



**In-Person Attendance
Option**

Windsor Community Recreation
Center
250 N. 11th Street—Redwood Room
Windsor, Colorado

Virtual Attendance Option

Call-in Number: +1 (872) 240-3412

Access Code: 859-059-677

Weblink:

<https://meet.goto.com/NFRMPO/2023-nfrmpo-tac-meetings>

NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

March 15, 2023

1:00 – 3:00 p.m.

1. **Call Meeting to Order, Welcome, and Introductions**
2. **Public Comment (2 minutes each)**
3. **Approval of February 15, 2023 Meeting Minutes (Page 2)**

AIR QUALITY AGENDA

- 1) Regional Air Quality Updates

Tom Moore, RAQC
Bornhoft

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEMS

- 1) March 2023 TIP Amendment (Page 6)
- 2) 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) Handout

Cunningham
Rouser

PRESENTATIONS

No Items this Month.

DISCUSSION ITEMS

- 3) Willow Bend Trail Scope Change (Page 13)
- 4) 10th Street Access Control Implementation Project Funding Exchange (Page 16)
- 5) 2023 Call for Projects Overview (Page 22)
- 6) FY2024-2025 Unified Planning Work Program (UPWP) Tasks (Page 29)
- 7) NFRMPO 10 Year List of Projects Discussion (Page 30)

Bethany Clark, Loveland
Bhooshan Karnik, Greeley
Cunningham
Karasko
Karasko

OUTSIDE PARTNER REPORTS

- 8) NoCo Bike & Ped Collaborative
- 9) Regional Transit Agencies
- 10) Mobility Updates

Handout

Schmitt

REPORTS

- 11) March Planning Council Meeting Summary Draft (Page 44)
- 12) Mobility Committee Updates (Page 45)
- 13) NFRMPO Information and Data Requests (Page 49)
- 14) Roundtable

Written Report
Written Report
Karasko
All

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next TAC Meeting: April 19, 2023**

Town of Windsor Wi-Fi

Username: Windsor Rec Center Public Wi-Fi

Password: password

419 Canyon Avenue, Suite 300

Fort Collins, Colorado 80521

(970) 800.9065

nfrmpo.org

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
February 15, 2023
1:00 – 2:24 p.m.**

TAC MEMBERS PRESENT:

Eric Tracy, Chair – Larimer County
Troy White, Vice Chair – Johnstown
Abdul Barzak – Severance
Emma Belmont – FTA
Aaron Bustow – FHWA
Alex Donaldson – Loveland Alternate
Omar Herrera – Windsor
Dana Hornkohl – Fort Collins
Bhooshan Karnik – Greeley
Tom Moore – RAQC
Mark Oberschmidt – Evans
Elizabeth Relford – Weld County
Josie Thomas – CDOT

NFRMPO STAFF:

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

TAC MEMBERS ABSENT:

Brian DuBois – Berthoud
Rick Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Wesley LeVanchy – Eaton
Pepper McClenahan – Milliken
Town of Garden City

IN ATTENDANCE:

Candice Folkers – COLT
Aaron Fodge – Colorado State University
Katie Guthrie – Loveland
Phil von Hake – CDOT
Lindsay Jones – CP&Y
Tamara Keefe – FHU
Katlyn Kelly – Transfort
Joshua Ma – Transfort
Annabelle Phillips – Transfort
Evan Pinkham – Weld County
Steve Stamey – LaSalle

CALL TO ORDER

Chair Tracy called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JANUARY 18, 2023 TAC MINUTES

Relford moved to approve the January 18, 2023 TAC minutes. Donaldson seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft stated the IGA for GHG modeling is in its final stages of approval. Karasko reported the RAQC has a new TAC representative, Tom Moore.

CONSENT AGENDA

No items this month.

ACTION ITEMS

No items this month.

PRESENTATION

CSU 2023 Transportation Demand Management Master Plan Update – Aaron Fodge, CSU, gave an overview of the TDM Master Plan, previously called the Parking and Transportation Plan, outlining the purpose and components of the plan, outreach strategies, and timeline. Relford asked what how much the TDM Plan grant from CDOT was, and Fodge stated the grant was for \$60K plus the required local match. Mallette asked about the coordination between the City of Fort Collins and CSU. Fodge stated there is a great amount of coordination between the two entities to complete projects which benefit the greater community.

DISCUSSION ITEMS

Regional Performance Measures – Rouser explained the background of how the Regional Performance Measures are related to the Goals, Objectives, Performance Measures, and Targets (GOPMT). Rouser outlined the eight Regional Performance Measures, proposed updates, and Staff's recommendation for targets. Relford requested clarification if the 2045 and 2050 targets were cumulative, Rouser explained the targets are over the lifetime of the plan and the 2050 target is measured from the baseline, not an increase from the 2045 target. Relford stated including current status would be helpful for future discussions. Rouser asked TAC if including percentage increase for the non-motorized facility miles or raw numbers are clearer in target setting. TAC requested inclusion of both.

Rouser requested TAC feedback on the Percent Non-SOV Commuter trips. Relford asked if the NFRMPO modeling would help in setting the target, particularly concerning the work from home assumptions. Bornhoft responded she would look into that. White stated setting a more conservative target would be better, as many employers are requiring returning to workplaces as opposed to continuing to work from home.

Rouser outlined the new performance measure to track project delivery which is projects requiring more than one extension. Relford asked if this measure was only tracking projects which were funded by the NFRMPO. Cunningham confirmed this was correct, as the TIP Delay Procedure is only for NFRMPO funded projects.

Rouser noted the baseline for the second new performance measure, Percent of Devices Connected by Fiber on RSCs, uses 2023 as a base year as opposed to all other baselines which were 2019 as it is based on the recent data request to TAC members. Rouser stated the proposed target for ITS devices might change as further data comes in from the local communities.

2050 Regional Transportation Plan (RTP) – Cunningham gave an overview of the 2050 RTP including the purpose and Federal requirements for the Plan and Staff's proposed outline. Bornhoft provided an update on the two models and stated more information will be presented to the Model Steering Team on February 23 and a future presentation on modeling will be given to the Planning Council due to their interest during the discussion at their February meeting. Cunningham reviewed the outreach Staff is doing for the Corridor Visioning portion of the RTP during the first quarter of 2023, which includes an online mapping activity, presentations to local agencies, and tabling events at libraries throughout the region. Relford and Tracy recommended Staff present at the upcoming I-25, US85, and US34 Coalition meetings.

2023 Congestion Management Process (CMP) – Bornhoft reviewed the Federal requirements for a CMP to address strategies for reducing congestion. Bornhoft outlined the components of the CMP including strategies, performance measures, and an analysis of congested corridors. Bornhoft noted MPOs within nonattainment areas must analyze travel demand reduction and operational management strategies prior to Federal funds being programmed to a capacity expansion project. Bornhoft outlined the similarities and differences between the performance measures in the 2050 RTP and the 2023 CMP. Relford asked for clarification on what revenue hours are. Bornhoft explained revenue hours are the number of hours provided on fixed-route service in the region. Bornhoft reviewed the timeline for CMP development including anticipated adoption in late summer 2023.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Written report was provided.

Regional Transit Agencies – Phillips introduced Joshua Ma, Transfort’s new Grant Administrator, and noted the City of Fort Collins will be hosting a Transportation Projects Fair on February 23 at the Fort Collins Senior Center.

Mobility Updates – Schmitt stated RAFT, a volunteer transportation service provider for Berthoud and the surrounding areas, is in the process of adopting a new policy which would allow them to expand their service area to include portions of Loveland which are outside the COLT paratransit service area.

REPORTS

February 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

Rouser asked for any project spotlights and 2023 construction updates to be included in the second quarter NFRMPO newsletter.

Cunningham stated she has flyers for the Corridor Visioning for any TAC members to take and post throughout their community. Cunningham also asked for local agency photos to be posted in the Google Drive to be used in upcoming plans and social media posts.

Bornhoft stated the Model Steering Team meeting will be held on February 23.

Tom Moore, the new RAQC TAC representative, introduced himself and outlined his background in transportation and air quality planning.

Pinkham noted work is being finalized for the roundabout at WCR33 and WCR74 and stated work will begin on an access control plan for WCR66.

Karasko stated she is updating the tasks for the FY2024-2025 UPWP which is scheduled to be adopted in May and which will be in effect on October 1. Karasko noted planning studies using Federal or MPO funds must be included in the UPWP, and she will send out the task template following the meeting. Staff is also working on updating the 10-Year List of Projects which will be a discussion at the March Planning Council meeting.

Thomas stated the CDOT TAP Call for Projects for FY2024-2026 is open and applications are due on March 14, emphasizing the requirement for a meeting with CDOT Local Agency staff prior to submitting an application.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month’s Agenda Topic Suggestions – No suggestions.

