

## In-Person Attendance Option

Windsor Community Recreation Center  
250 N. 11<sup>th</sup> Street—Pine Room  
Windsor, Colorado

## Virtual Attendance Option

Call-in Number: +1 (408) 650-3123  
Access Code: 488-080-565  
Weblink: <https://bit.ly/2022NFRMTAC>

### NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

May 18, 2022  
1:00 – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Introductions
2. Public Comment (*2 minutes each*)
3. Approval of April 20, 2022 Meeting Minutes (*Page 2*)

#### AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Jessica Ferko, RAQC  
Rick Coffin, CDPHE-APCD  
Bornhoft

#### METROPOLITAN PLANNING ORGANIZATION AGENDA

##### CONSENT AGENDA

- 1) FY2022 Unified Planning Work Program (UPWP) Task Amendment #1 (*Page 6*)

Karasko

##### ACTION ITEMS

- 2) FHWA PM3 System Performance Updates (*Page 9*)
- 3) May 2022 TIP Amendment (*Page 11*)

Cunningham  
Cunningham

##### PRESENTATION

- 4) Non-Attainment Area Air Pollution Mitigation Enterprise (NAAPME) 10-Year Plan
- 5) Clean Transit Enterprise 10-Year Plan

Darius Pakbaz, CDOT  
Michael King, CDOT

##### DISCUSSION ITEMS

- 6) 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Update (*Page 14*)
- 7) 2050 RTP Regionally Significant Corridors (RSCs) Update (*Page 16*)
- 8) Performance Report for the 2019 Congestion Management Process (CMP) (*Page 20*)
- 9) 2045 RTP Update and Greenhouse Gas (GHG) Analysis (*Page 34*)
- 10) MMOF Call for Projects Sponsor Q&A

Cunningham/Gordon  
Gordon  
Bornhoft  
Bornhoft  
Cunningham

##### OUTSIDE PARTNER REPORTS

- 11) NoCo Bike & Ped Collaborative
- 12) Regional Transit Agencies
- 13) Mobility Updates

**Handout**  
  
Schmitt

##### REPORTS

- 14) May Planning Council Meeting Summary Draft (*Page 35*)
- 15) Community Advisory Committee (CAC) Summary
- 16) Mobility Committee Updates (*Page 37*)
- 17) Roundtable

**Written Report**  
**Handout**  
**Written Report**  
All

4. Final Public Comment (*2 minutes each*)
5. Next Month's Agenda Topic Suggestions
6. Next TAC Meeting: June 15, 2022

#### **Town of Windsor Wi-Fi**

**Username:** Windsor Rec Center Public Wi-Fi  
**Password:** password

419 Canyon Avenue, Suite 300  
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[nfrmpo.org](http://nfrmpo.org)

**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
April 20, 2022  
1:05 – 3:31 p.m.**

**TAC MEMBERS PRESENT:**

Eric Tracy, Chair – Larimer County  
Allison Baxter, Vice Chair – Greeley  
Brad Buckman – Fort Collins  
Aaron Bustow – FHWA  
Jessica Ferko – RAQC  
Eric Fuhrman – Timnath  
Josie Hadley – CDOT  
Omar Herrera – Windsor  
Dave Klockeman – Loveland  
Wesley LeVanchy – Eaton  
Adam Olinger – Berthoud  
Elizabeth Relford – Weld County

Troy White – Johnstown

**NFRMPO STAFF:**

Medora Bornhoft  
AnnaRose Cunningham  
Alex Gordon  
Becky Karasko  
Suzette Mallette  
Jerome Rouser  
Cory Schmitt

**TAC MEMBERS ABSENT:**

Abdul Barzak – Severance  
Rick Coffin – CDPHE-APCD  
Pepper McClenahan – Milliken  
Mark Oberschmidt – Evans  
Ranae Tunison – FTA  
Town of LaSalle

**IN ATTENDANCE:**

Eric Bracke – Windsor  
Alex Donaldson – Loveland  
Candice Folkers – COLT  
Katie Guthrie – Loveland  
Michelle Johnson – GET  
Tamara Keefe – FHU  
Katlyn Kelly – Transfort  
Kelly Leadbetter - FHU  
Aaron Norton – Fort Collins  
Jake O’Neal – CDOT  
Evan Pinkham – Weld County  
Leiton Powell - GET  
Jan Rowe – CDOT  
Natalie Shishido - CDOT  
Carrie Tremblatt – CDOT  
Kelly Zuniga - Loveland

**CALL TO ORDER**

Chair Tracy called the meeting to order at 1:05 p.m.

**APPROVAL OF THE MARCH 16, 2022 TAC MINUTES**

Klockeman moved to approve the March 16, 2022 TAC minutes. Buckman seconded the motion, which was approved unanimously.

**PUBLIC COMMENT**

There was no public comment.

## **AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko stated RAQC is hosting a modeling forum on May 18, 2022. The SIP planning effort continues for the 2008 and 2015 ozone standards. Presentation and draft chapters are available on the RAQC website.

Bornhoft stated the EPA proposed reclassifying the region's designation from Serious to Severe and Moderate to Serious for the two ozone standards. The new classifications will be effective later this year. Bornhoft also stated the judicial stay was denied for northern Weld County being added to the Nonattainment Area, so the NFRMPO is required to include the area in the conformity determination in 2022, which the NFRMPO will do in conjunction with the 2045 RTP update. Bornhoft stated the Greenhouse Gas Reduction Policy Directive is being discussed at the Transportation Commission at their April 2022 meeting, with adoption expected in May. The NFRMPO is concerned including technical details in the Policy Directive is too onerous. Bornhoft stated staff is continuing to work on the 2045 RTP update, which will be a discussion item at the May 2022 TAC meeting. Air Quality Awareness Week is May 2 through May 6, and the NFRMPO will be posting on social media. Relford asked if NFRMPO staff will bring a letter to Planning Council to provide comments on the Policy Directive, and Mallette stated NFRMPO staff has coordinated with the STAC representative and TC representative and agrees having the Council take a position would be helpful.

## **CONSENT AGENDA**

No items this month.

## **ACTION ITEMS**

**FY2023 Unified Planning Work Program (UPWP) Tasks** – Karasko stated NFRMPO staff has drafted tasks for the second year of the FY2022-2023 UPWP. The Finance Committee will review the budget at their April 21, 2022 meeting. The updated combined tasks/budget will go to the Planning Council at their May 5, 2022 meeting. The approved tasks and budget will be sent to FHWA/FTA/CDOT for review and approval. Karasko clarified the tasks that are being amended are for projects starting after October 1, 2022. Mallette noted the budget for the NFRMPO will increase from FY2022 and FY2023 because of increased funding from MMOF. Baxter moved to recommend Planning Council approve the FY2023 Unified Planning Work Program tasks. Relford seconded the motion, which was approved unanimously.

**FY2023-2026 Transportation Improvement Program (TIP)** – Cunningham noted the public comment period opened April 1, 2022 and will close May 3, 2022 for the FY2023-2026 TIP. Updates to the TIP since the March TAC meeting include clarifying how state funds and new funding programs fit into the TIP delay review process, updated EJ areas, and a link to a TIP project map showing all of the projects and reference layers. Recommendations from the NFRMPO Certification Review were added, including additional information about project selection and prioritization, Conformity Determination for TIP amendments, and additional details about the relationship between the TIP and STIP. The public hearing for conformity determination will happen prior to the Council meeting on May 5, 2022. Buckman moved to recommend Planning Council approve the FY2023-2026 TIP. Baxter seconded the motion, which was approved unanimously.

**MMOF Call for Projects Criteria** – Cunningham reviewed changes to the MMOF guidelines based on Planning Council feedback from their April 7, 2022 meeting. Planning Council requested transit projects

include a Sustainable Funding plan with their application. Cunningham noted there were no major changes for the project description or application. Some minor changes to the EJ Worksheet and Performance Measure Worksheet include only showing relevant performance measures. For example, CMAQ performance measures will not be included because non-CMAQ-funded projects are not included in the CMAQ Project Reporter and the NFRMPO cannot take credit toward meeting the target. A project applicant workshop is scheduled for May 9, 2022 to discuss potential projects, available data, and specifics about filling out the application and worksheets. Relford stated the performance measure worksheet is not helpful during the scoring process. Cunningham stated this worksheet informs the performance measure analysis in the TIP. Klockeman asked for more insight about how to properly score projects. Cunningham stated the MMOF Call for Projects is a quick turnaround between feedback from the 2021 Call for Projects, so some items are still being fleshed out. Klockeman moved to recommend Planning Council approve the MMOF Call for Projects Criteria. Herrera seconded the motion, which was approved unanimously.

### **PRESENTATIONS**

No items this month.

### **DISCUSSION ITEMS**

**FY2022 Unified Planning Work Program (UPWP) Task Amendment #1** – Karasko stated NFRMPO staff drafted a task for FY2022 for the regional Transportation Demand Management (TDM) program, which focuses on development of a regional program. The task is budget neutral because it will use excess RideNoCo MMOF, originally awarded in 2020. Relford recommend updating the task to identify collaboration with the business community.

**Regionally Significant Corridors (RSC) 2050 RTP Update** – Gordon reviewed the definition for Regionally Significant Corridors (RSCs) and added the 2045 RTP states the need to connect two or more communities or activity centers, not three as shown in the presentation. TAC agreed to keep the definition consistent with the 2045 RTP. Relford recommended checking whose definition to use for roadway classification. TAC discussed the O Street/Crossroads Boulevard corridor because removing connections for O Street makes it hard to qualify under the definition. Relford explained the development pressures around O Street and Baxter proposed new connections. Baxter requested including the 4<sup>th</sup> Street Corridor with the updated definition. Relford recommended including US85 as a Regional Transit Corridor. Rowe stated CDOT is discussing transit on that corridor, but no decisions have been made. Gordon stated he will send out an updated set of Regional Corridors to get feedback prior to the May 18, 2022 TAC meeting.

**2021 Call for Projects Follow Up** – Cunningham reviewed the responses received from the survey asking for feedback on the 2021 Call for Projects and how the NFRMPO can improve future Calls for Projects. There were 10 responses, including multiple responses from some communities. Staff recommendations for future Calls include adjusting the timeline to allow for more time to review CMAQ emissions analysis and reviewing of final applications, holding a separate project applicant workshop, and standardizing data used by applicants to facilitate scoring. Klockeman clarified he would like an opportunity to ask project sponsors about their projects after they are submitted and prior to the Scoring Committee meeting. Relford asked to clarify which performance measures are federal and which are not. Relford asked if EJ or DI communities would be prioritized in project selection. Cunningham responded

that conversations would continue. TAC discussed and decided to continue the conversation about whether communities should request letters of support from elected officials or town/city administration. TAC also decided project sponsors could submit scores for their own project but those scores would not be included in the final ranking. Relford suggested including direct links to relevant information in plans to help score.

**FHWA PM3 System Performance Updates** – Cunningham stated the second performance period for FHWA is underway, and there are two new performance measures for which the NFRMPO need to set targets in conjunction with CDOT. These are required for transportation management areas (TMAs), meaning the targets will only be set for the Fort Collins TMA. The two performance measures are Non-SOV Travel and Peak Hour Excessive Delay (PHED). Staff considered Non-SOV Travel data from the American Community Survey and created two scenarios. CDOT recommended the more optimistic target, while TAC recommended moving forward with the current trend scenario. A CDOT consultant developed a model to forecast PHED to inform target setting. CDOT and NFRMPO recommend using the upper threshold for PHED target setting.

