



*Presented by:*  
Craig Hurst, Manager

**COLORADO**  
Department of Transportation  
Freight Mobility & Safety Branch

# Colorado Freight Plan -> Implementation



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## Background

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FHWA approved as Fast Act  
Compliant Plan - March 2019:

- Provided short & long term guidance for CDOT
- Identified measurable strategies
- Positioned CDOT for NHFP & other grant opportunities
- Paved the way for future partnership opportunities



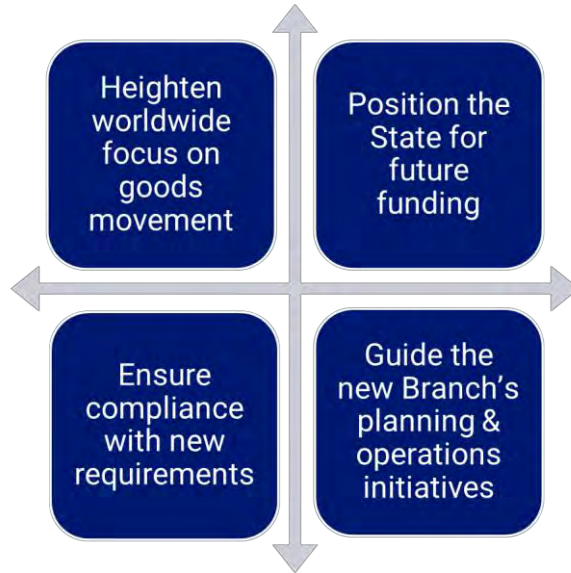
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## Why Now?

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## New Requirements

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### Infrastructure Investment and Jobs Act



- Truck Parking facility assessment
- Resiliency & Redundancy
- Adds population & sector analysis requirements
  - Military
  - Disproportionately Impacted Communities
- Increases frequency of plan updates from 5 to 4 years

### Fixing America's Surface Transportation Act



- Inventory of network freight impacts
- focus on asset management

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## What Informed Plan Preparation

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*Relevant Information Gathering to develop the scope of the work:*

150

### Define **Data Availability**

Almost 150 sources of data were discovered

32

### Industry **Advisor Conversations**

32 members of the Freight Advisory Council were invitation to advise on focus area identification

24

### Other State's Freight Plan **Environmental Components**

24 State Freight Plans were assessed

15

### CDOT **Colleague Interviews**

More than 15 people with expertise from other CDOT areas were interviewed

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### Federal & State **Regulations & Roadmap** Guidance

10 regulations and statewide roadmaps were reviewed in detail

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## Plan Preparation Input

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Quality Data and  
Information

Redundancy & Resiliency

Climate & Energy Policy

Economic Development & Trade

Safety

First & Last Mile Transport

Regional Needs

Future Risks & COVID Impacts

Land Use Coordination

System and Asset Condition

Education and Communications

Effective Outreach and  
Engagement

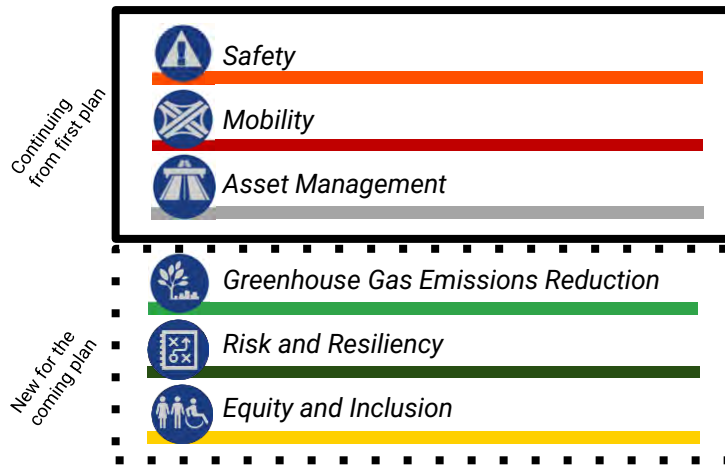
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## Resulting Focus Areas

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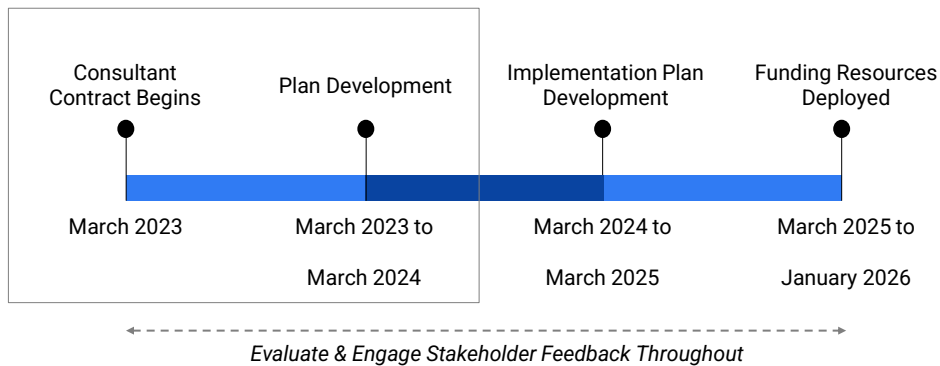
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## Timeline

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## Plan Development Tasks

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## What's Next in Planning How & When: Local Engagement?