Meeting adjourned at 2:24 PM.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, March 15, 2023, as a hybrid meeting.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 15, 2023	March 2023 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning council approval of the March 2023 Transportation Improvement Program (TIP) Amendment to the FY2023-FY2026 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The March 2023 TIP Amendment includes four revision requests from CDOT and the City of Fort Collins:</p> <ul style="list-style-type: none"> Revising CDOT Region 4's new <i>I-25: Segment 5 (CO56 to CO66)</i> by adding \$12,200K Federal/State LEG-UFR funding in FY24 and FY25, and \$73,750K in future funding. Adding CDOT Region 4's new project <i>I-25 and CO14 Interchange Improvements</i> with \$500K Federal/State LEG funding in FY24, \$1,000K BFP Federal funding and \$2,000K State 7PX funding in FY23, and \$27,000K in Future Funding. Adding CDOT Region 4's new project <i>US85 and US34 Interchange</i> with \$6,000K Federal/State LEG-UFR funding in FY24. Adding Fort Collins' new project <i>BRT State of Good Repair</i> project with \$614K Federal CMAQ and \$153K Local funding in FY23. <p>The attached March 2023 Policy Amendment Form provides additional information on these requests.</p>		
Committee Discussion		
This is the first and only time TAC is scheduled to see the March 2023 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the March 2023 TIP Amendment began on March 8, 2023 and concludes on April 6, 2023.</p> <p>An environmental justice analysis is included for the two new location-specific projects.</p> <p><u>Funding Types and Uses</u></p> <p>7PX includes Senate Bill (SB) 228 and SB 267 funds. SB 228 provides transfers from the General Fund to the Highway Users Tax Fund (HUTF). SB 267 provides funding generated from lease-purchase agreements to Tier 1 projects on the CDOT 10 year development plan.</p> <p>Bridge Formula Program (BFP) Established under the Bipartisan Infrastructure Law (BIL), the BFP is to be used to replace, rehabilitate, preserve, protect, and construct highway bridges.</p> <p>FTA §5337 The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.</p> <p>Legislative (LEG) – Legislative funding is any funding source authorized by State or Federal Legislature. Legislative funding includes but is not limited to SB21-260 State funding and federal funding authorized under the Bipartisan Infrastructure Law (BIL) Infrastructure Investments and Jobs Act (IIJA).</p> <p>Legislative (LEG-UFR) – LEG-UFR funding is any funding source authorized by the State or Federal Legislature to the Upper Front Range (UFR) Transportation Planning Region. LEG-UFR funds are listed in the NFRMPO TIP for projects within the physical boundaries of the NFRMPO.</p>		

Advantages
<ul style="list-style-type: none"> TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2023-2026 TIP remains fiscally constrained.
Disadvantages
<ul style="list-style-type: none"> None noted.
Analysis/Recommendation
<ul style="list-style-type: none"> Staff supports adding the March 2023 TIP Amendment to the FY2023-2026 TIP.
Attachments
<ul style="list-style-type: none"> March 2023 Policy Amendment Form Environmental Justice Analysis

NFRMPO FY 2023 - FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2023-A3

Submitted to: TAC and Planning Council

Prepared by: AnnaRose Cunningham

DATE: 3/8/2023

Strategic

PREVIOUS ENTRY

Title:	I-25: Segment 5 (CO56 to CO66)	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	-	19,000	45,050	-	64,050	-
STIP ID:	SSP4428.017		Total	-	-	-	19,000	45,050	-	64,050	-
TIP ID:	2023-019										
Type:	Modify & Reconstruct										
Air Quality:	Included in conformity analysis										
Description:	One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements										

REVISED ENTRY

Title:	I-25: Segment 5 (CO56 to CO66)	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	-	19,000	45,050	-	64,050	61,950
STIP ID:	SSP4428.017	Federal/State	LEG-UFR	-	-	-	3,000	9,200	-	12,200	11,800
TIP ID:	2023-019		Total	-	-	-	22,000	54,250	-	76,250	73,750
Type:	Modify & Reconstruct										
Air Quality:	Included in conformity analysis										
Description:	One new express lane in each direction from CO56 to CR38 (MPO boarder). Replacement/rehabilitation of key bridges, ITS, transit & safety components, multimodal options, replacement of portions of existing facility and interchange improvements										
Revision:	Adding \$12,200K (\$3,000K in FY24/\$9,200K in FY25) UFR-LEG funding and \$73,750K (\$61,950K LEG/\$11,800K LEG-UFR) in Future Funding.										

NEW ENTRY

Title:	I-25 and CO14 Interchange Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG	-	-	-	500	-	-	500	27,000
STIP ID:	SSP4428.016	Federal	BFP	-	-	1,000	-	-	-	1,000	-
TIP ID:	2023-020	State	7PX	-	-	2,000	-	-	-	2,000	-
Type:	Modify & Reconstruct		Total	-	-	3,000	500	-	-	3,500	27,000
Air Quality:	Excluded from conformity analysis										
Description:	Replacement of portions of existing facility, replacement of bridge, interchange improvements, ITS, ped/bike enhancements.										
Revision:	New project addition.										

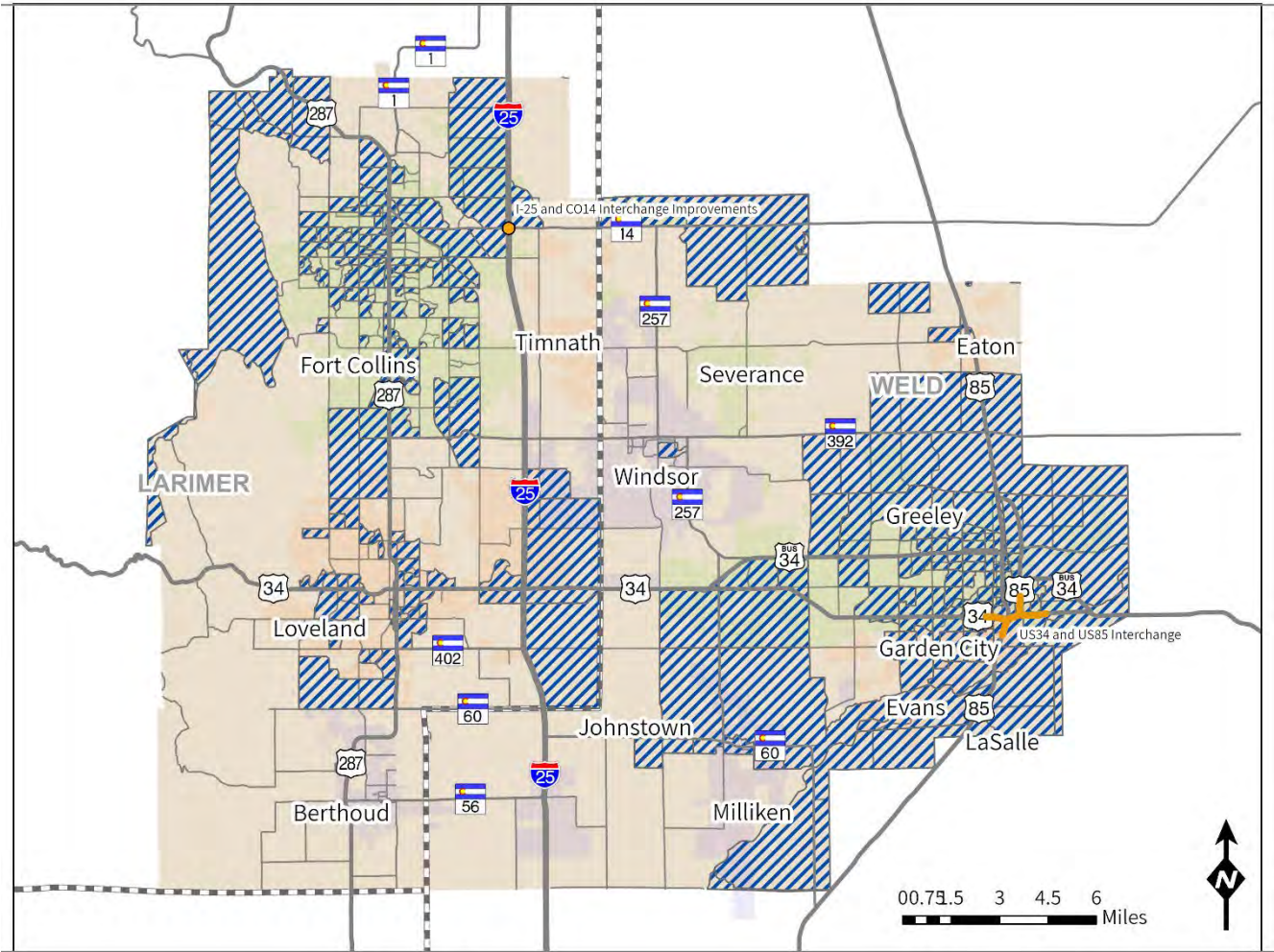
NEW ENTRY

Title:	US85 and US34 Interchange	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal/State	LEG-UFR	-	-	-	6,000	-	-	6,000	-
STIP ID:	Unassigned		Total	-	-	-	6,000	-	-	6,000	-
TIP ID:	2024-011										
Type:	Modify & Reonstruct										
Air Quality:	Excluded from conformity analysis										
Description:	Signing, striping, and bridge improvements of US85 and US34.										
Revision:	New project addition.										






TRANSIT**Federal****FTA 5337 - State of Good Repair Grants****NEW ENTRY**

Title:	BRT State of Good Repair	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	FTA 5337	-	-	614	-	-	-	614	-
STIP ID:	Unassigned	Local	L	-	-	153	-	-	-	153	-
TIP ID:	2023-021		Total	-	-	767	-	-	-	767	-
Type:	Capital Improvements										
Air Quality:	Exempt from conformity analysis										
Description:	Replace, repair, and maintain rolling stock, facilities, technology, and equipment along the Mason Express (MAX) Bus Rapid Transit Guideway.										
Revision:	New project addition.										