### **OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – A written report was provided.

**Regional Transit Agencies** – Kelly stated Transfort is showing their first Electric Bus on April 22, 2022 for Earth Day. The Bus will be at City Hall then move to Mountain and College in downtown Fort Collins.

**Mobility Updates** – A written report was provided.

### **REPORTS**

**April Planning Council Meeting Summary Draft** – A written report was provided.

**Community Advisory Committee (CAC) Summary** – A written report was provided.

**Mobility Committee Updates** – A written report was provided.

### **ROUNDTABLE**

Cunningham noted there is an Off-Cycle TIP Amendment included in the TAC packet because it was expedited. Planning Council approved the TIP Amendment at their April 7, 2022 meeting, so this was included as an informational item for TAC.

Gordon requested pictures to include in the 2050 RTP.

### **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – None.

**Meeting adjourned at 3:31 PM.**

**Meeting minutes submitted by:** Alex Gordon, NFRMPO Staff

**The next meeting will be held at 1:00 p.m. on Wednesday, May 18, 2022 as a hybrid meeting.**

## MEMORANDUM

**To: NFRMPO Transportation Advisory Committee (TAC)**

**From: Becky Karasko**

**Date: May 18, 2022**

**Re: \*\*CONSENT\*\* FY2022-2023 Unified Planning Work Program (UPWP)  
FY2022 Task Amendment #1**

### Background

The NFRMPO staff has drafted a new Travel Demand Management (TDM) Task for FY2022 the *FY2022-2023 Unified Planning Work Program (UPWP)*. The new Task supports the development and implementation of a TDM program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions. This Task Amendment is budget neutral as the funding for this task is MMOF funding allocated to the RideNoCo effort but is being split out into a separate TDM.

### Action

NFRMPO staff requests TAC recommend Planning Council approval of the FY2022 Task Amendment #1 at their June 2, 2022 meeting.

## 4.6 Transportation Demand Management (TDM)

### Objective:

This Work Task supports the development and implementation of a Transportation Demand Management (TDM) program in the MPO region. A TDM Action Plan will be implemented by working with stakeholders identified in the Plan. The TDM Program will develop and expand regional resources, strategies, and partnerships to reduce single-occupancy vehicle trips and address air quality issues, greenhouse gas and ozone emissions reductions.

### Method:

The NFRMPO developed a TDM Action Plan through the work of the TDM Work Group in FFY2022, which identifies goals and vision to develop the regional TDM Program. The Work Group will continue to guide the implementation of the program. The NFRMPO's TDM Program builds upon the work of RideNoCo by adding a business/employee component to the project and act as an educational resource for businesses. In addition, the NFRMPO will support the development of a Transportation Management Association/Organization (TMA/O) through staff support, salary for a TDM Manager position, and indirect/program costs.

### Overall Impact/Intent:

The intent of the TDM Program is to develop strategies to reduce single-occupancy vehicle trips, address air quality issues through greenhouse gas emissions reductions, ozone emission reductions and provide additional transportation opportunities for residents and visitors in the region. This program will be a partnership of the NFRMPO and other stakeholders throughout the region.

### FY2023 Products:

1. Implement TDM Action Plan (ongoing)
2. TDM Work Group meetings (ongoing)
3. Develop TDM resource website (Q2 2023)
4. Contract with new TMO (Q3 2023)
5. Staff support for TMO (ongoing)
6. Community outreach (ongoing)

	<u>FY2022</u>	<u>FY2023</u>
PERSON/WEEKS:	0	4

**Budget**

Personnel	\$0	\$6,365
Other Direct	\$0	\$139,052
Indirect	\$0	\$4,582
<b>TOTAL</b>	<b>\$0</b>	<b>\$150,000</b>

**Distribution**

**State**

MMOF (50.0%)	\$0	\$75,000
MMOF match (50.0%)	\$0	\$75,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$150,000</b>

**Other Direct**

Out of State Training	\$0	\$0
Consultant	\$0	\$139,052
Other	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$139,052</b>



## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: AnnaRose Cunningham**

**Date: May 18, 2022**

**Re: FHWA PM3 System Performance Updates**

### Background

In 2018, the NFRMPO set targets for PM3: System Performance for the first performance period (2018-2021). For the second performance period, the NFRMPO is required to set two additional PM3 targets on traffic congestion: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours Excessive Delay (PHED). The traffic congestion targets for the second performance period are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter. For the NFRMPO and CDOT, this requirement applies to the Fort Collins Fort Collins Transportation Management Area (TMA). The applicable area for the CMAQ Traffic Congestion targets is included in the attached map (**Figure 1**). Additionally, the NFRMPO is required to set traffic congestion targets in conjunction with the State.

### Non-SOV Targets

NFRMPO staff analyzed commuting data from 2015-2019 American Community Survey (ACS) and created two likely target setting scenarios as shown in **Table 1**, attached. CDOT's preferred targets are Scenario 2. An explanation of the methodology, why the target is achievable, and how the targets support current transportation plans and programs is included in the attached presentation.

### PHED

CDOT worked with CATCH Intelligence to forecast future levels of PHED for the Fort Collins and Denver-Aurora UZAs. The model used data inputs from the National Performance Management Research Data Set (NPMRDS), Highway Performance Monitoring System (HPMS), FHWA, CDOT Travel Demand model, and State sources. The model predicted future PHED which CDOT used to establish the proposed targets shown in **Table 2**, attached.

TAC discussed both sets of targets at their meeting on April 20, 2022. TAC's preferred Non-SOV Targets are Scenario 1 and support the targets for PHED as recommended by CDOT. Planning Council discussed the targets at their meeting on May 5 and agreed with TAC's preferred targets.



## Action

Staff requests TAC recommend Planning Council approval of the Non-SOV Scenario 1 targets and the CDOT Proposed PHED targets.

**Table 1: Non-SOV Travel Target Scenarios**

<b>Scenario 1: Current Trends</b> Extending the current trends (2013-2019) in number of workers, drive alone, and non-SOV commute modes out to 2026	
<b>2-Year Target</b>	<b>4-Year Target</b>
25.30%	25.56%
<b>Scenario 2: Current Trends with Increased Non-SOV Commute</b> Scenario 1 plus increasing the percent of non-SOV commuters from 3.5% to 4%	
<b>2-Year Target</b>	<b>4-Year Target</b>
25.91%	26.43%

**Table 2: CDOT Proposed PHED Targets**

<b>2-Year Target</b>	<b>4-Year Target</b>
3.8	3.7

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 18, 2022	May 2022 TIP Amendment	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approve the May 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The May 2022 TIP Amendment includes two revision requests from the City of Loveland and CDOT:</p> <ul style="list-style-type: none"><li>Revising the Loveland <i>CNG Fast Fill Stations</i> project by replacing \$828K federal CMAQ funds with \$828K local funds and revising the project scope based on Planning Council action in January 2020. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension.</li><li>Revising the <i>North I-25: Design Build</i> project by decreasing Previous (FY21) LOM funding by \$828K and increasing CMAQ FY22 funding by \$828K. The replacement of local funds with CMAQ funds is due to the Buy America waiver program suspension.</li></ul> <p>The attached May 2022 Policy Amendment Form provides additional information on these requests.</p>		
<b>Committee Discussion</b>		
This is the first and only time TAC is scheduled to see the May 2022 TIP Amendment.		
<b>Supporting Information</b>		
<p>The 30-day Public Comment period for the May 2022 TIP Amendment began on May 11, 2022 and concludes on June 9, 2022.</p> <p><u>Funding Types and Uses</u></p> <p><b>Congestion Mitigation &amp; Air Quality (CMAQ)</b> funding covers activities and projects that reduce transportation-related emissions in nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter. Federal regulations for this program give priority in distributing CMAQ funds to diesel engine retrofits, and other cost-effective emission reduction and congestion mitigation activities which provide air quality benefits.</p>		
<b>Advantages</b>		
<ul style="list-style-type: none"><li>TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.</li></ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"><li>None noted.</li></ul>		
<b>Analysis/Recommendation</b>		
<ul style="list-style-type: none"><li>Staff supports adding the January 2022 TIP Amendment to the FY2022-2025 TIP.</li></ul>		
<b>Attachments</b>		
<ul style="list-style-type: none"><li>May 2022 Policy Amendment Form</li></ul>		

# NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Policy Amendment #2022-A5

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 5/11/2022

### Strategic

#### PREVIOUS ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,640	-	-	-	-	-	-	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	-	-	80	-	-	-	80	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	46,735	-	42,897	93,402	18,408	-	154,707	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>496,612</b>	-	<b>43,627</b>	<b>93,402</b>	<b>18,408</b>	-	<b>155,437</b>	-

**REVISED ENTRY**

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	21,970	-	-	-	-	-	-	-
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	3,640	-	828	-	-	-	828	-
<b>Type:</b>	Modify & Reconstruct	Federal	SPR	-	-	150	-	-	-	150	-
<b>Air Quality:</b>	Included in conformity analysis	Federal	TCC	-	-	80	-	-	-	80	-
<b>Description:</b>	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-
		Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-
		Federal/State	PWQ	7,347	-	-	-	-	-	-	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	88,800	-	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-	-
		State	PRI	65	-	-	-	-	-	-	-
		State	7PX (SB228 or SB267)	190,000	-	-	-	-	-	-	-
		State	7PT (SB 267 Transit)	-	-	500	-	-	-	500	-
		Local	Federal/State Loan	77,115	-	-	-	-	-	-	-
		Local	LOM	45,907	-	42,897	93,402	18,408	-	154,707	-
		Local	Private	6,000	-	-	-	-	-	-	-
			<b>Total</b>	<b>495,784</b>	-	<b>44,455</b>	<b>93,402</b>	<b>18,408</b>	-	<b>156,265</b>	-

**Revision:** Increasing FY22 CMAQ funds by \$828K and decreasing LOM Previous Funding (FY21) by \$828K due to funding swap with Loveland CNG Fast Fill Stations (STIP ID: SNF5173.053).

**Congestion Mitigation & Air Quality (CMAQ)****PREVIOUS ENTRY**

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	CMAQ	-	828	-	-	-	-	828	-
<b>STIP ID:</b>	SNF5173.053	Local	L	-	174	-	-	-	-	174	-
<b>TIP ID:</b>	2020-004	Local	LOM	-	200	-	-	-	-	200	-
<b>Type:</b>	Operations		<b>Total</b>	-	<b>1,202</b>	-	-	-	-	<b>1,202</b>	-

**Air Quality:** Exempt from conformity analysis

**Description:** Build 2 fast fill fueling stations to accommodate County and municipal fleet needs for CNG fueling.

**REVISED ENTRY**

Title:	CNG Fast Fill Stations	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
<b>Sponsor:</b>	Loveland	Federal	CMAQ	-	-	-	-	-	-	0	-
<b>STIP ID:</b>	SNF5173.053	Local	L	-	1,202	-	-	-	-	1,202	-
<b>TIP ID:</b>	2020-004		<b>Total</b>	-	<b>1,202</b>	-	-	-	-	<b>1,202</b>	-

**Type:** Operations

**Air Quality:** Exempt from conformity analysis

**Description:** Build CNG fast fill fueling addition to City of Loveland Fueling Facility to accommodate municipal and County fleet needs for CNG fueling.

