal timing equipment which will enhance performance and synchronization. The project will also purchase and install necessary adaptive signal system equipment to implement this synchronization.

Along the project corridor (Mulberry Road from College Avenue to Greenfield Court), there are currently 9 signalized intersections. Daily traffic volumes range from approximately 27,000 vehicles per day (vpd) to approximately 46,000 vpd per City of Fort Collins traffic count data.

It is anticipated that implementing synchronization of traffic signals along the project corridor will have significant benefits by reducing congestion at signalized intersections and throughout the corridor, thus improving air quality.

Project Title:	On Route Battery Electric Bus Chargers
Sponsor:	City of Fort Collins
Project ID:	CMAQ-04
Funding Program:	Congestion Mitigation & Air Quality
Partners:	None
Scoring Committee Recommendation:	Fully Funded

Description:

FY24 and FY25 Congestion Mitigation and Air Quality (CMAQ) funding is requested for the purchase of two (2) on-route chargers for battery electric buses to be placed at Transfort's Downtown Transit Center (DTC), located at 250 N. Mason Street in Fort Collins. These chargers will support eight (8) battery electric buses funded and planned for purchase and future electric buses that will be incorporated into Transfort's fleet. The DTC chargers will support six (6) schedule blocks that include seven (7) routes with a total annual mileage of over 300,000 miles and supports an annual ridership of over 560,000 trips during normal service. The chargers have an estimated useful life of 15 years.

This project will provide CMAQ benefits by reducing greenhouse gas emissions and particulate matter and improving air quality. Inclusion of zero-emission vehicles in Transfort's fleet furthers short and long term objectives of several local and regional plans including those of the City of Fort Collins, State of Colorado, the NFRMPO and Regional Air Quality Council. The City has invested a significant amount of time and funding in planning efforts related to adopting zero-emission technology and fully supports this project as evidenced by the attached letters of support from the Interim City Manager and Director of Environmental Services. Transfort has partnered with the Center for Transportation and the Environment (CTE) to provide project planning and technical assistance throughout this project. CTE's recommendation to Transfort is to include both depot charging at the maintenance facility and on-route charging at the Transit Centers in order to meet the long term goal of deploying a 100% battery electric fleet on Transfort routes.

Project Title:	COLT Bus Replacement/Expansion
Sponsor:	City of Loveland
Project ID:	CMAQ-01
Funding Program:	Congestion Mitigation & Air Quality
Partners:	None
Scoring Committee Recommendation:	Partially Funded

Description:

City of Loveland Transit (COLT) is continuing to prioritize the reduction of green house gases by replacing aging diesel buses that are past their useful life and/or expanding local bus service to reduce the amount of single occupancy vehicles with new Compressed Natural Gas (CNG) or CNG Hybrid buses. Funding is requested for three vehicles which will have reached the end of their useful life of 12yrs/500,000miles prior to the Congestion Mitigation and Air Quality (CMAQ) funding period of FY24. Funding amounts requested were determined using a current contracted price quote through the state of Washington for the cost of a 2024 35 foot clean diesel hybrid bus and 2024 35 foot compressed natural gas bus. Local match funds are secured using an amortized fund for vehicle replacements.



Funding Discussion

Community Advisory Committee



North Front Range
Metropolitan
Planning
Organization

January 13, 2022

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Overview

- Funding distributed to local communities in competitive calls based on submitted applications
- Current funding sources: CMAQ, STBG, TA, MMOF
- NFRMPO does not have taxing ability!
- 2021 was good for future transportation funding compared to previous years – more funding for electrification, multimodal transportation

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Infrastructure Investment & Jobs Act (IIJA)

- **Expands existing funds**
 - Colorado expected to receive \$4B more highway and \$950M public transportation funding
- **Invests in EV infrastructure** (\$57M)
- **Invests in rail**
 - \$5B competitive rail improvement and safety grants
 - \$3B grade crossing safety grants)
- **Invests in airports**
 - \$432M for infrastructure development

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Infrastructure Investment & Jobs Act (IIJA)

- **New competitive grants**
 - Safe Streets for All (Vision Zero)
 - MEGA Projects (multimodal projects of national and regional significance)
 - PROTECT Program (resiliency)
 - Nationally Significant Bridge Program
 - FTA All Station Accessibility Program
 - Reconnecting Communities Pilot Program
 - SMART Grant Program (safety and efficiency)
 - Rural Surface Transportation Grant Program

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4

SB260 Funding

- **Federal Coronavirus Recovery Funds**
 - \$182M to State Highway Fund
 - \$161M to MMOF
 - \$36.5M to Highway Users Tax Fund
- \$100M to mitigate the environmental and health impacts of increased air pollution from vehicles
- Clean Fleet Enterprise, Clean Transit Enterprise
- Fees for local and county transportation priorities
- Southwest Chief & Front Range Passenger Rail
- Bridge & Tunnel Enterprise

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More information coming soon!

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