March 2023 TIP Amendment EJ Analysis Map



Legend

-  Modify & Reconstruct
-  Environmental Justice (EJ) Area
-  County Boundary
-  Modify & Reconstruct
-  NFRMPO Planning Area

March 2023
Sources: CDOT, NFRMPO



Criteria		
Project Information	I-25 and CO14 Interchange Improvements	
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	Possible
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	Possible
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits	Improved floodplain safety	
Outreach		
<div>CDOT will reach out early and often once a design consultant is selected. CDOT has not advertised the RFP to date, and it will be about a 4 month process after advertisement before the consultant will have Notice to Proceed.</div>		

Criteria		
Project Information	US34 and US85 Interchange	
Project included in the FY 2022-2025 TIP	No	
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	Yes	
Project Sponsor	CDOT Region 4	
Project Type	Modify & Reconstruct	
Funding Source	Various	
Call Awarded	N/A	
Burdens	Short Term (Construction)	Long Term (Post Construction)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	No	No
Additional Anticipated Burdens	None Anticipated	
Benefits		
Decrease in travel time	Yes	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits	Safety Improvements	
Outreach		
<p>Although CDOT has reached to the public and municipalities during the study for the ultimate configuration which included discussion of this project phase, CDOT does not anticipate the need for additional public meetings since all of the work of this project phase will be within the current ROW and should have very limited to no environmental impacts.</p>		

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 15, 2023	Willow Bend Trail Scope Change	Bethany Clark City of Loveland
Objective/Request Action		
To discuss the City of Loveland's change request for the <i>Willow Bend Trail</i> project and to discuss whether the scope change is minor and may be completed by Staff as a TIP Modification or if the scope change is major and must be reviewed by Planning Council.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<p>The NFRMPO allocated an approximate total \$3,456,792 Carbon Reduction Program (CRP), Multimodal Option Fund (MMOF), Transportation Alternative (TA), and local match funding for construction of 1 ½-mile, 10-foot-wide concrete trail with 2-foot soft shoulders, a trailhead with ¼-mile paved entry drive, trailhead parking, vault toilet, trailhead signage, multi-range eco-counter and rectangular rapid flashing beacons at two intersections.</p> <p>The full trail and associated improvements will still be constructed, but the ½-mile portion of the trail, trailhead entry drive and parking, vault toilet, and trailhead signage will be removed from the TIP scope due to overlapping funding sources and differing project requirements.</p>		
Committee Discussion		
This is the first time that TAC has seen this scope change request.		
Supporting Information		
<p>The 1 ½-mile Willow Bend Trail runs through multiple City-owned properties. The final roughly ½-mile of trail, trailhead, parking, and vault toilets runs through the Willow Bend Park and Natural Area property, which is being designed as a universal-access neighborhood park and natural area. This portion of the trail and associated improvements are being designed within the scope of the park and natural area improvements, and a Construction Manager at Risk (CMaR) was engaged to provide pre-construction, procurement, and construction services for this project. Further, the park and natural area project was awarded grants from both Great Outdoors Colorado (GOCO) and the Land and Water Conservation Fund (LWCF) in addition to being funded internally by five separate funding sources. The CRP, MMOF, and TA funds together require local agencies to follow CDOT processes, which would preclude the CMaR that is already under contract. The City of Loveland is requesting that the ½ mile of trail, trailhead, parking, and vault toilets be removed from the CRP, MMOF, and TA grant scope with the aim of completing the work on the park-specific property through the CMaR using City funds and to simplify and clarify the accounting of the various overlapping funding sources.</p>		
Advantages		
<p>This proposed scope change would allow the City of Loveland to efficiently track grant funds between those awarded through CRP, MMOF, and TA grant programs by consolidating use of these funds to work on properties that are not impacted by other project work and other grant funding sources. The scope change would also allow for the trail on the Willow Bend property to be constructed under the CMaR and with the efficiency of using the previously designed cut and fill balance ratio for grading work, while also allowing the trail funded by the subject grants to be constructed on the adjacent property by a contractor selected through the required CDOT contractor selection process</p> <p>Further, this approach still provides for construction of the entire trail system as originally proposed with no reduction in overall trail scope or level of service to the public.</p>		

Disadvantages

Willow Bend Trail improvements will be constructed by two separate contractors and potentially differing timelines. It is important to note that differing timelines will require additional coordination but could potentially result in a more expedient project delivery by allowing both the trail and the park project to be built simultaneously on adjacent parcels by different contractors.

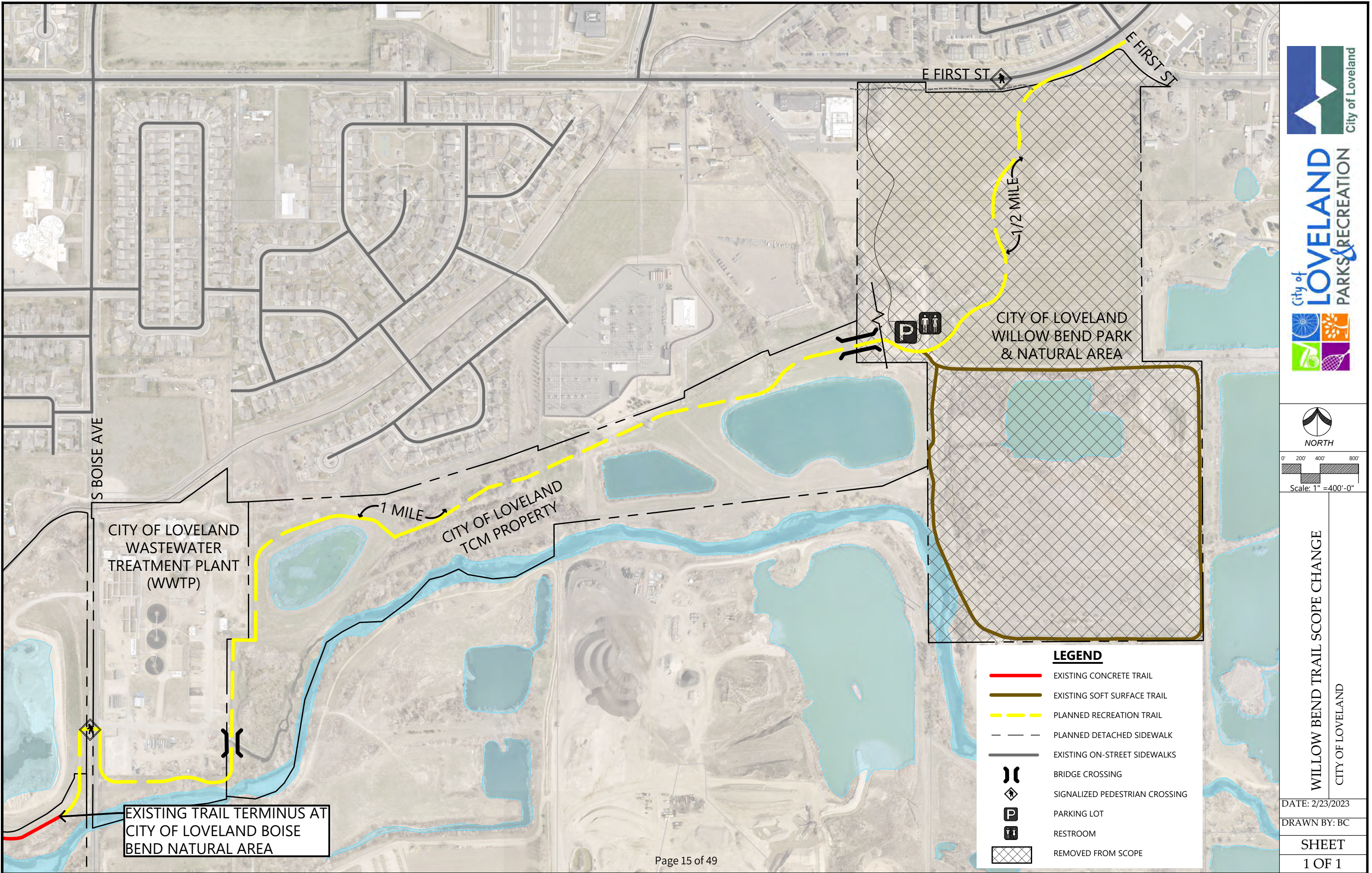
Analysis/Recommendation

Staff recommends TAC consider the proposed scope change and indicate whether the change is minor and can be completed through a TIP modification or if the change is major and requires review by Planning Council.