**Revision:** Swapping \$828K FY22 CMAQ funds with Local Funds from *North I-25: Design Build* due to Buy America waiver restrictions. Combining L and LOM lines. No change to project total. Revising project description based on Planning Council agenda of January 9, 2020.

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: AnnaRose Cunningham & Alex Gordon**

**Date: May 18, 2022**

**Re: 2050 RTP: Goals, Objectives, Performance Measures, and Targets (GOPMT)  
Update**

### Background

Starting with the 2040 RTP, the NFRMPO has adopted GOPMT (goals, objectives, performance measures and targets) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. NFRMPO staff worked with Technical Advisory Committee (TAC) members in 2018 to update objectives and to draft new regional performance measures for the 2045 RTP.

NFRMPO Staff worked with the Community Advisory Committee (CAC) to revise the vision statement and goals to better reflect regional priorities as the NFRMPO begins work on the 2050 RTP.

**Vision Statement:** The multimodal transportation system in Northern Colorado will be safe, socially, and environmentally sensitive, and supportive of the region's quality of life and economic vitality.

#### **Goal Area 1: Regional Health**

Improve economic development, residents' quality of life, and air quality

#### **Goal Area 2: Mobility**

Moves people and goods safely, efficiently, and reliably on a continuous transportation system

#### **Goal Area 3: Multi-Modal**

Improve accessibility of and access to transit and alternative modes of transportation

#### **Goal Area 4: Operations**

Optimize operations of transportation facilities and planning programming optimization

Currently the NFRMPO has eight regionally specific performance measures:

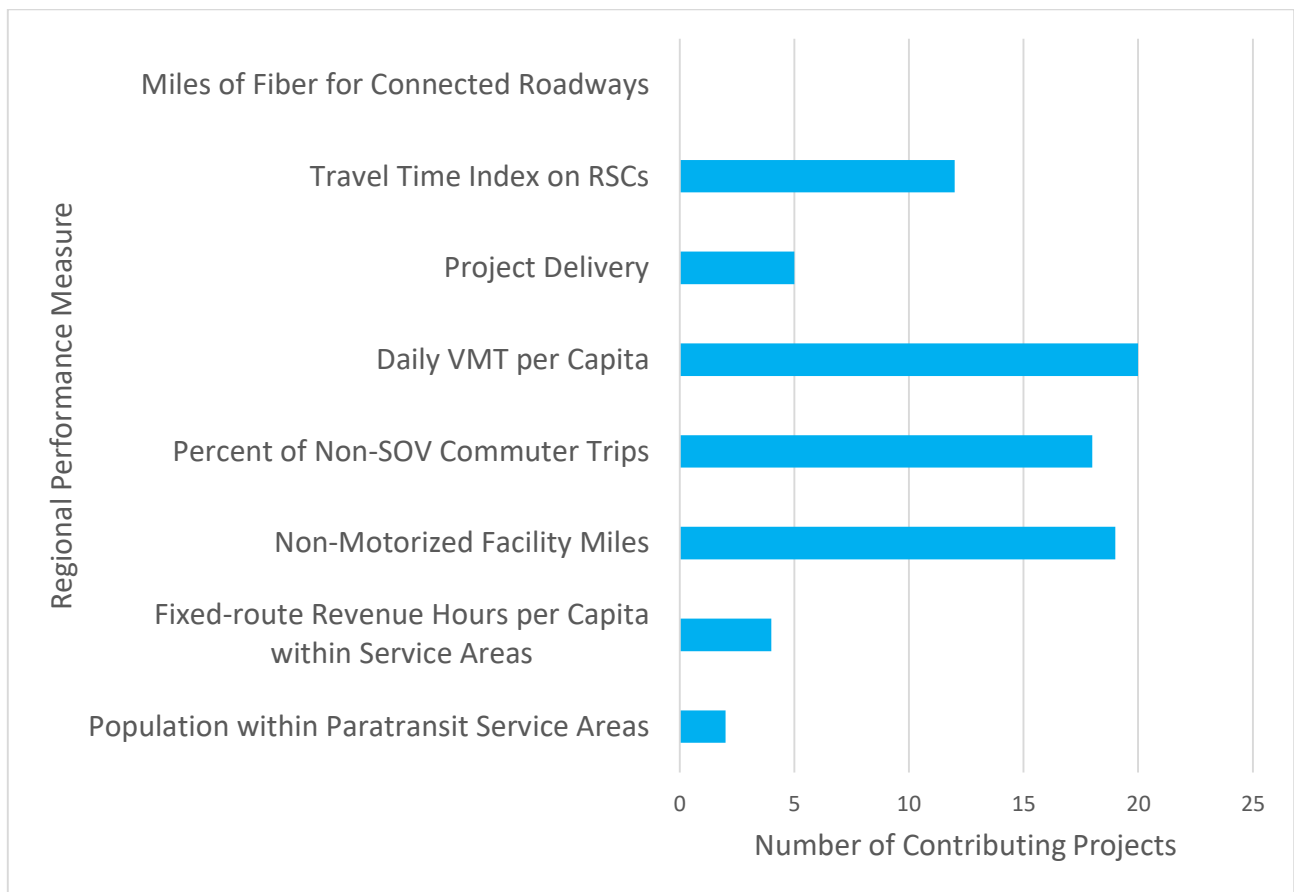
- Population within Publicly-Operated Paratransit and Demand Response Service Area Within the NFRMPO Boundary (Population within Paratransit Service Areas)
- Fixed-route Revenue Hours per Capita within Service Areas
- Non-Motorized Facility Miles
- Percent of Non-Single Occupant Vehicle (SOV) Commuter Trips
- Daily VMT per Capita



- Federally Funded Projects within the NFRMPO Boundary Reported as Financially Inactive for more than Three Quarters (Project Delivery)
- Travel Time Index on RSCs
- Miles of Fiber for Connected Roadways

To ensure the performance measures align with regional priorities, NFRMPO Staff has analyzed the regional performance measure contribution from the two most recent NFRMPO Calls for Projects (2019 MMOF and 2021 CMAQ, STBG, and TA), shown in the following chart.

#### **Call for Projects Regional Performance Measure Analysis.**



#### **Action**

Staff requests TAC review and discuss the proposed Goals, Objectives, and Regional Performance Measures that will be incorporated into the 2050 RTP.

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: Alex Gordon**

**Date: May 18, 2022**

**Re: 2050 RTP Regionally Significant Corridors (RSCs) Update**

### Background

With each Regional Transportation Plan (RTP) update, NFRMPO staff updates its regional corridors and their definitions. To facilitate these updates, NFRMPO staff distributed maps of Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs) from the 2045 Regional Transportation Plan. Communities submitted recommendations to update the right-of-way, remove corridors, and add new corridors. These comments were discussed at the TAC meeting on April 20, 2022. TAC discussed the following changes at that meeting:

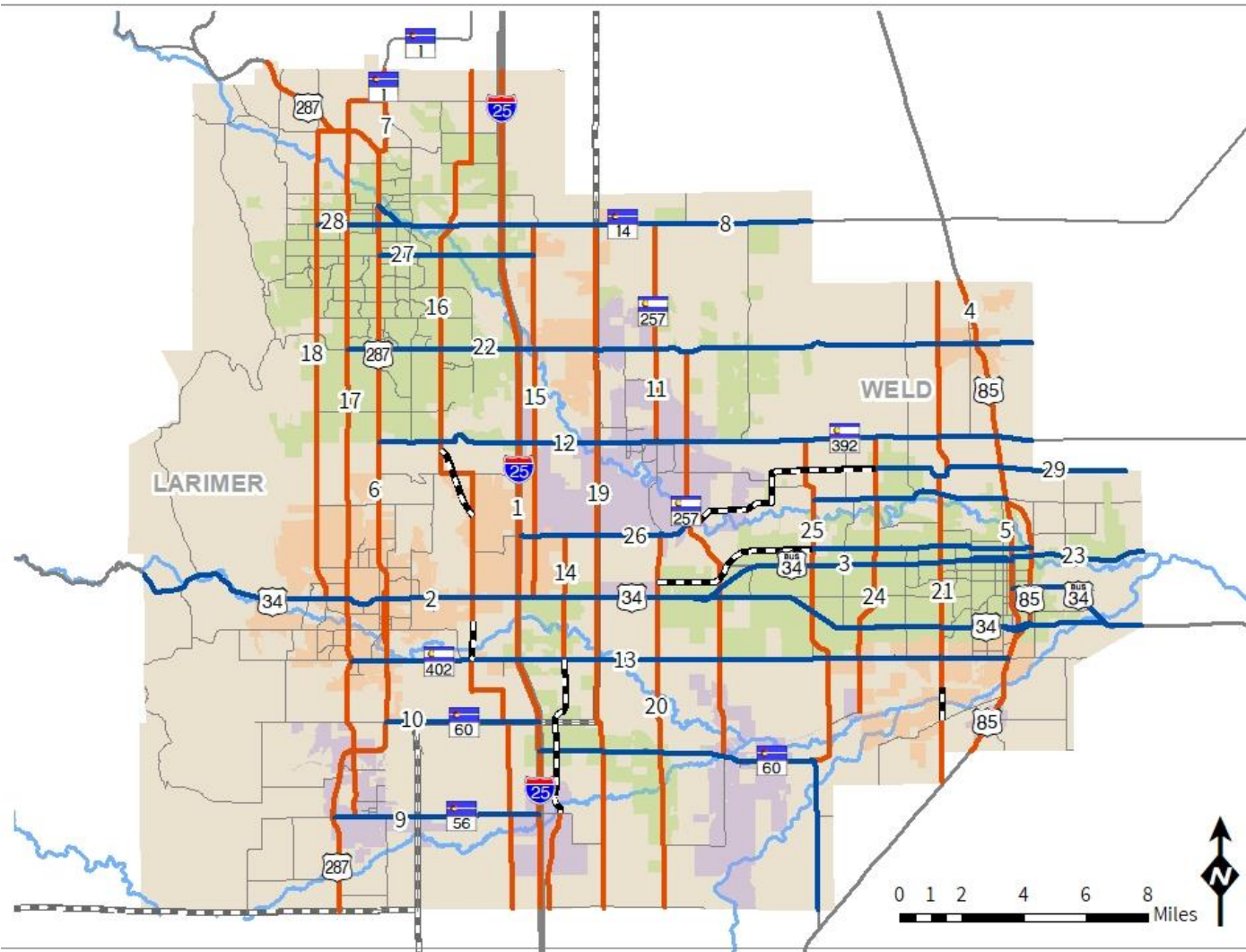
- Realign the O Street/Crossroads Boulevard corridor to avoid the historic farm property
- Add US85 as an RTC
- Update the RSC definition for consistency with the 2045 RTP
  - The roadway is eligible to receive federal aid.
  - The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2050.
  - It is anticipated that by 2045 all segments of the roadway designated as an RSC will be built and paved.
  - The roadway serves regional traffic as determined by local knowledge.

NFRMPO staff incorporated these changes into the draft maps attached.

### Action

Staff requests TAC review the proposed RSCs, RTCs, and RATCs and to provide feedback at the May 18, 2022 TAC meeting.