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- Stakeholder engagement and data will be incredibly important in creating a successful statewide freight plan.
- The FAC, MPOs, TPRs, STAC, CEO, CDPHE, Military Partners, Economic Development and others will be invited to participate in a series of feedback sessions that will focus on developing strategy and ground truthing the data.
- We will be forming a working group to get us through the process, and also encourage feedback from anyone that has interest.

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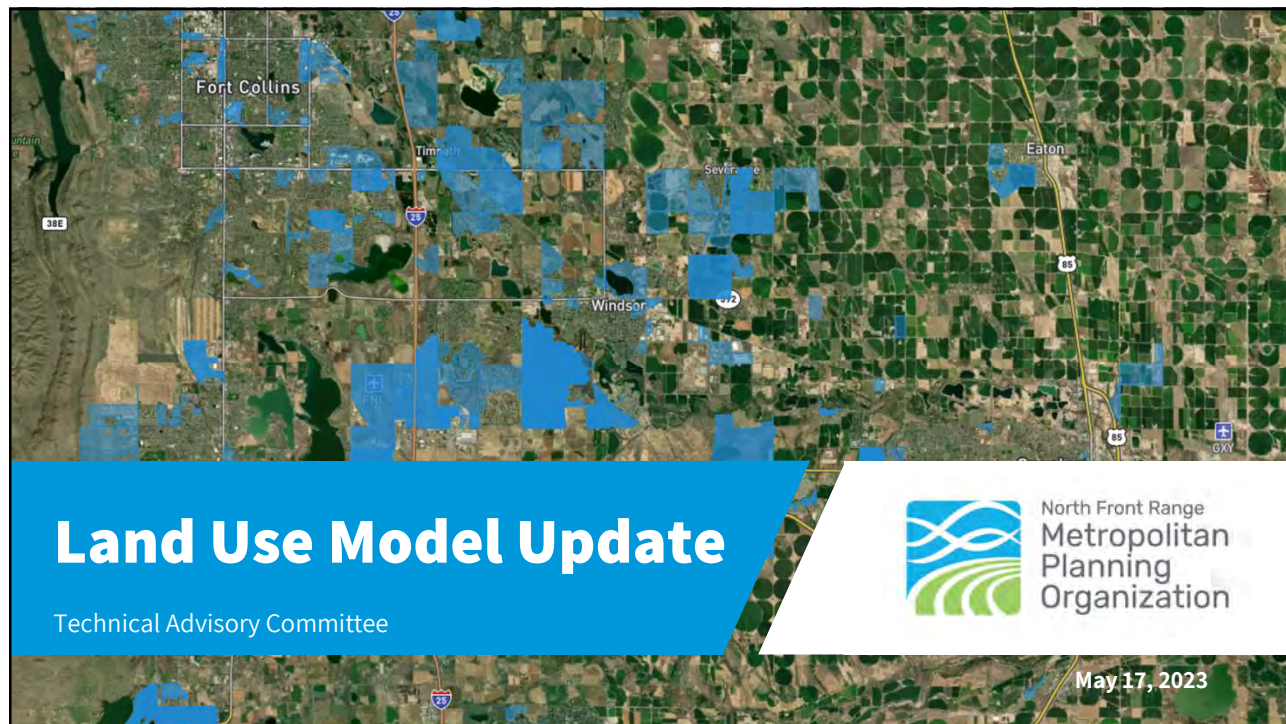