Attachments

Attachment 1: Willow Bend Trail Scope Change Map

Rev. 11/28/2018



0' 200' 400' 800'
Scale: 1" = 400'-0"

WILLOW BEND TRAIL SCOPE CHANGE
CITY OF LOVELAND

DATE: 2/23/2023

DRAWN BY: BC

SHEET
1 OF 1

LEGEND

- EXISTING CONCRETE TRAIL
- EXISTING SOFT SURFACE TRAIL
- PLANNED RECREATION TRAIL
- PLANNED DETACHED SIDEWALK
- EXISTING ON-STREET SIDEWALKS
- BRIDGE CROSSING
- SIGNALIZED PEDESTRIAN CROSSING
- PARKING LOT
- RESTROOM
- REMOVED FROM SCOPE

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
March 15, 2023	10 th Street Access Control Implementation Project Funding Exchange	Bhooshan Karnik City of Greeley
Objective/Request Action		
To discuss the City of Greeley transferring STBG funds from the 10 th Street Access Control Implementation project to 83 rd Avenue Roadway Improvements project.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
The City of Greeley was awarded STBG funds for the 10 th Street Access Control Implementation project as part of the 2014 call for projects. The total amount of Federal dollars allocated to the project was \$2,010,958 per the FY2018-FY2021 TIP (STIP ID SNF5788.042 and TIP ID 2019-001). The construction of the project was completed in 2020. However, due to inability of contractor to supply required Buy America documentation, CDOT is requiring the City to reimburse the CDOT of the funding. This project will essentially be completed using local funds. As a result, the City is requesting that the STBG funds be reallocated to the 83 rd Avenue Roadway Improvements project included in the FY2023-FY2026 TIP (STIP ID SNF5788.054 and TIP ID 2023-006).		
Committee Discussion		
This is the first time TAC is scheduled to discuss the 10 th Street Access Control Implementation Project Funding Exchange.		
Supporting Information		
The 83 rd Avenue Roadway Improvements project was awarded STBG funds and therefore meets the requirements of the program. Additionally, there is currently \$2,860K local overmatch programmed to the project. With that significant amount of overmatch, the \$2,010K STBG transfer requested would decrease the local overmatch to about \$431K. CDOT is in favor of the transfer.		
Advantages		
The exchange of funding would essentially be the same as transferring the City's local overmatch from the 83 rd Avenue project to the 10 th Street project thereby allowing both project scopes to be completed with the funding awarded.		
Disadvantages		
Following the normal NFRMPO process, if a project does not fully utilize federal funding, the excess funding is put back into the federal funding pool to be awarded through the NFRMPO process.		
Analysis/Recommendation		
Staff is requesting TAC discuss and decide if the funding exchange may be completed with an Administrative Modification or the exchange should warrant Planning Council discussion prior to action being taken		
Attachments		
<ul style="list-style-type: none"> Attachment 1: TIP Project Entries Attachment 2: Letter from CDOT, dated 10/28/2022 Attachment 3: Email from CDOT 		

Attachment 1: TIP Project Entries

FY 2019 - FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC)

Adopted by NFRT&AQ Planning Council on 6/7/2018
Amendment #2019-A11 12/13/2019

Current Amendment or Modification
Prior Amendment or Modification
All other Amendments and Modifications

Individual Project
CDOT Pool
NFR Pool

Dollars Listed in Thousands

STIP ID Number	NFR TIP Number	Project Title/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	Previous Funding	FY19 Rolled Funding	FY 19	FY20 Rolled Funding	FY 20	FY 21	FY 22	FY 19-22 TIP TOTAL
SNF5788.042	2019-001	10th Street Access Control Implementation	Greeley	Intersection Improvements	Federal	STP Metro	-	-	2,011	-	-	-	-	2,011
					Local	Local	-	-	418	-	-	-	-	418
				Bike/Ped Facility	Local Overmatch	Local Overmatch	-	-	1,236	-	-	-	-	1,236
					Total		-	-	3,665	-	-	-	-	3,665
Project Description: Implement the approved 10th Street Access Control Plan through access control and modification. Additionally, bike and pedestrian access will be improved through sidewalk construction.														

NFRMPO FY 2023 - FY 2026 Transportation Improvement Program (TIP)
 Adopted by the North Front Range Transportation Air Quality Planning Council on 5/5/2022

Title:	83rd Ave Roadway Improvements	Funding Source	Funding Program	Previous Funding	FY 23 Rolled	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	Future Funding
Sponsor:	Greeley	Federal	STBG	-	-	1,873	-	-	-	1,873	-
STIP ID:	SNF5788.054	Local	L	-	-	389	-	-	-	389	-
TIP ID:	2023-006	Local	LOM	-	-	2,860	-	-	-	2,860	-
Type:	Widening		Total	-	-	5,122	-	-	-	5,122	-
Air Quality:	Exempt from conformity analysis										
Description:	Widen from 2-lane to 4-lane between 10th St to Sheepdraw Bridge and add detached sidewalks and bike lanes										



COLORADO

Department of Transportation

Region 4

Greeley Traffic
10601 W. 10th Street
Greeley, CO 80634

10/28/2022

Paul Trombino III, P.E.
Public Works Director
2835 10th Street, Greeley, CO 80631
Cell: (970) 652-3809
paul.trombino@greeleygov.com

Project Number: AQC M570-048
Project Code: 20389
Project Name: 10th Street Improvements

RE: Notice of Project Grant Funding Withdrawal

Paul,

This letter is serving as an official correspondence to notify the City of Greeley (City) that the Federal award for the 10th Street project is being withdrawn due to project documentation deficiencies regarding the Federal Buy America Act regulations as outlined in the executed Intergovernmental Agreement (IGA). The amount of funding previously reimbursed to the City by CDOT for this project must be repaid to CDOT in the amount of \$2,178,420.53. Also, any outstanding reimbursement requests submitted to CDOT will not be processed or paid and the remaining Federal funding currently in the system for this project will be withdrawn.

To date, Duran Excavation Inc (Duran) has supplied the City and subsequently CDOT with several versions of Buy America documents for the steel and iron incorporated into the project. The provided documents fail to meet the Buy America documentation requirements. CDOT is unable to accept any of the documentation in its current form and have annotated each packet to highlight the deficiencies that need to be corrected. To CDOT's knowledge, the City has been in communication with Duran to try to rectify the situation. Duran has not supplied the proper documentation to meet the Buy America requirements. On October 14, 2022, the City acknowledged they were not able to provide the required Buy America documentation and requested official notice of funding determination so the City could proceed to close the project with Duran.

CDOT's oversight role in the project will cease upon execution of this letter. No further federal/CDOT documentation will be required to be submitted by the City to CDOT. CDOT will close this project once the funding has been repaid by the City to CDOT. The project can be closed out between the City and Duran by the City at its own expense and requirements.

10601 10th Street Greeley, CO 80634-9000 P 970.350.2146 F 970.350.2198 www.codot.gov

Jared S. Polis, CO Governor | Shoshana M. Lew, CDOT Executive Director



Total project federal funding as shown below is from the most recent executed option letter.

1. BUDGETED FUNDS

a. Federal Funds	
(82.79% of Participating Costs – AQC)	\$710,000.00
(82.79% of Participating Costs – STP)	\$1,340,877.00
(82.79% of Participating Costs – STU)	\$1,498,000.00
(82.79% of Participating Costs Rolled from 18402)	\$377,910.00
b. Local Agency Matching Funds	
(17.21% of Participating Costs)	\$737,724.00
(17.21% of Participating Costs Rolled from 18402)	\$78,559.00
<hr/>	
TOTAL BUDGETED FUNDS	\$4,743,070.00

Please let me know if you have any questions regarding this letter.

Sincerely,
Kyle Ralston

CC: Bryce Reeves

X Paul Trombino III
Paul Trombino III (Nov 28, 2022 13:54 MST)

Paul Trombino
City of Greeley Public Works Director

X Bryce Reeves

Bryce Reeves
CDOT Region 4 Traffic RE

X Katrina Kloberdanz
Katrina Kloberdanz (Nov 28, 2022 15:58 MST)

Katrina Kloberdanz
CDOT R4 Traffic Engineer

X Heather Paddock

Heather Paddock
CDOT R4 RTD



Attachment 3: Email from CDOT

Bhooshan Karnik

From: Kloberdanz - CDOT, Katrina <katrina.kloberdanz@state.co.us>
Sent: Monday, November 21, 2022 4:04 PM
To: Paul Trombino
Cc: Bryce Reeves - CDOT; Ralston - CDOT, Kyle; Paige Millen; Bhooshan Karnik; Wendy Bethel
Subject: Re: [EXTERNAL] 20389 - Memo Signing

Good afternoon Paul,

I spoke with Heather about your request to transfer the funds to another project. Heather is supportive of that idea, however, because these are MPO funds the ultimate decision lies with NFRMPO. The project you want to transfer the funds to also needs to meet the criteria for the original color of funding. The next step for Greeley is likely a formal request to the MPO. Please let me know if you'd like to discuss this further.

Sincerely,
Katrina Kloberdanz

P 970.350.2211 | C 970.302.6724
10601 W. 10th Street, Greeley, CO 80634
katrina.kloberdanz@state.co.us

On Thu, Nov 17, 2022 at 11:55 AM Ralston - CDOT, Kyle <kyle.ralston@state.co.us> wrote:
FYI update on 20389

----- Forwarded message -----

From: **Paul Trombino** <Paul.Trombino@greeleygov.com>
Date: Thu, Nov 17, 2022 at 11:52 AM
Subject: RE: [EXTERNAL] 20389 - Memo Signing
To: Ralston - CDOT, Kyle <kyle.ralston@state.co.us>
Cc: Paige Millen <Paige.Millen@greeleygov.com>, Bhooshan Karnik <Bhooshan.Karnik@greeleygov.com>, Wendy Bethel <Wendy.Bethel@greeleygov.com>

Kyle,

Thank you for sending the letter. I had sent a note to Heather (Paddock) requesting consideration of re-appropriating these federal dollars to another City of Greeley project. This is consistent with past practices in other states. I would prefer to understand the decision process and/or decision on our request to move the funds to another project before I sign the letter. I have included a copy of my email to Heather. Thank you.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: March 15, 2023

Re: 2023 Call for Projects

Background

The NFRMPO will be holding a Call for Projects to award approximately \$25M Federal and State funds for fiscal years 2026 and 2027. The 2023 Call for Projects will be a consolidated call for all five NFRMPO controlled funding sources: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), Transportation Alternatives (TA), and Multimodal Transportation and Mitigation Options Fund (MMOF).