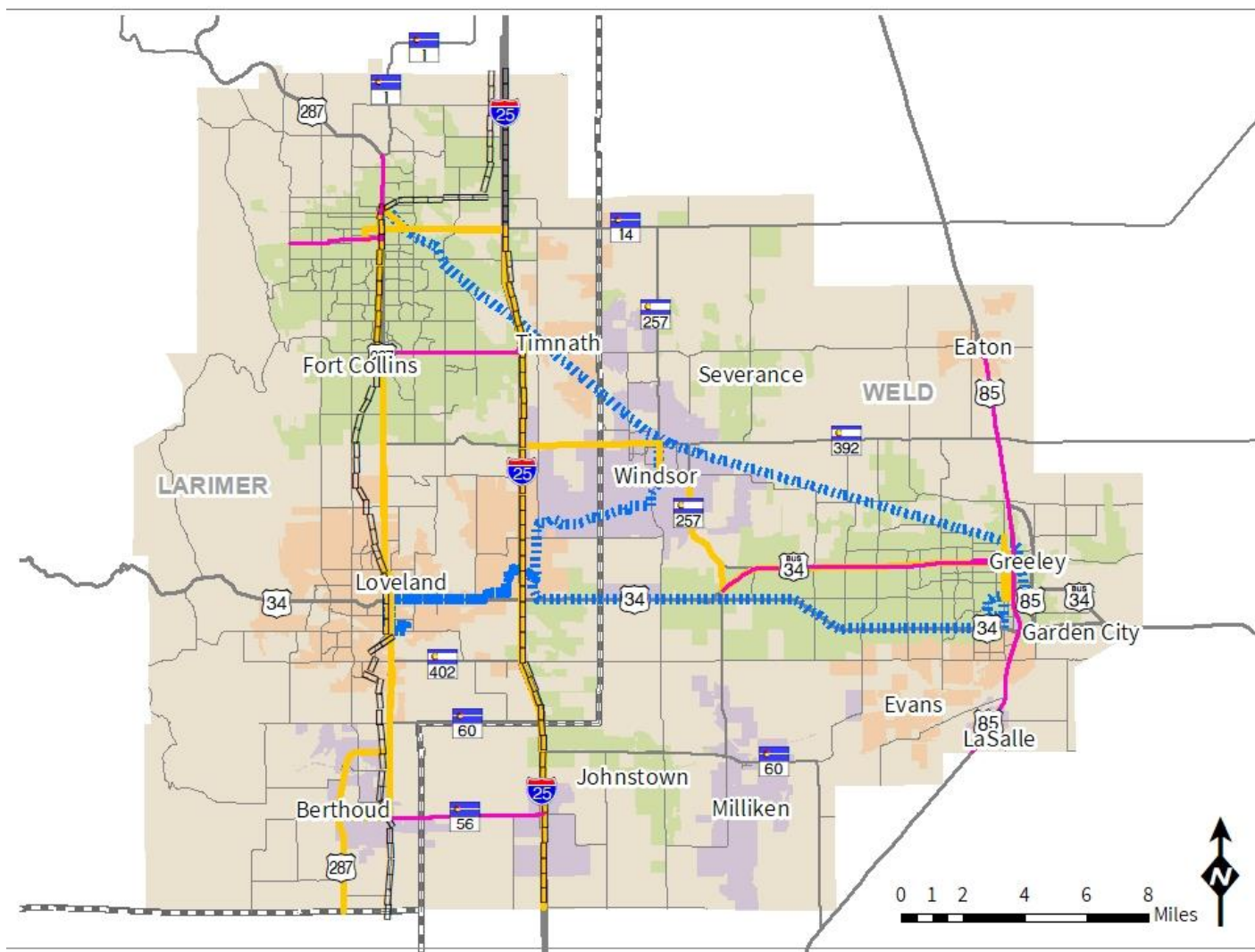
## Legend

- Proposed RSCs - Unconstructed
- Proposed RSCs - East/West
- Proposed RSCs - North/South
- County Boundary
- NFRMPO Planning Area

May 2022  
Sources: CDOT, NFRMPO

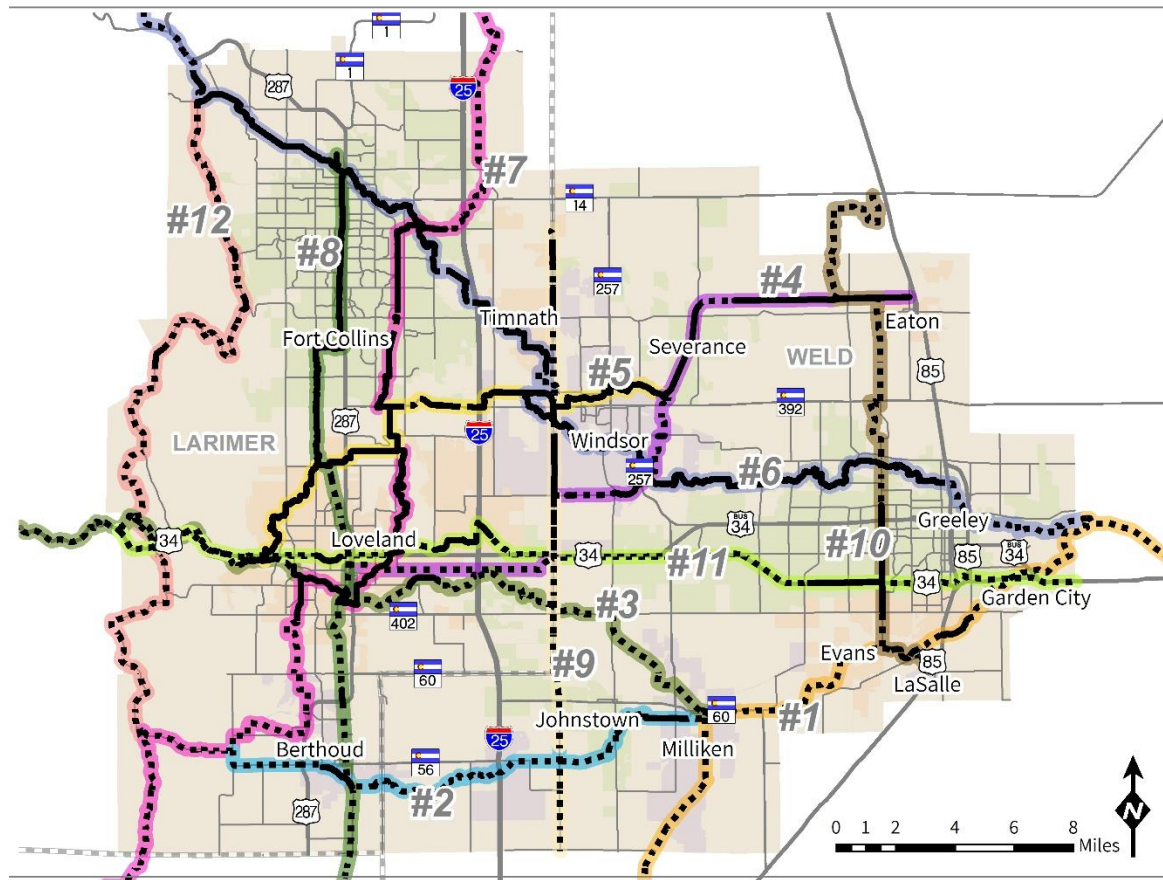


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## Legend

- Existing Regional Transit
- - - - - Premium Transit Analysis
- Front Range Passenger Rail
- County Boundary
- Local/Regional Transit Priority
- NFRMPO Planning Area



### Legend

- |  |   |
|--|---|
| — Existing or Interim Alignment          | 6: Poudre River Trail                         |
| ..... Proposed Alignment                 | 7: Front Range Trail (West)                   |
| 1: South Platte/American Discovery Trail | 8: BNSF Fort Collins/Berthoud                 |
| 2: Little Thompson River                 | 9: Johnstown/Timnath                          |
| 3: Big Thompson River                    | 10: Eaton/LaSalle                             |
| 4: Great Western/Johnstown/Loveland      | 11: US 34 Parallel                            |
| 5: North Loveland/Windsor                | 12: Carter Lake/Horsetooth Foothills Corridor |

- County Boundary  
 NFRMPO Planning Area

June 2021  
Sources: CDOT, NFRMPO



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# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
May 18, 2022	Performance Report for the 2019 Congestion Management Process (CMP)	Medora Bornhoft
<b>Objective/Request Action</b>		
To discuss and provide comments on the Performance Report for the <u>2019 CMP</u> . This report does not require approval and will not be brought back as an Action Item.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The performance report supplements the <u>2019 CMP</u> by monitoring the implemented congestion strategies in terms of the CMP's performance measures.</li> <li>The performance analysis shows the region is making progress on four of seven performance measures with available data.</li> <li>The report identifies the implemented projects and programmed projects that contribute toward congestion management.</li> <li>The report indicates progress is being made; however, additional strategies are needed to meet the region's congestion reduction goals.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>None.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>Federal regulations require urbanized areas with over 200,000 residents have a CMP, which is a "systematic and regionally-accepted approach for managing congestion."<sup>1</sup></li> <li>CMPs must be periodically monitored with an assessment of the effectiveness of strategies through an analysis of the region's established performance measures.</li> <li>In 2019, the NFRMPO Planning Council adopted the <u>2019 CMP</u>.</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The report fulfills federal requirements for the periodic assessment of the effectiveness of congestion management strategies in terms of the region's established performance measures.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>None.</li> </ul>		
<b>Analysis/Recommendation</b>		
Staff requests TAC review the report and provide comments at the TAC meeting. Any comments provided will be incorporated into the report; however, the report does not require approval and will not be brought back as an Action Item.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>Performance Report for the 2019 Congestion Management Process</li> </ul>		

<sup>1</sup> [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm)





North Front Range  
**Metropolitan  
Planning  
Organization**

## **Performance Report for the 2019 Congestion Management Process**

**May 2022**

Prepared by:

North Front Range Metropolitan Planning Organization

419 Canyon Ave, Suite 300

Fort Collins, CO 80521

Preparation of this document has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, the Colorado Department of Transportation, and the local member communities of the NFRMPO.

# Performance Report for the 2019 CMP

## Introduction

Reducing congestion is an objective of the North Front Range Metropolitan Planning Organization (NFRMPO) in support of the goal of moving people and goods safely, efficiently, and reliably. The NFRMPO uses a systematic and performance-based approach to address congestion, as documented in the 2019 Congestion Management Process (CMP). The 2019 CMP identifies strategies and performance measures to help inform transportation investment decisions.

This performance report supplements the 2019 CMP by monitoring the implemented congestion strategies in terms of the CMP's performance measures. The purpose of the performance report is to identify effective strategies for congestion management to enable the region to strategically improve system performance. This report fulfills the federal requirement for a periodic assessment of the effectiveness of implemented congestion strategies.

The performance analysis in this report shows the region is making progress on four of seven performance measures with available data. The report also identifies the implemented projects and programmed projects that contribute toward congestion management.

## Performance Analysis

The 2019 CMP identifies four direct measures of congestion and four indirect measures of congestion, as listed in **Table 1** and **Table 2**, respectively.

**Table 1. Direct Metrics for Evaluating Congestion**

CMP Performance Measure	Description
<b>Travel Time Index (TTI)</b>	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.
<b>Vehicle Miles Traveled (VMT) per Capita</b>	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.
<b>Travel Time Reliability (TTR)</b>	Measures non-recurring delay for all vehicles by comparing the 80 <sup>th</sup> percentile travel time to the average (50 <sup>th</sup> percentile) travel time. A value of 1.5 or higher indicates the segment is not reliable. A corridor may be congested, but reliable if the congestion is consistent.
<b>Truck Travel Time Reliability (TTTR)</b>	Measures non-recurring delay for trucks by comparing the 95 <sup>th</sup> percentile travel time to the average (50 <sup>th</sup> percentile) travel time. A value of 1.5 or higher is considered unreliable.