# Questions?

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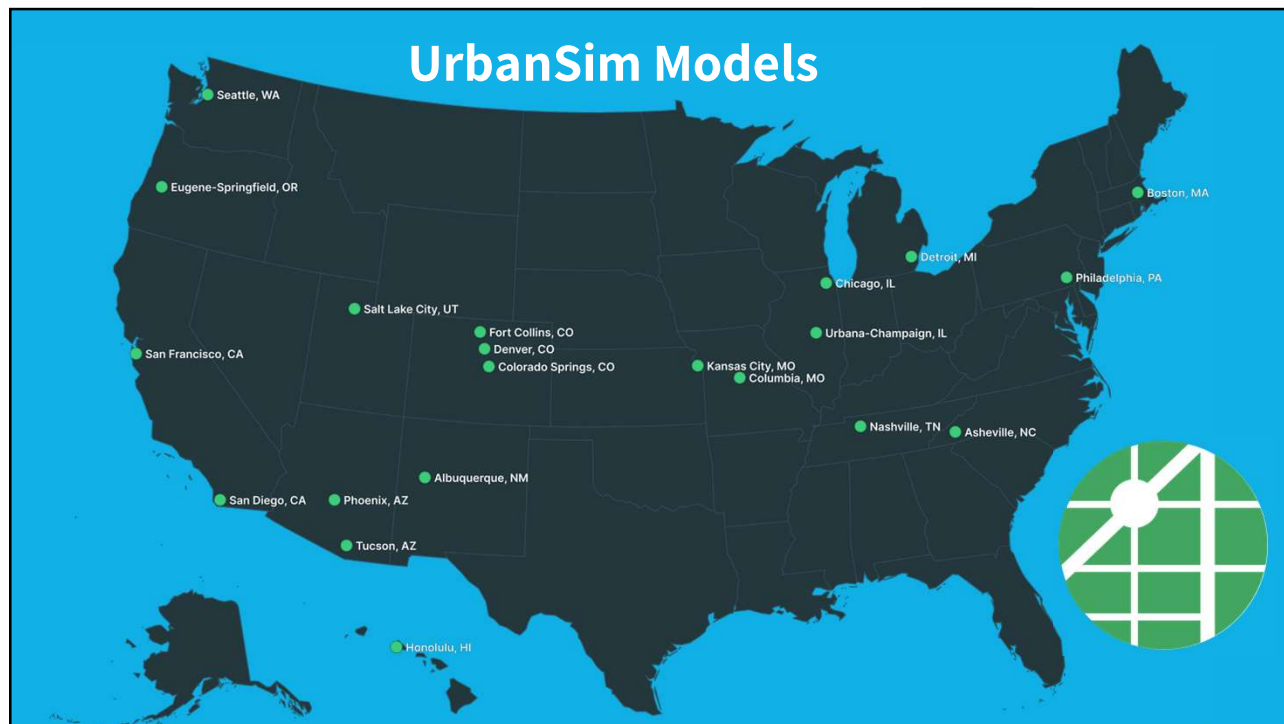
Modeling Overview	LUAM
<ul style="list-style-type: none"> <li>• <b>Purpose</b> <ul style="list-style-type: none"> <li>• Land Use: Forecast location of population and jobs</li> <li>• Travel Model: Forecast travel patterns</li> <li>• Uses: RTP, project studies, local transportation plans, etc.</li> </ul> </li> <li>• <b>Frequency</b> <ul style="list-style-type: none"> <li>• Major update every four years</li> </ul> </li> <li>• <b>Model Steering Team</b> <ul style="list-style-type: none"> <li>• Land use and transportation planners review model inputs and outputs</li> </ul> </li> </ul>	

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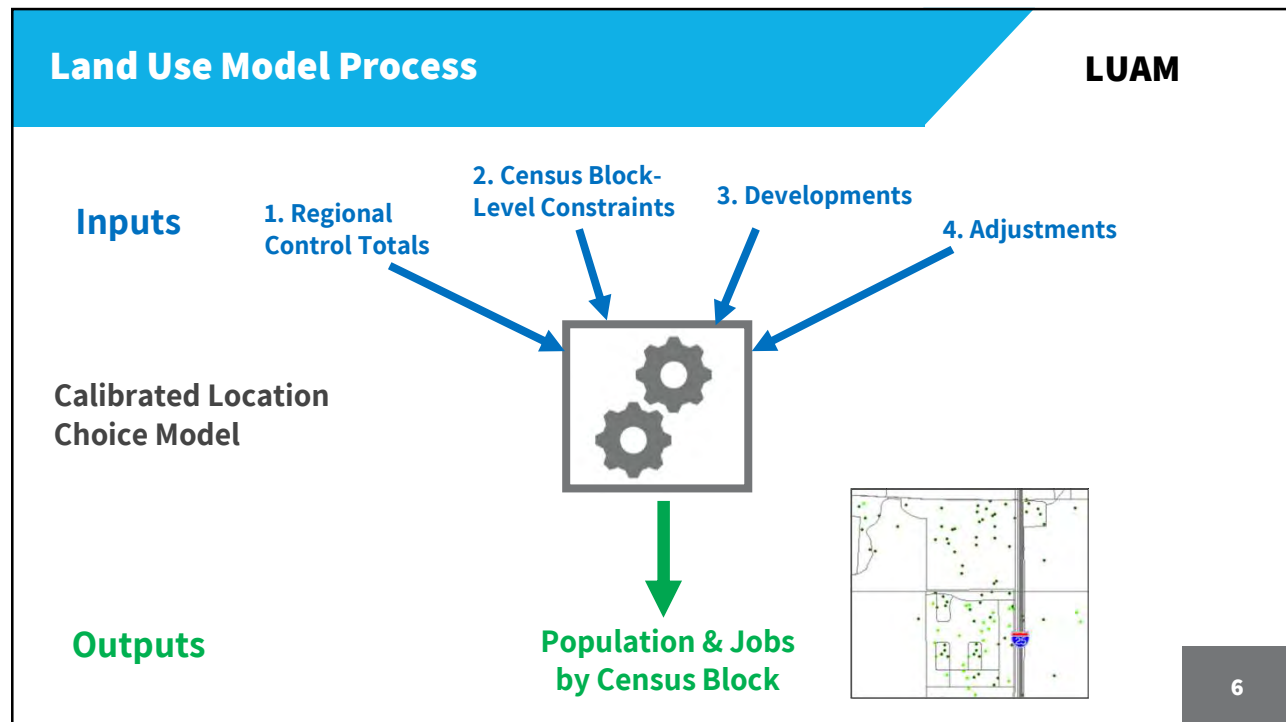
## Land Use Model Inputs