The most recent Calls for Projects were in 2021 for Federal funding and 2022 for State MMOF funding. The guidelines for both Calls can be found at the following links:

[2021 Call for Projects Guidelines](#)

[2022 MMOF Call for Projects Guidelines](#)

Following the 2021 Call for Projects, NFRMPO staff conducted a survey of TAC members and project sponsors to gather feedback on the process. Major themes from the survey included adjusting the timeline of the call and the scoring criteria for the Federal funding programs. Following the 2022 MMOF Call for Projects, Council and TAC expressed interest in setting project maximum project award limits. Additionally, the NFRMPO will need to develop guidelines for the new federal funding program (CRP).

As NFRMPO staff work through developing the 2050 Regional Transportation Plan (RTP) and the 2023 Congestion Management Process (CMP), updating the guidelines and evaluation criteria for the 2023 Call for Project will allow for better implementation of regional goals and priorities.

Action

Staff requests TAC members be prepared to discuss the 2023 Call for Projects and provide direction on the following regarding project award limits:

- What is a reasonable maximum project award limit?
- Do maximum project award limits apply across all funding sources within the 2023 Call for Projects?
- Should maximum project award limits apply to projects previously funded by the NFRMPO or only within the current Call?



2023 Call for Projects

Technical Advisory Committee (TAC)



North Front Range
Metropolitan
Planning
Organization

March 15, 2023

1

Timeline	Activity		2023 Schedule
1	Scoring Criteria Workshop		May 2023
	TAC Discussion on Call for Projects Process	Wednesday	June 21, 2023
	Beginning of FY2024		July 1, 2023
	Planning Council Discussion on Call for Projects Process	Thursday	July 6, 2023
	TAC Action on Call for Projects Process	Wednesday	July 19, 2023
	Planning Council Action on Call for Projects Process	Thursday	August 3, 2023
	Call for Projects Opens	Friday	August 4, 2023
	TAC Call for Projects Application Presentation	Wednesday	August 16, 2023
	Project Descriptions Due	Friday	August 25, 2023
	Mini-Applications Due to CDOT	Friday	August 25, 2023
	NFR Creates and Send AQ Data forms to Applicants	Thursday	August 31, 2023
	2050 RTP Adopted	Thursday	September 7, 2023
	CDOT provides review to applicants	Friday	September 8, 2023
	CMAQ, CRP, MMOF Air Quality Data Due	Friday	September 8, 2023
	NFR Completes Emissions calculations and sends to applicants	Friday	September 22, 2023
	Applicants notify NFR of Concerns with Emissions Calculations	Friday	September 29, 2023
	Applications Due	Friday	October 6, 2023
	NoCo Mobility/Bike and Ped Colab Review of Projects		October 25, 2023
	Questions to Project Sponsors Due		October 26, 2023
	CMAQ, STBG, CRP, MMOF Scoring Committee		October 30-November 3, 2023
2	TA Project Scoring Meeting by NoCo Bike and Ped	Wednesday	November 8, 2023
	NFRMPO Develops Project Funding Phasing Plan		November 14, 2023
	TAC Discussion of Recommended Projects – Staff Presentation		November 15, 2023
	Council Discussion of Recommended Projects – Applicant Presentations		December 7, 2023
	TAC Action on Recommended Projects		December 20, 2023
	Council Action on Recommended Projects		January 4, 2023

2

Funding Estimates



Program	FY2026	FY2027	Federal/State Funding Total
CMAQ	\$5,419,439	\$5,538,667	\$10,958,106
STBG	\$4,537,955	\$4,652,924	\$9,190,879
TA	\$466,728	\$466,046	\$934,423
CRP	\$821,802	\$839,882	\$1,661,684
MMOF	\$1,119,176	\$1,182,950	\$2,302,126
TOTAL			\$25,029,138

3

3

STBG Community Targets

STBG Community Targets							
Community		2021 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population- based Target	Allowable Additional 30%	Maximum Federal Request
Small Communities	Berthoud	11,062	2.0%	-	\$186,814	-	\$1,738,820
	Eaton	5,933	1.1%	-	\$100,196	-	\$1,652,202
	Evans	22,760	4.2%	-	\$384,369	-	\$1,936,375
	Garden City	258	0.0%	-	\$4,357	-	\$1,556,363
	Johnstown	18,009	3.3%	-	\$304,134	-	\$1,856,140
	Larimer County	49,395	9.1%	-	\$834,178	-	\$2,386,184
	LaSalle	2,357	0.4%	-	\$39,805	-	\$1,591,811
	Milliken	8,679	1.6%	-	\$146,570	-	\$1,698,576
	Severance	9,410	1.7%	-	\$158,915	-	\$1,710,921
	Timnath	7,178	1.3%	-	\$121,221	-	\$1,673,228
	Weld County	13,583	2.5%	-	\$229,388	-	\$1,781,395
	Windsor	35,177	6.5%	-	\$594,066	-	\$2,146,072
Small Community Set-Aside Fund							\$1,552,006
Small Community Total		183,801	34.0%	-	\$3,104,013	-	\$23,280,095
Large Communities	Fort Collins	170,755	31.5%	47.8%	\$2,142,330	\$642,699	\$2,785,029
	Greeley	109,696	20.3%	30.7%	\$1,376,270	\$412,881	\$1,789,151
	Loveland	77,016	14.2%	21.5%	\$966,260	\$289,878	\$1,256,138
	Large Community Total		357,467	66.0%	100.0%	\$4,484,860	\$1,345,458
Total		541,268	100.0%	-	\$7,588,873		\$29,110,413

Small communities (those with a population of 50,000 or less) may apply for the small community set-aside fund in addition to their population-based target. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities. The overall target for small communities is the sum of their population-based targets and the set-aside fund.	Small Communities Overall Target		\$4,656,019
	STBG Funding Percent		50.9%
	Population Percent		34.0%
Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target. The overall target for large communities is the sum of their population-based targets.	Large Communities Overall Target		\$4,484,860
	STBG Funding Percent		49.1%
	Population Percent		66.0%
RAQC Ozone Modeling Set-Aside		\$50,000	
Total STBG Funding Available		\$9,190,879	

4

4

Request Limits



Funding Program	Previous Call Process	Previous Call \$ Amount	Minimum Request	Previous Process Applied to 2023 Funding
CMAQ	50% available funding	\$2,538,870	N/A	\$5,479,053
TA	100% available funding	\$603,624	\$50,000	\$934,423
STBG	Population Based	See Community Targets Table	\$100,000	See Community Targets Table
CRP	N/A	N/A	N/A	N/A
MMOF	50% available funding per category	Category A: \$3,696,745 Category B: \$1,232,248	Infrastructure: \$300,000 (project size) Transit: \$25,000 (MMOF Request)	Category A: \$1,726,595 Category B: \$575,532

5

5



Max Project Award Limits




- What is a reasonable maximum project award limit?
- Do maximum project award limits apply across all funding sources within the 2023 Call for Projects?
- Should maximum project award limits apply to projects previously funded by the NFRMPO or only within the current Call?

6

6





Scoring Committee




- Scoring committee made up of one scoring member from each NFRMPO Community
- Any community applying for funds must have one member on the committee
- Communities may not score their own project
- **New:** Voting representative from NoCo Bike and Ped, Mobility, and Transit

7

7



Scoring Workshop



- Discussion with Planning Council on priorities
- Workshop in May to discuss evaluation criteria for all five funding programs
- Translating the council priorities into point-based scoring criteria

8

8

2050 RTP Goals



- Regional Health**
 - Improve economic development, residents' quality of life, and air quality
- Mobility**
 - Moves people and goods safely, efficiently, and reliably on a continuous transportation system
- Multimodal**
 - Improve accessibility of and access to transit and alternative modes of transportation
- Operations**
 - Optimize operations, planning, and funding of transportation facilities

9

9

Planning Council Priority Discussion	Goals	Criteria
	Regional Health	Air Quality (Ozone and GHG) Economic Development Equity Multimodal Index (MMI)
	Mobility	Safety Network Connectivity Infrastructure Condition System Performance Congestion Management
	Multimodal	Active Transportation Transit Non-SOV Commute/VMT Reduction
	Operations	ITS/Operational Improvements Asset Management Partnerships Creative Funding Mechanisms
	Discretionary points	Allowable points based on scoring member discretion

10

10

Additional Considerations



- **Federal**
 - Justice40, DI Communities, EJ Areas, etc.
 - Safety
- **State**
 - GHG Emissions Reductions/Strategies
 - 10-year Plan Projects
- **Other**
 - Congestion Management Process (CMP) Strategy Implementation
 - Set Asides

11

11

Questions?