**Table 2. Indirect Metrics for Evaluating Congestion**

<b>CMP Performance Measure</b>	<b>Description</b>
<b>Number of Crashes</b>	The number of collisions involving one or more vehicles.
<b>Transit Ridership per Capita</b>	The number of unlinked trips per resident within each provider's service area. Measuring per capita helps account for population growth.
<b>Percent of Non-Single Occupant Vehicle (SOV) Commute Trips</b>	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.
<b>Percent NHS Miles Covered by Fiber</b>	Percent of National Highway System (NHS) miles with fiber-optic cables installed and used for transportation management purposes.

Performance on these measures of congestion reflect a range of factors. In addition to effectiveness of deployed strategies, performance is also influenced by work zone impacts and changes in travel behavior due to factors such as the price of fuel and, notably in 2020 and 2021, public health emergencies. The performance measure analysis that follows uses various timeframes for analysis, with the latest year of data ranging from 2019 to 2021 based on data availability for each performance measure.

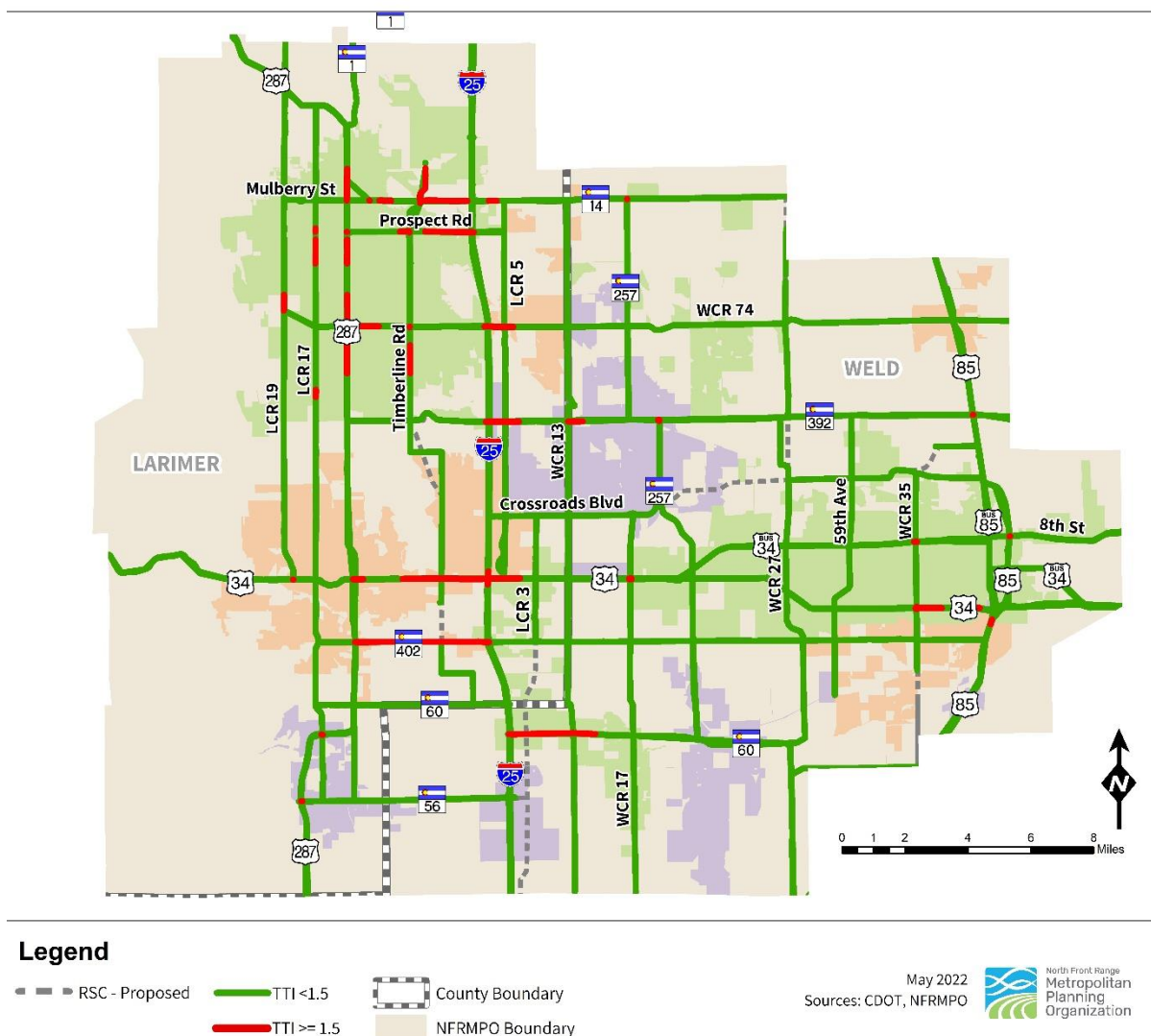
Overall, four of seven performance measures with available data are trending in the right direction. The performance measure analysis indicates progress is being made in addressing congestion, but additional strategies are needed to meet the region's congestion reduction goals.

## Travel Time Index (TTI)

TTI measures recurring congestion and is defined as the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. For example, a value of 1.3 indicates a 20-minute free-flow trip requires 26 minutes during the peak period.<sup>1</sup> Typically, roadways with a TTI greater than or equal to 1.5 are considered congested.

**Figure 1** highlights the regional TTI for 2021, which shows much of the network experienced free-flow or near free-flow conditions. TTI in 2021 was accessed from the INRIX dataset, the NFRMPO 2015 Regional Travel Demand Model (RTDM), and local travel time datasets such as BlueTOAD and Acyclica. Overall, 5.1 percent of the RSC network was congested in 2021, a decrease from 2018 when 5.9 percent of the network was considered congested.

**Figure 1. Travel Time Index of 1.5 or Greater, 2021**



<sup>1</sup> Glossary of Mobility-Related Terms. Texas A&M Transportation Institute. Urban Mobility Information. <https://mobility.tamu.edu/umr/media-information/glossary/>. Accessed 5/3/22.

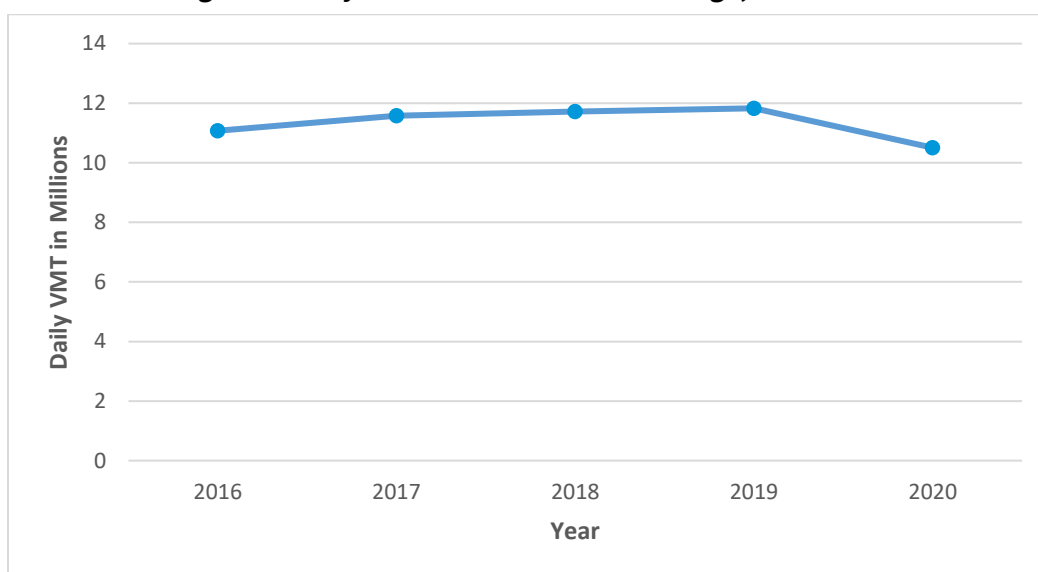


## Vehicle Miles Traveled (VMT)

VMT is the number of miles traveled by vehicles within a specified region, during a specified time period. Modeling VMT requires estimates of trip origin and destination. As the region's population continues to grow, an increase in VMT is expected. A reduction in VMT provides environmental benefits through reductions in emissions, fuel usage, roadway wear, and vehicle wear. Land use planning principles, such as infill development or mixed-use development can be used to help reduce VMT.

According to VMT estimates developed using the 2015 Regional Travel Demand Model (RTDM) and annual VMT estimates on state highways produced by CDOT, daily VMT within the North Front Range increased from 2016 through 2019 and decreased in 2020 as shown in **Figure 2**. Specifically, VMT rose from 11.1M VMT per day in 2016 to 11.8M VMT per day in 2019, and then dropped to 10.5M per day in 2020.

**Figure 2. Daily VMT in the North Front Range, 2016-2020**



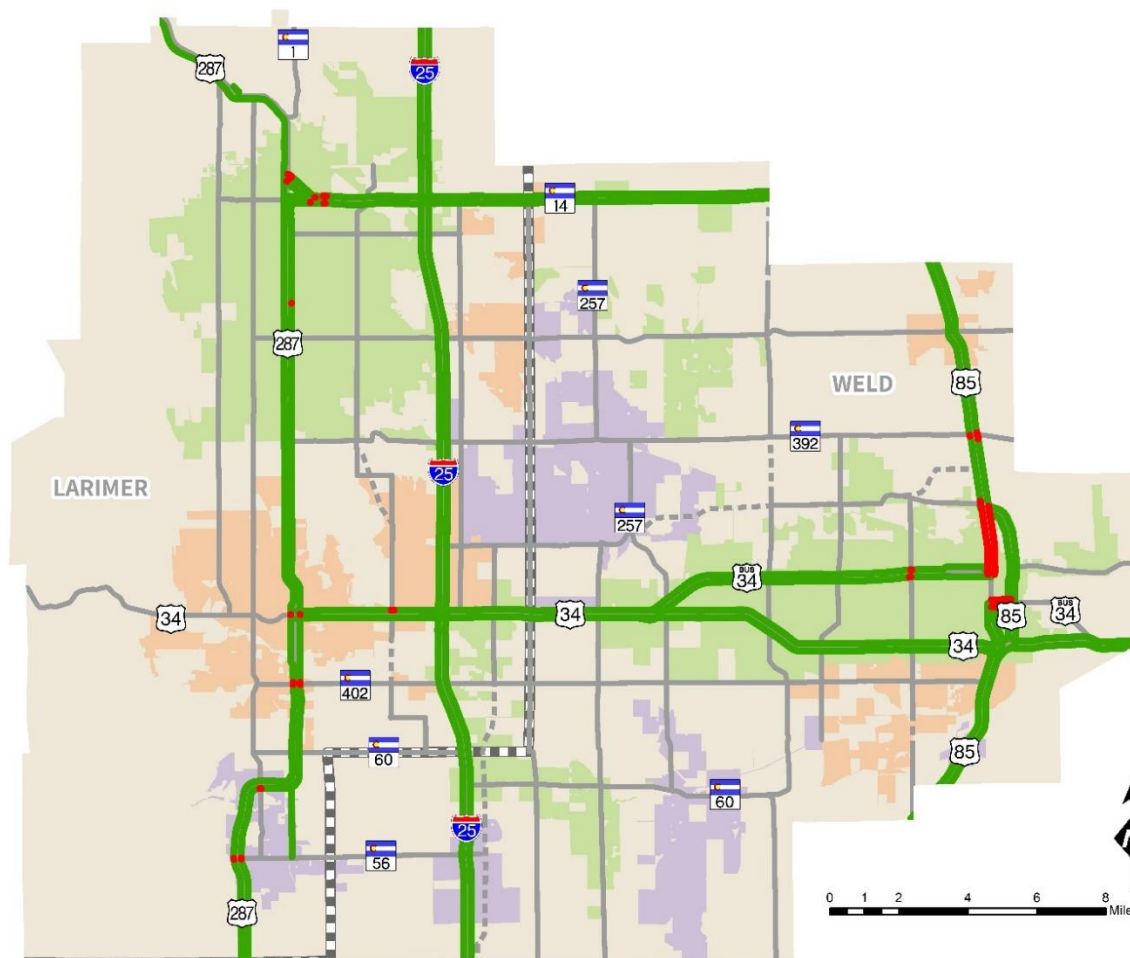
*Source: NFRMPO 2015 RTDM and CDOT*

## Travel Time Reliability (TTR) Index

Whereas TTI measures the average travel time during peak periods to assess average levels of congestion, TTR measures the variance in travel times to assess the consistency or dependability in travel times. Reliability is important for both personal and business travelers so they can plan their travel to arrive on time. TTR is measured as the 80<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> percentile (median) travel time, with ratios of 1.5 or greater considered unreliable. A roadway that typically takes 20 minutes to travel during the evening peak period but sometimes takes over 30 minutes qualifies as unreliable if the longer travel time occurs at least 20 percent of the time. Data for TTR is available from the National Performance Measure Research Data Set (NPMRDS) for the National Highway System (NHS). Roadway segments with a TTR of 1.5 or greater are shown in **Figure 3**.

In 2021, 2.3 percent of the NHS system in the region was unreliable according to the TTR index, a slight decrease from 2018 when 2.8 percent of the NHS system was unreliable. According to the TTR index, reliability is improving in the region.

**Figure 3. TTR Index of 1.5 or Greater, 2021**



### Legend

- RSC - Existing
- TTR < 1.5
- ▬ County Boundary
- ▬ RSC - Proposed
- TTR ≥ 1.5
- ▬ NFRMPO Boundary

May 2022  
Sources: CDOT, NFRMPO



### Truck Travel Time Reliability (TTTR) Index

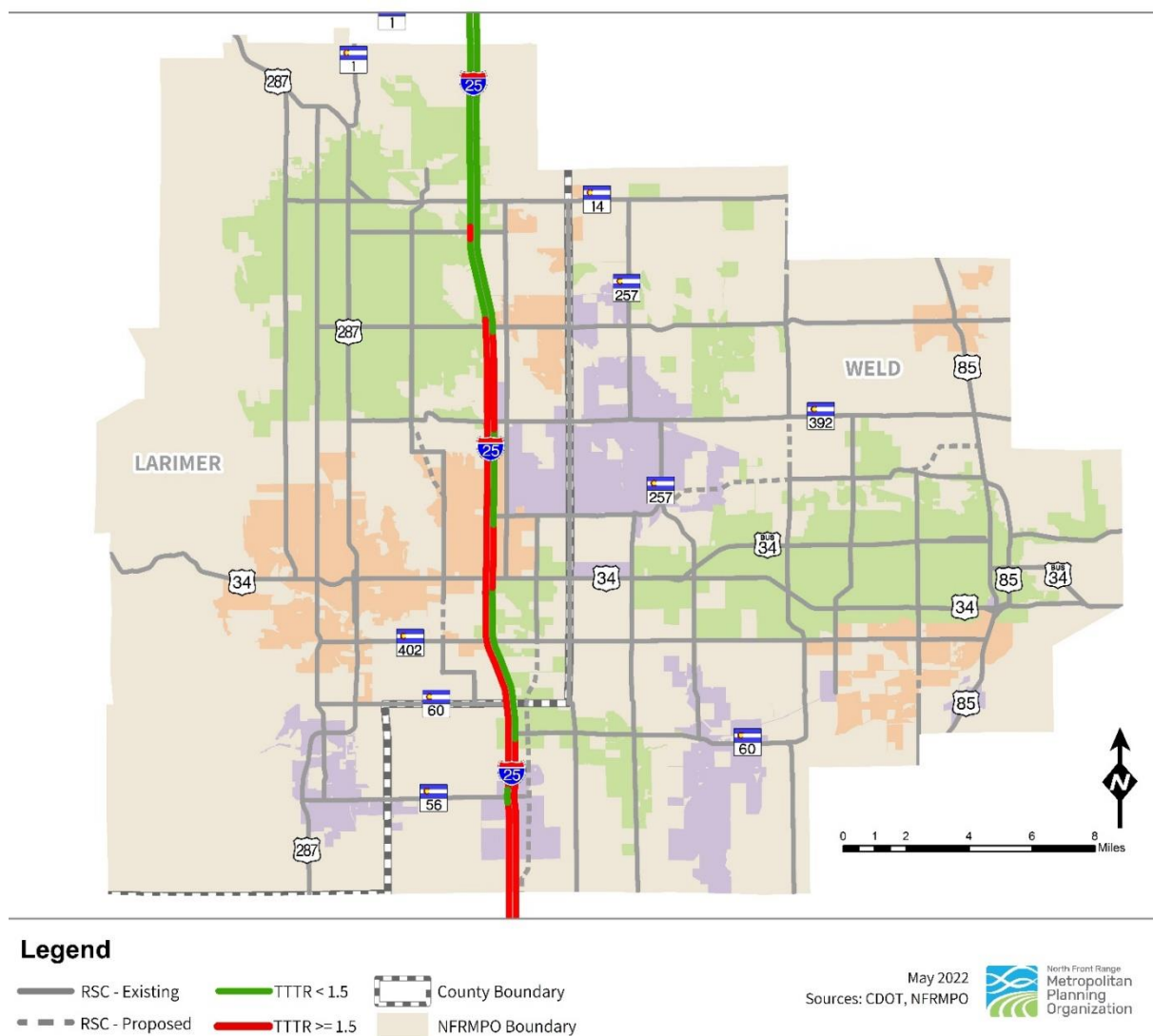
TTTR is a similar measure to TTR but is calculated using only commercial vehicles and uses a more stringent measure of success. TTTR measures the variance in truck travel times to assess consistency or dependability. Specifically, TTR is measured as the 95<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> percentile (median) travel time, with ratios larger of 1.5 or greater considered unreliable. A roadway that typically takes 20 minutes to travel during the evening peak period but sometimes takes over 30 minutes qualifies as unreliable if the longer travel time occurs at least 5 percent of the time. By examining the

95th percentile instead of the 80<sup>th</sup> percentile, TTTR is more stringent than the TTR measure because it requires more of the examined time periods to fall below the 1.5 ratio threshold. TTTR also uses slightly different reporting time periods than TTR, due to the importance of additional time periods for commercial vehicles.

Data for TTTR is available from the National Performance Measure Research Data Set (NPMRDS) for the Interstate portion of the National Highway System (NHS). Roadway segments on I-25 with a TTTR of 1.5 or greater are shown in **Figure 4**. The majority of the I-25 corridor is considered unreliable for truck traffic; however, the lack of reliability may be due to the work zone impacts of the North I-25 expansion project.

In 2021, 49 percent of I-25 within the NFRMPO region was unreliable for truck traffic, an increase from 2018 when 35 percent of I-25 was unreliable. According to the TTTR index, truck traffic reliability is worsening in the region.

**Figure 4. TTTR Index of 1.5 or Greater, 2021**

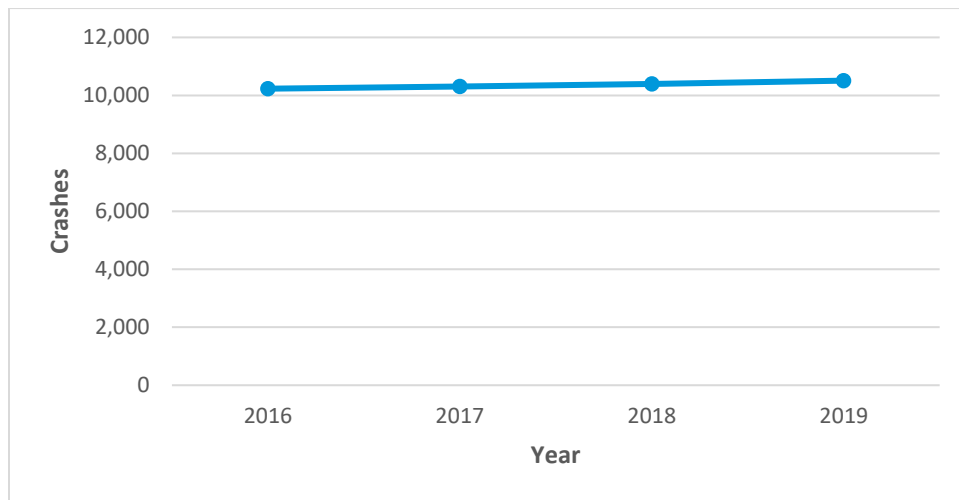


## Number of Crashes

Crashes can cause non-recurring congestion; however, not all crashes result in congestion, such as crashes occurring at low-volume time periods and/or in low-volume locations. Crash data is available from CDOT and includes crashes on all public roads. Crashes on state facilities are geocoded by CDOT, while crashes on local and county facilities are geocoded by NFRMPO.

Crashes within the North Front Range region increased slightly from 2016 through 2019, as shown in **Figure 5**.

**Figure 5. Number of Crashes in the North Front Range Region, 2016-2019**



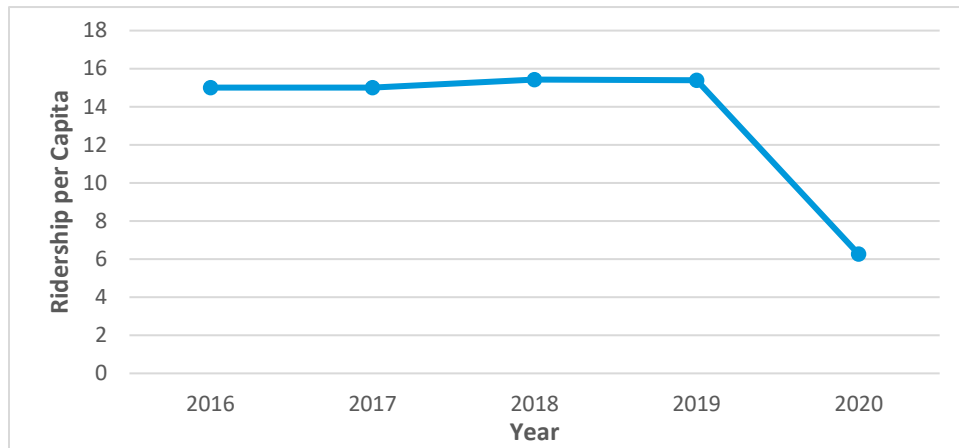
*Source: CDOT and NFRMPO*

## Transit Ridership per Capita

Transit ridership indicates the use of the transit system relative to the population served by the transit system. Data is available from the National Transit Database (NTD) for three of the providers within the region – City of Loveland Transit (COLT), Greeley-Evans Transit (GET), and Transfort – and data for Bustang, the fixed-route transit service operated by CDOT is available from CDOT.