AnnaRose Cunningham
Transportation Planner II
(970) 818-9497
arcunningham@nfrmpo.org

12

12

MEMORANDUM

To: NFRMPO Transportation Advisory Committee (TAC)

From: Becky Karasko

Date: March 15, 2023

Re: FY2024-2025 Unified Planning Work Program (UPWP) Tasks

Background

The NFRMPO staff has drafted the Tasks and Products for the *FY2024-2025 Unified Planning Work Program (UPWP)*. It is anticipated the Finance Committee will review the FY2024 Budget at their April 20, 2023 meeting and that they will recommend Planning Council approval at the May 4, 2023 meeting. The full *FY2024-2025 UPWP* and FY2024 Budget will go to Planning Council for their approval at their May 4, 2023 meeting to allow for CDOT and FHWA approval prior to the beginning of FY2024 on October 1, 2023.

The draft *FY2024-2025 UPWP* Tasks are provided at the link below, and comments are requested by **Friday, March 31, 2023**. The full *FY2024-2025 UPWP* can be accessed here: <https://nfrmpo.org/wp-content/uploads/fy2024-2025-upwp-draft-03082023.pdf>.

Action

NFRMPO staff requests TAC review the *FY2024-2025 UPWP* and provide comments to Becky Karasko at bkarasko@nfrmpo.org by **5:00 p.m. on Friday, March 31, 2023**.

MEMORANDUM

To: NFRMPO Transportation Advisory Committee

From: Becky Karasko

Date: March 15, 2023

Re: 10-Year List of Projects Update 2050 RTP Update

Background

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the 2045 Statewide Plan.

To ensure the NFRMPO's regional priorities were reflected in CDOT's list, the NFRMPO prioritized projects in the region. A list of 57 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, was compiled from a variety of sources, including: the 2045 Regional Transportation Plan, US85 and US34 PEL studies, the Region 4 2018 Ballot Project List, and from TAC and Planning Council members.

A Work Session to prioritize these projects was held on January 16, 2020. The result of this workshop was a Tier 1 list of projects that was sent to CDOT in January 2020 for incorporation into their 2045 Statewide Plan.

The NFRMPO's 10-Year List has been updated twice since 2020, once each in 2021 and 2022. To ensure the NFRMPO's 10-Year list continues to reflect the region's priorities and remains a living document in the NFRMPO's upcoming 2050 Regional Transportation Plan (RTP) currently under development, NFRMPO Staff has begun the process of reviewing the Tier 1 list to ensure any changes to the projects' status are accurately reflected and that the projects on the list are still the region's top priorities. Working with the 2050 RTP timeline, the deadline for completing this update is May 2023.

Staff reviewed the lists of projects and requested updated project information from project sponsors by Tuesday, January 31, 2023. The updated list of projects was sent out on March 7, 2023 to Planning Council and TAC members for review and prioritization. The updated list is attached to this memo and will be discussed with TAC at the March TAC meeting.



Action

NFRMPO staff would like the TAC's feedback on the following:

- Are the six priority corridors defined in 2020 are still accurate and in the priority in the right priority?
- Are the projects reflected within those corridors accurate and reflect the region's priorities?
- Would TAC recommend focusing resources in one area or distributing 10-Year Plan funds across various projects?

This is a discussion item and TAC's feedback will inform the final list of priorities.

ROADWAY PROJECTS Tier 1						
	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20.00	
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	50.00	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	

**Development, regional growth, and funding participation may adjust priorities along the US34 corridor.*

***Updated to reflect removal of N I-25 projects*

ROADWAY PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 2 (NOT PRIORITIZED)	US34	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	
	US34	US34 and 11 th Ave	Phase 1 of US34/US85 Interchange Improvements	Greeley	\$68.0	Can the priority be revisited?
	US34/US287	Intersection	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$9.0	
	US85	US85 and O St	Closure; new frontage road on east side; realign N 11th Avenue connection to WCR 66. Constructed in conjunction with a traffic signal at WCR 66.	Greeley/Weld County	\$10.9	
	US85	WCR46 to WCR78	Other improvements identified in the US85 PEL	Weld County/Eaton/ Greeley/Evans/LaSalle	\$26.5	
	US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes	Fort Collins/Larimer County	\$19.5	
	US287	US287 (College Ave) and Drake Rd	Intersection improvements	Fort Collins	\$5.9	
	SH14	SH14 and WCR23	Intersection improvements	Larimer County/Weld County	\$2.0	
	SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County	\$4.0	
	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$4.3	Updated costs to reflect 2023 estimates.
	SH392	I-25 to US287	Widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$19.1	Can the priority be revisited?

ROADWAY PROJECTS

Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
I-25	WCR38 to SH56	Widen from 4 to 6 general purpose lanes	Berthoud/Larimer County	\$29.9	
I-25	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	Loveland/Fort Collins/ Larimer County	\$63.2	
US34	Greeley to Loveland	Other improvements identified in the PEL	Loveland/Larimer County/ Weld County/ Greeley	\$232.8	Cost corrected to reflect current esitmate.
US34	MP 113.65 to LCR3	Widen from 4 lanes to 6 lanes	Loveland/Johnstown/ Larimer County	\$170.0	
US34	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	Cost corrected to reflect current esitmate.
US34	US34 and 17 th Ave	Add a third eastbound lane and a channelized T	Greeley	\$5.0	Cost corrected to reflect current esitmate.
US34	US34 and Promontory Parkway	SPUI or Interchange	Greeley	\$33.1	
US85	US85 and 22 nd St	Texas turnaround	Greeley	\$19.6	Cost corrected to reflect current esitmate.
US85	US85 and 18 th St	Texas turnaround	Greeley	\$14.6	Cost corrected to reflect current esitmate.
US85	US85 and 16 th St	Texas turnaround	Greeley	\$16.9	Cost corrected to reflect current esitmate.
US85	US85 and 13 th St	Texas turnaround	Greeley	\$16.5	Cost corrected to reflect current esitmate.
US85	US85 and 8 th St	Texas turnaround	Greeley	\$23.5	Cost corrected to reflect current esitmate.
US85	US85 and 5 th St	Texas turnaround	Greeley	\$17.7	
US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	Loveland	\$18.10	Floodplain Analysis and improvements need to be completed first. CDOT partnering with City of Loveland to complete floodplain analysis. Likely to increase initial projected costs of \$18.1
US287	LCR32 to Trilby Rd	Widen from 4 lanes to 6 lanes	Larimer County/Fort Collins	\$10.5	
US287	LCR30 to LCR32	Widen from 4 lanes to 6 lanes	Larimer County	\$5.0	
US287	29 th St to LCR30	Widen from 4 lanes to 6 lanes	Loveland/Larimer County	\$9.1	
SH14	I-25 to Riverside	Widen from 4 lanes to 6 lanes	Fort Collins	\$29.7	This one seems too low, can the priority be revisited?

	SH392	Highland Meadows Pkwy to Colorado Blvd. 17th St to Westgate Dr	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$25.0	<p>CDOT recommends this be moved to Tier 1 or 2 list.</p> <p>Project Limits were adjusted. SH392 widening improvements between Highland Meadows Pkwy and Westgate Dr. have been completed. The project limits between 17th St and Colorado Blvd. have been completed. The updated cost includes the following: new bridge improvements over the Cache La Poudre River, 10' wide multi-use trail, street and trail lighting, wildlife corridor improvements, and intersection improvements at Highland Meadows Pkwy and LCR 3.</p>
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TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N+25 FEIS)	Eaton / Weld County	\$3.2 (C) / \$2.4 (O)	70.27	Bustang Outrider
TIER 2	Various	North Front Range Regional Rail	New rail service	TBD	TBD		Move to Tier 3
	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
TIER 3	US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley / Weld County	\$1.7 (C) / \$1.0 (O)		
	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		

NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						

10-Year Strategic Pipeline of Projects

NFRMPO Technical Advisory Committee



North Front Range
Metropolitan
Planning
Organization

March 15, 2023

1

Background



North Front Range
Metropolitan
Planning
Organization

- In late 2019, the Transportation Commission Developed Criteria for selecting 10-Year Plan Projects to go into the State's 10-Year Pipeline of Projects
- Planning Council approved six priority corridors in 2019:
 - I-25 • US85 • SH14
 - US34 • US287 • SH392
- A Workshop was held in January 2020 to select the projects for the Roadway, Non-Motorized, and Transit lists
- List was updated in early 2021 and January 2022



2



TC Criteria

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits	Economic Impacts Statewide Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these? Regional flexibility / related smaller scale projects

3

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which a project addresses a mobility need and reduces greenhouse gas emissions, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology or improved access to multimodal facilities.	Extent to which a project supports the economic vitality of the state or region and ensures disproportionately impacted communities realize the economic benefits of a project, which can include supporting freight, agricultural or energy needs, or providing or improving access to recreation, tourism, job, military, healthcare or other significant activity centers.	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits Reduction of Greenhouse Gas Emissions	Economic Impacts Statewide Equity Social Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by the extensive collaborative process that was done during the development of the 2045 Statewide Plan and what are the reasons for deviating from priorities identified through that process? Regional flexibility / related smaller scale projects

4

4

NFRMPO 10-Year Lists

5

ROADWAY PROJECTS WITHOUT a P3 (Public-Private Partnership) on North I-25							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order	Project Sponsor Comments
TIER 1 (PRIORITIZED)	I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	Larimer County/Weld County/ Berthoud	350.00	1	\$325M is for the full Segment 5 project and limits, not just the 2.5 miles within the NFR. Total Segment 5 Limits: SH 66 to SH 56 NFR Segment 5 Limits: WCR 38 to SH 56
	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	2	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	3	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	4	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity.
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	6	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	7	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	8	Structurally deficient bridges, constructing on future interchange alignment
	I-25	Interchange at I-25 / US34 and US34/Centerra	Interchanges	Loveland	171.40	9	These intersections are able to be phased. Analysis for US34 bridge showed a need for signal improvements at three east intersections before the I-25/34 interchange. Dividing interchange funding (1/3 each), interchanges can be priced at \$57.13M each.
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	10	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	11	Final construction for the ultimate interchange configuration
	I-25	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	Loveland/Johnstown/ Berthoud/Larimer County	74.00	12	This line item is for 3+1 configuration. CDOT Region 4 recommends this gets moved to the Tier 2 list.