Transit ridership per capita hovered around 15 riders per capita from 2016 through 2019 and dropped by more than 50 percent to 6.3 riders per capita in 2020, as shown in **Figure 6**. The COVID-19 pandemic caused the decrease in transit ridership in 2020 and preliminary data for 2021, not presented, indicates transit ridership per capita increased from 2020 to 2021.

**Figure 6. Fixed-Route Transit Ridership per Capita, 2016-2020**



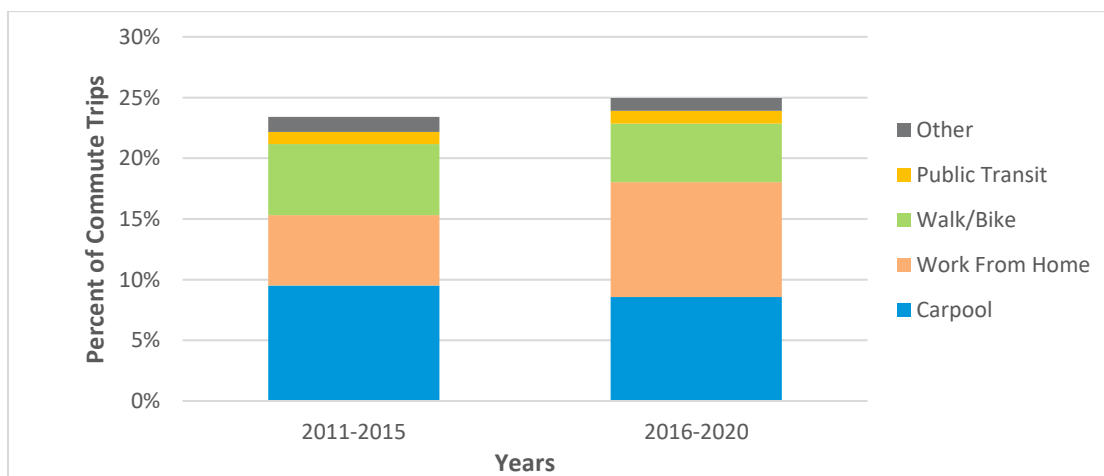
*Source: NTD and CDOT*

### Percent of Non-Single Occupant Vehicle (SOV) Commute Trips

Travel to work often occurs during peak periods, and the majority of commute trips occur in SOVs, which consume more space on the transportation network than any other mode. This performance measure assesses the percent of commute trips occurring by non-SOV modes such as bicycling, walking, transit, carpooling, and working from home. Survey data on commute modes is available from the U.S. Census American Community Survey (ACS). Data is averaged over a five-year period and reflects the typical commute mode used by the respondent, which means modes used infrequently are likely underrepresented in the dataset.

Within the North Front Range, non-SOV commute trips increased from 23.4 percent for 2011-2015 to 25.0 percent for 2016-2020, reflecting the increase in work from home in 2020 due to the COVID-19 pandemic, as shown in **Figure 7**.

**Figure 7. Non-SOV Commute Trips, 2011-2015 and 2016-2020**



*Source: American Community Survey, U.S. Census Bureau*

## Percent NHS miles Covered by Fiber

Fiber-optic networks are used to maximize operational efficiency and management of the existing roadway infrastructure through the use of Intelligent Transportation Systems (ITS) and devices. As of 2021, 43 percent of NHS miles within the North Front Range are covered by fiber. Data for earlier years is not available at this time, but this measure will be tracked going forward to allow for trends analysis in future CMP documents.

## Implemented and Programmed Strategies

This performance report identifies the implemented and programmed projects funded through the NFRMPO that include one or more congestion management strategies in their project scope. Projects are included if they were completed between fiscal year (FY) 2016 and FY2022 or if they are programmed for FY2023.<sup>2</sup> Many other projects occur within the North Front Range region to address congestion that are not funded through the NFRMPO and are therefore excluded from this report.

Congestion management strategies can be organized into four main categories, as identified in FHWA's "Congestion Management Process: A Guidebook."<sup>3</sup> Strategies associated with each category are provided in **Table 3**. The strategies do not constitute an exhaustive list of congestion management strategies. All reasonable strategies must be evaluated and deemed ineffective or infeasible prior to the consideration of additional system capacity.

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<sup>2</sup> FY2016 was chosen as the earliest project completion year for this report because the most recent CMP Performance Report for the region was completed in 2016 and included projects completed as of the issuance of that report: <https://nfrmpo.org/wp-content/uploads/2016-cmp-annual-report.pdf>.

<sup>3</sup> Congestion Management Process: A Guidebook. U.S. Department of Transportation, Federal Highway Administration. April 2011. Accessed from [https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/cmpguidebk.pdf](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf).

**Table 3. Congestion Management Strategies by Category**

<b>Category</b>	<b>Strategy</b>
<b>Transportation Demand Management</b>	Congestion Pricing
	Parking Management and Parking Pricing
	Ridesharing
	Telework and Flexible Work Hours
	Pedestrian and Bicycle Improvements
<b>Public Transportation Improvements</b>	Operations Improvements
	Capacity Improvements
	Bicycle and Pedestrian Accessibility Improvements
<b>Traffic Operational Improvements / Intelligent Transportation Systems (ITS)</b>	Traffic Metering
	Access Management
	Converting HOV lanes to HOT lanes
	Bus-only shoulder lanes
	Traffic Signal Optimization
	Geometric Improvements
	Road Diets
	Traffic Incident Management
<b>Additional System Capacity</b>	New HOV or HOT lanes
	Removing bottlenecks
	Intersection Improvements
	Center turn lanes
	Overpasses or underpasses
	Closing gaps in the street network
	New travel lanes (including truck climbing lanes)

The implemented projects in **Table 4** and programmed projects in **Table 5** are sorted into one of the four categories identified above based on their primary congestion-related project scope: Transportation Demand Management (TDM), Public Transportation Improvements, Traffic Operational Improvements/ITS, or Additional System Capacity. However, many projects include TDM components even though their primary congestion-related project scope falls into one of the other three categories. Accordingly, the tables below also identify if the project includes one or more TDM components.

**Table 4. Implemented Projects with Congestion Management Strategies, FY16-FY22**

<b>Strategy Category</b>	<b>Project Name</b>	<b>Regionally Significant Corridor</b>	<b>Includes TDM Component(s)</b>
<b>Transportation Demand Management</b>	Sheep Draw Trail Poudre Connection	None	X
	Milliken to Johnstown Trail Connection	SH60	X
	Great Western Trail	WCR 74	X
	Colorado Front Range Trail	LCR 17	X
	Little Thompson River Corridor Trail—Phase 1a	SH60	X
	7th Street Multimodal Study & Early Action	Multiple	X
	Berthoud Pkwy Trail Gap Elimination Project	LCR 17	X
	Greeley #3 Canal Trail, Phase 2 & 3	WCR 35 / 35th Avenue	X
	Laporte Avenue Improvements - Fishback to Sunset	None	X
	Poudre River Regional Trail Windsor to Timnath Connector	LCR 5	X
	SH 287 West Sidewalk Gap	US287	X
	Siphon Overpass -- UPRR Power Trail Grade Separated Crossing	LCR 7 / LCR 9 / Timberline Rd	X
<b>Traffic Operational Improvements / ITS</b>	Adaptive Signal US 85 Greeley	US85	--
	10th Street Access Control Implementation	US34 Business	--
	US 85 Access Control at 31st Street	US85	--
	Loveland Traffic Optimization	Multiple	--
	Greeley Signal Timing 2016	Multiple	--
	Adaptive Signals 34 and 85 Bypass	Multiple	--
	Central System and Controller Replacement	Multiple	--
<b>Public Transportation Improvements</b>	Secure Bicycle Parking (2 locations)	Multiple	X
<b>Additional System Capacity</b>	US 34 Business (10th St): 23rd to 35th	US 34 Business	X
	US 34 Widening: Denver to Boyd Lake	US 34	X
	I-25 Truck Climbing Lane	I-25	--
	LCR 17 Expansion, Berthoud	LCR 17	X
	65th Avenue Widening	65th Ave	X
	I-25/Crossroads Bridge	I-25	--
	Horsetooth and College Intersection Improvement	US 287	X
	65th Ave: US34 Bypass to 37th Ave	65th Ave	X
	North LCR 17 Expansion	LCR 17	X



**Table 5. Programmed Projects with Congestion Management Strategies, FY23**

<b>Strategy Category</b>	<b>Project Name</b>	<b>Regionally Significant Corridor</b>	<b>Includes TDM Component(s)</b>
<b>Transportation Demand Management</b>	South Boyd Lake Trail	US34	X
	WCR23/Great Western Trail Pedestrian Connection	WCR74	X
<b>Traffic Operational Improvements / ITS</b>	Traffic Signal Progression Improvements—US34	US34	--
	Greeley Citywide Signal Retiming	Multiple	--
	Greeley Phase 3 Fiber	Multiple	--
<b>Additional System Capacity</b>	Intersection Improvements at SH 257 & Eastman Park Drive	SH257	X
	Timberline Road Corridor Improvements	LCR 7 / LCR 9 / Timberline Rd	--
	59th Avenue and O Street Roundabout	O St	X
	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25	US34	X
	North Taft Ave & US34 Intersection Widening/Improvements	US34 & LCR17	X
	College and Trilby Road Intersection Improvements	US287	X
	CR19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	LCR 19	X
	Roundabout at WCR 74 and WCR 33	WCR 74	X
	37th St Widening	SH402 / Freedom Pkwy	--
	US 34 Widening - Boise to Rocky Mountain Ave	US34	X
	83rd Ave Roadway Improvements	83rd Ave	X

## Conclusion

As identified in the Implemented and Programmed Strategies section, a variety of strategies are being used to manage congestion within the NFRMPO region. The implemented strategies cover a wide range of corridors and are contributing to the management of congestion. Across the region, four of seven performance measures with available data are trending in the right direction. The performance measure analysis indicates progress is being made in addressing congestion, but additional strategies are needed to meet the region's congestion reduction goals.

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: Medora Bornhoft**

**Date: May 18, 2022**

**Re: 2045 RTP Update and Greenhouse Gas (GHG) Analysis**

### Background

SB21-260 (“Sustainability of the Transportation System”) required the Transportation Commission (TC) to adopt implementing guidelines and procedures for addressing greenhouse gas (GHG) emissions in transportation planning, which led to the TC’s adoption of the “GHG Planning Standard” on December 16, 2021. For the NFRMPO, the GHG Planning Standard requires future Regional Transportation Plans (RTPs) to achieve GHG emissions reductions of 4-9 percent in four future staging years as compared with the NFRMPO’s adopted 2045 RTP.

SB21-260 requires the NFRMPO to update the RTP by October 1, 2022, in compliance with the new GHG Planning Standard. If the RTP does not comply by October 1, 2022, Multimodal Transportation and Mitigation Options Funds (MMOF) in FY2023 and beyond are restricted to projects that reduce GHG emissions, which could prevent some mobility projects from being funded. The Denver Regional Council of Governments (DRCOG) and CDOT are also required to update their plans in compliance with the new GHG Planning Standard by October 1, 2022.