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

5

NFRMPO 10-Year Lists

6

ROADWAY PROJECTS WITH a P3 (Public-Private Partnership) on North I-25							
	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	R4 Priority Order**	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	1	Cost updated to reflect current estimate, including revamped US 34 / LCR 3 Intersection.
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	2	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	5.00	3	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	40.00	4	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity,
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	5	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	6	Split the Spaghetti Junction (US34/US85) line item to be broken out by 1) interim (Phase 0 & Phase 1) and 2) final.
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	7	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	8	Split the US34 and WCR17 line item to be broken out by 1) interim operational safety improvements and 2) the interchange.
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	9	Final construction for the ultimate interchange configuration

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

**Updated to reflect removal of N I-25 projects

6

Why Update Now?

- To ensure the NFRMPO's 10-Year list continues to reflect the region's priorities and remains a living document.
- To ensure the Tier 1 Projects are still the priorities of the region.
- To incorporate the most current list into the 2050 RTP, currently under development.



7

7

2050 RTP Draft 10-Year List: Roadway

ROADWAY PROJECTS Tier 1						
	Facility	Project Limits	Improvement Type	Community	Funding needed (2023 \$M)	Project Sponsor Comments
TIER 1 (PRIORITIZED)	US34*	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E	Loveland/Larimer County	50.00	
	US34*	Rocky Mountain Avenue to Boyd Lake Avenue / Denver Ave to Boise Ave	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks	Loveland	12.20	WB Fall River Drive to Boyd Lake Avenue section currently funded and construction planned for Spring/Summer 2022.
	US34*	US34 and WCR 17	Interim operational safety improvements	Greeley/Windsor	20.00	
	US34*	US34 and 35 th Ave	Safety and operational improvements/New Interchange	Greeley	50.00	City of Greeley has committed \$15M for construction of this interchange. The design includes safety and operational improvements, bike/pedestrian connectivity.
	US34*	US34 and 47 th Ave	New interchange	Greeley	40.00	City of Greeley has committed \$15M for construction of this interchange.
	US34/US85*	Interchange	Interchange interim reconfiguration	Greeley	33.00	
	I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Larimer County	52.20	Structurally deficient bridges, constructing on future interchange alignment
	US34	US34 and WCR 17	Interchange	Greeley/Windsor	30.00	
	US34/US85*	Interchange	Interchange final reconfiguration	Greeley	137.00	

*Development, regional growth, and funding participation may adjust priorities along the US34 corridor.

**Updated to reflect removal of N I-25 projects

8

8

2050 RTP Draft 10-Year List: Transit



TRANSIT PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	Loveland to Greeley	New bus service (GET Strategic Plan)	Loveland / Larimer County / Greeley / Weld County	\$1.5 (C) / \$1.2 (O)	76.18	
	US85	Eaton to Denver Region	New bus service (N+25 FEIS)	Eaton / Weld County	\$2.2 (C) / \$2.4 (O)	70.27	Bustang Outrider
TIER 2	Various	North Front Range Regional Rail	New rail service	TBD	TBD		Move to Tier 3
	US287	Fort Collins to Longmont/Boulder	Increased bus frequency (Transfort Transit Master Plan)	Fort Collins / Loveland / Berthoud / Larimer County	\$4.5 (C) / \$3.0 (O)		
TIER 3	US34	Greeley to Fort Morgan	New CDOT Bustang service	Greeley / Weld County	\$1.7 (C) / \$1.0 (O)		
	US34	Loveland to Estes Park	New CDOT Bustang service	Loveland / Larimer County	\$1.7 (C) / \$0.7 (O)		Potential Pilot in 2023
	US287	US287 and 37th St	COLT North Transit Center	Loveland	\$2.90		

9

9

2050 RTP Draft 10-Year List: Non-Motorized



NON-MOTORIZED PROJECTS

	Facility	Project Limits	Improvement Type	Community	Funding needed (2020 \$M)	Score	Project Sponsor Comments
TIER 1	US34	RNMC #11: US34 Non-Motorized at Kendall Parkway	Bike lane construction	Loveland / Larimer County	\$0.95	66.36	
	US34	RNMC #11: US34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail construction and grade-separated crossing	Greeley	\$4.95	65.50	
	I-25	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated trail crossing	Larimer County / Fort Collins	TBD	55.73	
TIER 2	US34	RNMC #11: US34 Non-Motorized from 65th Ave to 95th Ave	Trail construction	Greeley	\$2.80		
TIER 3	No Tier 3 Projects at this time.						

10

10

Questions for TAC



- Are the priority corridors selected in late 2019 still the region's priorities?
 - I-25
 - US287
 - US34
 - SH14
 - US85
 - SH392
- Are the Tier 1 Roadway Projects still the priority projects?
- Is there a preference on funding a corridor or spreading the funding around to different projects on different corridors?

11

11

Questions?



Becky Karasko, AICP
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12

12

**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
March 2, 2023**

Move to Approve Agenda and Minutes

Olson **moved** to *APPROVE THE MARCH 2, 2023, MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

Olson **moved** to *APPROVE THE FEBRUARY 2, 2023 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Karspeck and **passed** unanimously.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

EXECUTIVE DIRECTOR REPORT:

Mallette reviewed Amtrak Long Distance Rail Study which the NFRMPO was invited to participate in and stated the Council can submit comments about the Study online until March 17. Mallette outlined the Legislative Updates highlighting legislation which has changed since the February Council meeting. Council discussed the SB23-059 which will reduce retail delivery fees which fund the State enterprises and the Multimodal Transportation & Mitigations Options Fund (MMOF).

PRESENTATION:

CO-WY Transit Feasibility Study – Ian Chase, Transportation Planner, HDR reviewed the Colorado-Wyoming Transit Feasibility Study which was conducted in 2022 on behalf of the Cheyenne MPO, WYDOT, and CDOT. Chase outlined the analysis, public input, and alignment options considered during the Study. Chase noted the final recommended alignment is Cheyenne to Fort Collins. Council expressed concern about methodology noting a high amount of commuter trips between the Greeley/Evans area and Cheyenne.

Front Range Passenger Rail (FRPR) District – Andy Karsian, General Manager, FRPR District, outlined the Goals and Vision of the District and the Service Development Plan (SDP) process. Karsian reviewed the Corridor Identification Program which opens up opportunities for the District to pursue Federal funding. Karsian stated the district is partnering with Amtrak, Wyoming, and New Mexico to create an integrated system as the project moves forward.

CONSENT AGENDA: 4TH Quarter 2022 Unaudited Financials

Stephens **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** and by Karspeck and **passed** unanimously.

DISCUSSION ITEMS:

NFRMPO 10-Year List 2050 RTP Update – Karasko reviewed the process the NFRMPO Planning Council went through in 2020 to select priority corridors and projects for the NFRMPO 10-Year list, which was then incorporated into the CDOT 10-Year Pipeline of Projects. The NFRMPO list was updated in 2021 and 2022 with projects funded through other means removed from the list. Karasko requested Council input on the corridors and projects on the 10-Year list and asked if they were still the Council priorities. Stephens expressed concern for not having input from Council members absent from the meeting, James requested the lists be sent to the full Council to be reviewed prior to the next Council meeting.

2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) – Rouser presented the updated vision statement and goals for the 2050 RTP and explained how the GOPMT framework is integrated into the NFRMPO planning process. Rouser explained how the federally required and regionally selected performance measures are the way in which the NFRMPO can track progress towards meeting the selected goals. Rouser outlined the eight regionally selected performance measures, six of which were carried over from the 2045 RTP and two new measures. The Council provided feedback on the performance measures and targets and requested more information on the target for the non-motorized facility miles.

Northern Colorado Regional Mobility Meeting —MINUTES

February 28, 2023

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Cory Schmitt, NFRMPO
- Alex Gordon, NFRMPO
- AnnaRose Cunningham, NFRMPO
- Celeste Ewert, Envision
- Janet Bedingfield, 60+ Ride
- Amy Threewitt, 60+ ride
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Shana Cundall, Weld RE-4 School District
- Kimberly Baker, Larimer County Department of Health & Environment
- Katlyn Kelly, Transfort
- Dana Klein, Town of Estes Park
- Kimberly Aguilar-Pauli, Arc of Larimer County
- Ruth Fletcher-Carter, RAFT
- Steve Conaway, RAFT
- Olga Gonzalez, Weld County Department of Public Health & Environment
- Ari Edgley, Foothills Gateway
- Angela Woodall, Foothills Gateway
- Robyn Upton, WAND
- Megan Kaliczak, zTrip

Virtual:

- Hanna Johnson, NFRMPO
- Kimberly Johnson, IntelliRide
- Courtney Sedon, HCPF
- Chris Montoya, Adeo
- Kelli Wood, Cheyenne VA
- Connie Nelson-Cleverley, SAINT
- Kathi Sargent, Arc of Weld County
- Nicole Limoges, Larimer County Office on Aging
- Angelo Corbin, Cheyenne VA

2. Group Introductions and Review of Agenda

Both virtual and in person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know one another and learn more about each other's respective organizations and services.