NFRMPO staff have been gathering project information, coordinating with DRCOG and CDOT staff, and overseeing the work of the travel model consultant, Cambridge Systematics, in the development of additional model tools to better reflect the travel impacts of various GHG reduction strategies.

At the May TAC meeting, NFRMPO staff will present the GHG modeling work to-date. An additional opportunity for preliminary discussion will occur at the June TAC meeting. The 2045 RTP Update and GHG Transportation Report will be a Discussion Item at the July TAC meeting and an Action Item at the August TAC meeting to allow for Planning Council adoption of both documents at the Planning Council meeting on September 6, 2022.

### Action

Staff requests TAC members discuss the GHG strategies and preliminary GHG modeling work. Additional detail for this item will be provided as a Handout.

**EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
May 5, 2022**

**Move to Approve Agenda**

Clark **moved** to *APPROVE THE May 5, 2022 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Mellon and **passed** unanimously.

**Move to Approve Minutes**

Rennemeyer **moved** to *APPROVE THE APRIL 7, 2022 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Clark and **passed** unanimously.

**PUBLIC HEARING**

Air Quality Conformity for the FY2023-2026 Transportation Improvement Program (TIP)

Bornhoft stated the purpose of the Public Hearing was to notify the public and receive input on Air Quality Conformity Determinations for the FY2023-2026 TIP that meets all conformity criteria and planning requirements. No comments were received from the public on the Conformity documents during the 30-day public comment period. Steve Teets, resident of the City of Greeley, provided public comment during the hearing.

**AIR QUALITY AGENDA**

**REPORTS:**

Regional Air Quality Council

Silverstein outlined the responsibilities of the RAQC, the programs currently being implemented, and the State Implementation Plan (SIP) process.

NFRMPO Air Quality Program Updates

Bornhoft noted the reclassification of the nonattainment area will have no immediate impact to the NFRMPO and noted staff will be providing written comment on the GHG policy directive to the Transportation Commission.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**REPORTS:**

Report of the Chair – James introduced new Planning Council member Liz Heid, Town of Eaton, and requested a motion to approve appointing William Karspeck and Johnny Olson as directors on the Front Range Passenger Rail District representing the NFRMPO.

Mellon **moved** to *APPROVE RESOLUTION 2022-10 APPROVING NFRMPO REPRESENTATIVES TO THE FRONT RANGE PASSENGER RAIL DISTRICT BOARD OF DIRECTORS*. The motion was **seconded** by Clark and **passed** unanimously.

Executive Director Report –Mallette noted revisions of the NFRMPO regional corridors are underway and gave an overview of the legislative update provided in the Handouts.

**CONSENT ITEM: Air Quality Conformity & 2022 Title VI Plan**

Mellon **moved** to *APPROVE THE CONSENT AGENDA RESOLUTION NOS. 2022-11 and 2022-12*. The motion was **seconded** by Clark and **passed** unanimously.

**ACTION ITEMS:**

4<sup>th</sup> Quarter 2021 Unaudited Financials

Rennemeyer **moved** to approve the *4<sup>th</sup> QUARTER UNAUDITED FINANCIALS*. The motion was **seconded** by Mallo and **passed** unanimously.

FY2023 Unified Planning Work Program (UPWP)

Rennemeyer **moved** to approve the *RESOLUTION NO. 2022-13 APPROVING FY2023 UNIFIED PLANNING WORK PROGRAM (UPWP)*. The motion was **seconded** by Clark and **passed** unanimously.

FY2022 Unified Planning Work Program (UPWP) Budget Amendment #2

Rennemeyer **moved** to approve the *RESOLUTION NO. 2022-14 APPROVING THE FY2022 UNIFIED PLANNING WORK PROGRAM (UPWP) BUDGET AMENDMENT #2*. The motion was **seconded** by Mellon and **passed** unanimously.

FY2023-2026 Transportation Improvement Program (TIP)

Rennemeyer **moved** to approve the RESOLUTION NO. 2022-15 *APPROVING THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Clark and **passed** unanimously.

MMOF Call for Projects Criteria

Rennemeyer **moved** to approve the *2022 MMOF CALL FOR PROJECTS GUIDELINS AND OPEN THE 2022 MMOF CALL FOR PROJECTS ON MAY 6, 2022*. The motion was **seconded** by Mellon and **passed** unanimously.

**DISCUSSION ITEMS:**

FY2022 Unified Planning Work Program (UPWP) Task Amendment – Karasko outlined the amendment for the FY2022 UPWP. The amendment adds a new Travel Demand Management (TDM) Task which will support the development and implementation of a new TDM program in the MPO region and outlined the task is budget neutral as it will utilize MMOF funding allocated to the RideNoCo program.

FHWA PM3 System Performance Updates – Cunningham outlined the requirements for the NFRMPO and CDOT to set joint targets for the Fort Collins TMA for two new system performance measures: Non-Single Occupant Vehicle (SOV) Travel and Peak Hours of Excessive Delay (PHED). Council expressed support for setting Non-SOV using current trend data and CDOT's proposed PHED targets.



**Weld County Mobility Committee (WCMC)—MINUTES**

**April 26, 2022**

**1:33 p.m. – 3:00 p.m.**

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**1. Call Meeting to Order, Welcome and Introductions**

- Steve Teets, WAND
- Abdul Barzak, Town of Severance
- Celeste Ewert, Envision
- Robyn Upton, Greeley Citizens Bus Improvement Committee
- Chris Montoya, Adeo
- Margie Martinez, Weld County United Way
- Leiton Powell, GET
- Nichole Seward, Weld County AAA
- Garrett Mumma, CO Div of Vocational Rehab
- Adriana Torres, Via Mobility Services
- Lisa Bitzer, Via Mobility Services

NFRMPO staff: Cory Schmitt, Hanna Johnson

**2. Review of Agenda**

**3. Public Comment (2 minutes each)**

**4. Approval of February 2022 Meeting Minutes**

Teets motioned to approve the February minutes. Barzak seconded the motion, and it was approved unanimously.

**WORKING GROUPS**

**1) Recruitment Working Group – Schmitt, Ewert, Barzak, Martinez, Teets**

- a. **Mission Statement established:** The Recruitment Working Group will coordinate strategies and activities to increase active membership in mobility committees.
- b. **Initial Steps:**
  - i. Make a spreadsheet of current LCMC/WCMC active and inactive members from distribution lists
  - ii. Focus on re-engaging existing members before turning attention to new members

**2) Outreach and Education Working Group – Johnson, Seward, Powell, Bitzer, Mumma, Torres, Montoya**

- a. **Mission Statement established:** The Outreach and Education Working Group will coordinate strategies and activities to increase awareness of transportation providers and programs in Larimer and Weld counties.
- b. **Initial Steps:**
  - i. Create a shared outreach and engagement calendar
  - ii. Share RideNoCo Media Package with partners

**3) Report out – All**



Both groups shared their next steps.

### **RIDENOCO UPDATES**

Schmitt gave an update about RideNoCo, including the following updates:

- 1) Trip Discovery Tool will be completed Summer 2022
- 2) The Trip Scheduling Steering Committee met for the first time March 31<sup>st</sup>. TransitPlus is facilitating the steering committee.
- 3) Northern Colorado Provider Inventory Survey:
  - a. Dual purpose:
    - i. Gain a better understanding of infrastructure and capacity in region across all transportation providers to aid in coordination of services and resources
    - ii. Share information with respective county offices of Emergency Management
  - b. Schmitt reviewed potential survey questions.
    - i. Martinez: Need to know capacity of each vehicle. Ask if providers would be available on-call in case of an emergency. Bounce survey questions off both Weld and Larimer Offices of Emergency Management to ensure it captures their informational needs. Under contract, request who a 24-hour contact person should be in the case of an emergency rather than general agency contact. Ask for addresses of vehicle lots rather than administrative address to be more useful in case of an emergency.
    - ii. Teets: Request information about special service populations like veterans, people with disabilities, etc. He suggested bouncing the survey off MPO officials.
    - iii. Bitzer: let them know who the primary contact should be in the case of an emergency response.
    - iv. Mumma: Ask providers where people can access information about services: website, phone, mobile application, brochures, etc. Make the “special services” question nuanced to include the variety of qualifications.
  - c. Schmitt asked if it would be onerous for transportation providers to fill this out.
    - i. Powell: GET is willing to fill this out. They already have a lot of this information on hand. If the questions can be condensed as much as possible, that would be helpful.

### **ACTION ITEM**

#### **1) 2022 Regional Mobility Action Plan –**

Teets requested to learn more about Boulder County’s Coordinated Plan. Schmitt noted that the group could invite Angel Bond with Boulder County to present updates on the plan now that it is complete.

Ewert pointed out the need to change “Goal 9” to “Goal 7” on page 13. Ewert made a motion to adopt the plan with that change. Teets seconded the motion.



## **DISCUSSION ITEMS**

### **1) Rural Southwestern Weld County Project – Bitzer**

Bitzer shared updates regarding the Via Mobility pilot project in southwestern Weld County. The final data from the pilot are attached to the minutes. Via Mobility is working with Weld County to establish a funding stream to continue the service; currently a state MMOF funding source seems promising. Via can contribute approximately \$100,000 of its allocation of \$5311 funds towards the project, but with Hudson and Keenesburg wanting to join the project, 2 vehicles will be needed. The service costs approximately \$65-\$74 for a trip each way. Teets asked how Via's service in Broomfield is going, and Bitzer noted that their only service in Broomfield is to cover trips from [Easy Ride](#) into Boulder County when Easy Ride is unable to provide the service.

## **PRESENTATION**

### **2) Envision, Creative Support for People with Developmental Disabilities – Ewert**

Ewert with Envision shared details regarding their organization and services, including their transportation services for their clients. Envision is the Community Centered Board serving Weld County – they provide a single-entry point case management service for people with intellectual or developmental disabilities. Additionally, they provide direct services to their clients, including transportation. A federal ruling called “Conflict Free Case Management” will change the structure of Envision; their board will have to decide whether Envision will provide either case management services or direct services – they cannot provide both. Slides from this presentation are attached.

## **GREELEY EVANS TRANSIT NEWS AND UPDATES**

Powell shared that GET is in the process of many changes that he will be sharing more in-depth soon. Starting May 12<sup>th</sup> Routes 5 and 6 will return to pre-pandemic service levels of 20-minute headways. GET is currently down 4 positions, but they were originally down 14 positions 9 months ago, so they are seeing improvement overall. They will be at the Greeley Stampede Parade and the Winsor Harvest Festival to promote their services. A ridership survey will go out soon.

## **WCMC MEMBER UPDATES**

Teets shared that the Weld Advocacy Network on Disabilities (WAND) is continuing to work on addressing issues related to housing and homelessness, as well as surveying the Greeley community regarding a connection to the [UC Health Hospital](#) and [St. Michael's Square](#). He shared that the City of Greeley is having a meeting regarding housing and homelessness on May 18<sup>th</sup> at 6pm at the Greeley Downtown Recreation Center.

## **Final Public Comment (2 minutes each)**

## **Next Month's Agenda Topic Suggestions**

Teets requested a presentation and discussion item regarding IntelliRide.

## **Upcoming Meetings:**

- a. WCMC Meeting:** June 28<sup>th</sup>, 2022 at 1:30 PM – format TBD