Presentations & Activity

1) NFRMPO 2050 Regional Transportation Plan – Gordon/Cunningham

Cunningham and Gordon presented about the North Front Range Metropolitan Planning Organization's (NFRMPO) [2050 Regional Transportation Plan](#) (RTP). Slides from their presentation are attached. The RTP looks at all aspects of the multimodal transportation system (roadways, bike/ped,



transit, etc.), and it is fiscally constrained. The RTP is required to be updated every 4 years. Gordon outlined the various regionally significant transportation corridors including roadways, transit, and active transportation corridors. Cunningham discussed the outreach for the 2050 RTP. [A Story Map](#) has been developed to get comments from the community about the regionally significant corridors. The NFRMPO will be getting comments from the public through March 31st, 2023. The In-Person group gave comments on maps while the online group was directed to the online activity.

2) IntelliRide/Non-Emergency Medical Transportation – Sedon/Johnson

K. Johnson shared the [IntelliRide website](#) and walked through IntelliRide's services. IntelliRide is contracted with the State of Colorado to provide the non-emergency medical transportation (NEMT) for Health First Colorado (Medicaid) members residing in the 9 County Denver Metro Area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, Weld).

The trip has to be to a covered medical service, and the facility needs to be enrolled in the Medicaid program. The "Find a Doctor" tool can verify if that facility and provider are enrolled. IntelliRide also verifies that the caller is a Medicaid member. IntelliRide needs the actual physical address to ensure the member is being dropped off at the correct location. When people do not have a permanent address, they just need a pickup location (shelter, etc.); IntelliRide can still schedule a ride. There is a local and toll-free phone number. IntelliRide also facilitates a mileage reimbursement program for the entire state of Colorado. IntelliRide can also provide discharge transportation for patients, but that patient must be cleared for discharge by the medical facility. IntelliRide's system can identify public transportation options for members if they are able to ride; members unable to use public transit must provide paperwork showing that is the case.

Business hours are 8 am to 5 pm on weekdays excluding federal holidays; IntelliRide requires at least two business days' notice. The Mileage Reimbursement Program (\$0.46 per mile) applies to members able to drive themselves or receive a ride from a family member or friend to and from their approved medical appointments. There is an after-hours phone line and service available for dialysis patients and hospital discharges and some urgent trips (chemo, radiation, oncology, and dialysis; all are life-sustaining services).

Teets with the Weld Advocacy Network for Disabilities notes that they have heard of many issues with IntelliRide; how does a person put in a complaint with IntelliRide? K. Johnson notes that grievances can be filed by contacting the team and leaving a formal grievance. People filing the grievance can request a call-back.

Fletcher-Carter asked where drivers are located for Larimer and Weld County members. K. Johnson noted that drivers are all over; transportation providers give IntelliRide an address of where vehicles are being pulled out of the lot from. Fletcher-Carter asked if individuals can sign up to be a driver like Uber/Lyft. K. Johnson noted that all providers are companies, but some are small and only have a few vehicles. K. Johnson discussed recruiting and enrolling new providers to meet gaps in their service hours; currently there are no non-profit transportation providers for IntelliRide. K. Johnson noted that providers can apply to provide transportation through the state.



Teets asked that if they can't find someone in Weld County to pick up the member, will someone come from a different county like Denver or Larimer? K. Johnson said yes; any provider that is approved (through Medicaid) to give a ride in that county, IntelliRide may reach out to them. Teets asked if a member calls you saying that a doctor is switching their appointment time in less than 48 hours, can IntelliRide provide that? K. Johnson said that yes, they can provide that transportation as urgent transportation.

Klein asked why a mileage reimbursement ride should call ahead of time? K. Johnson stated that it is to ensure the ride will meet Medicaid requirements to be reimbursed.

Fletcher-Carter notes that RAFT drivers have often heard issues with IntelliRide; often complaint calls are dropped. K. Johnson notes that if calls are dropped, they can identify how the call was dropped. Teets asked if there are complaints that members can't talk to someone. K. Johnson stated that they receive complaints on long wait times, especially on Monday and Tuesdays.

Aguilar-Pauli asked if members can receive assistance with their paperwork and what that looked like. K. Johnson stated that they can help or recommending that facilities help the member in person. The paperwork can be filled out online or by printing it; it can be faxed or emailed.

Conaway asked if the mileage reimbursement process vets the drivers? K. Johnson said that IntelliRide does not regulate those rides currently; the member is responsible for finding a driver they are comfortable with.

Kelly asked what software is used to schedule trips? K. Johnson stated that they use the Ecolane system.

Teets asked if any Medicare rides are covered or how they are expected to get to appointments? K. Johnson noted that they can only transport Medicaid recipients, but they will refer people to local resources such as United Way 211.

Fletcher-Carter asked if people are aware they have this benefit when enrolled in Medicaid? K. Johnson noted the HealthFirst Colorado welcome letter provides information about IntelliRide.

Schmitt asked how to recruit more drivers in Larimer and Weld Counties? Can the Northern Colorado Mobility Committees help? K. Johnson stated that they work with the current providers and word of mouth.

Conaway asks if there is a list of providers? K. Johnson said yes, there is a list for the 9 counties.

Fletcher-Carter asked if we could just review a list of Weld and Larimer County-only providers? K. Johnson noted that providers note which counties are covered by that provider.

3) RideNoCo, Mobility Action Plan 2023 Updates – Schmitt

RideNoCo updates are provided as written slides below. Schmitt will provide more details in a follow-up email.



Wrap Up + Next Steps

Bedingfield – Excited to announce that CDOT is giving a wheelchair-accessible van to 60+ Ride for rural Weld County. Additionally, the long-term strategic plan is to serve adults over 18 with disabilities. Greeley-Evans Transit may be supporting 60+ Ride more in the future, too. It is still under development.

Aguilar-Pauli – Arc of Larimer County has created a Travel Training for Transfort. They are working with Loveland to expand their training, too. There is a Train-the-Trainer event in March 30, 2023 in Fort Collins. The current program is just Transfort, but they hope to expand.

Kelly – The plan for North College MAX got adopted by Fort Collins City Council. It is a phased approach. The Transfort Fare Study update: they should have a decision by the end of the year. Paratransit is also currently free. They are not sure if they bring fares back, what they will be.

Fletcher-Carter – RAFT has a new office with an assistant (Steven Conaway). The Berthoud Life Center will eventually host RAFT once it is open in about 2.5 years. RAFT Board has approved “Gap Service” – if they receive calls adjacent to RAFT’s service area and do not have a wheelchair accessible option, RAFT can help provide service for medical reasons only.

Powell – Greeley-Evans Transit has selected a Mobility Coordinator. Information will be released once details are finalized. GET finished 2022 with 531,676 riders. That is up 33.36% from last year and 65.81% of pre-COVID ridership. The Poudre Express had 18,703 riders in 2022, which is about 4.64 riders per hour. GET is putting together a stakeholder meeting to discuss these detail and what the future holds. GET is beginning to put together the RFP for consultants and for software, and they hope to have those out for bid by late spring/early summer. Three of our supervisors, including Powell, have become certified Defensive Driver instructors.

Cundall – the School to Work Alliance Program is having a Job Fair March 7th from 1 to 3 pm. If agencies have entry level, part-time, and full-time positions available in or around the Windsor area, you are encouraged to reach out to Cundell at 970-541-1047. A flier with complete details are attached below.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC) Meeting: March 28th
- b. Larimer County Mobility Committee (LCMC) Meeting: April 25th
- c. Northern Colorado Mobility Committee: May 23rd

NFRMPO Data Requests

Request	Request Cycle	Timing	Anticipated Next Request
Construction Updates	Annually	Q1	
TIP Roll Forwards	Annually	Q2	
New TIP Project Submissions	Annually	Q1	
TIP Project Status (Delay Review)	Annually	Q3	
Federal Funds Obligation Status (Transit only)	Annually	Q4	
UPWP Planning Tasks	Annually	Q1	
Traffic Counts	Every 4 years		2025-2026
Land Use Model Inputs: Developments, Land Use Code, etc.	Every 4 years		2025-2026
Photos	As Needed	As Needed	
Safety Data	Annually/As Needed	Q4	
Regionally Significant Corridors Review (RSCs, RATCs, and RTCs)	Every 4 years		2026
Performance Measures	Every 4 years		2026-2027
Public Transportation Agency Safety Plans (PTASP) & Performance Measures	Annually	When Available	
Transit Asset Management Plans & Performance Measures	Annually	When Available	
Quarterly Newsletter Articles: Local Agency Projects and Spotlight	Quarterly	2nd Month of each Quarter	
Federal Certification Review Participation	Every 4 years	Q2	2026
Outreach Requests	Annually	As needed	
RTP Projects	Every 4 years		2026-2027
RTP Amendment Call	As Needed		
Land Use and Travel Model Output Reviews	Every 4 years		2026-2027