## LUAM

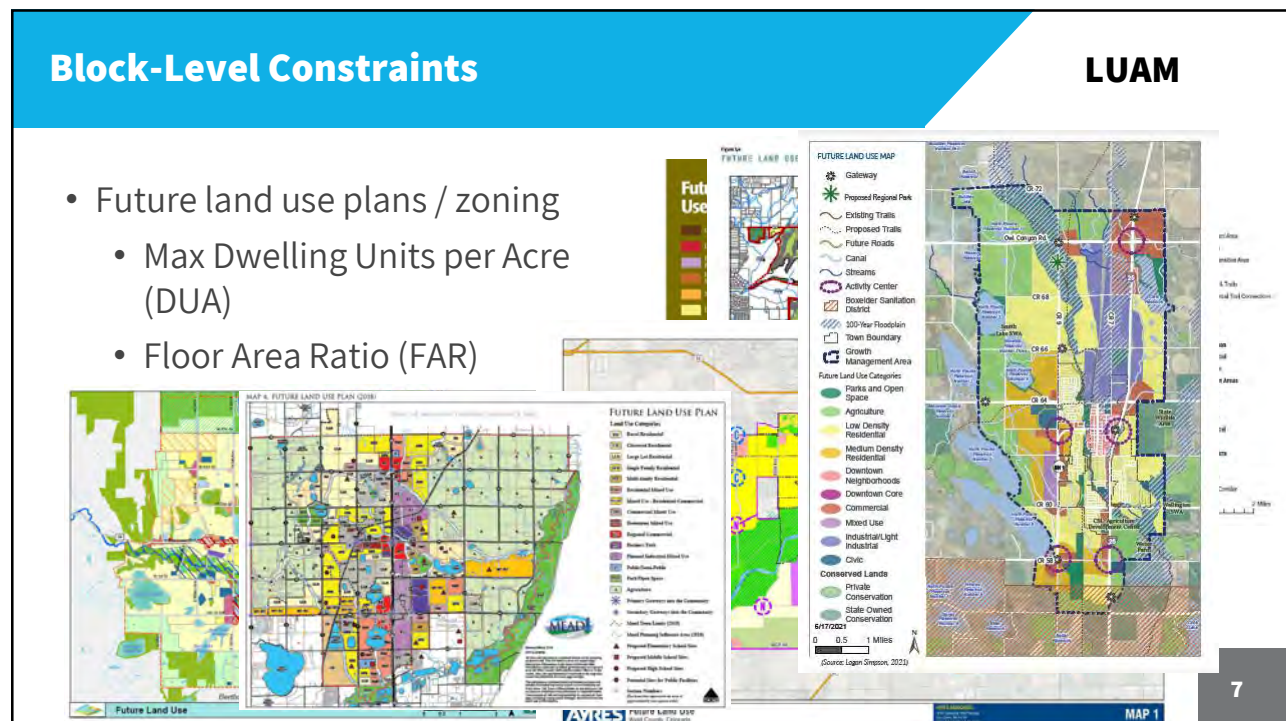
<p><b>1. How many people and jobs in the region in 2050?</b></p>	<p><b>Regional Pop, HH, and Job Control Totals</b>  <i>Source: State Demography Office (SDO)</i></p>
<p><b>2. How many dwelling units and jobs can fit in each census block?</b></p>	<p><b>Census Block-Level Constraints: Max DUA and Max FAR</b>  <i>Source: Future Land Use Plans /Zoning</i></p>
<p><b>3. What developments are anticipated?</b></p>	<p><b>Housing and Employment Developments</b>  <i>Source: Local agencies</i></p>
<p><b>4. How will other factors influence development?</b></p>	<p><b>Adjustments</b>  <i>Source: Local agencies</i></p>

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## Review Process

LUAM

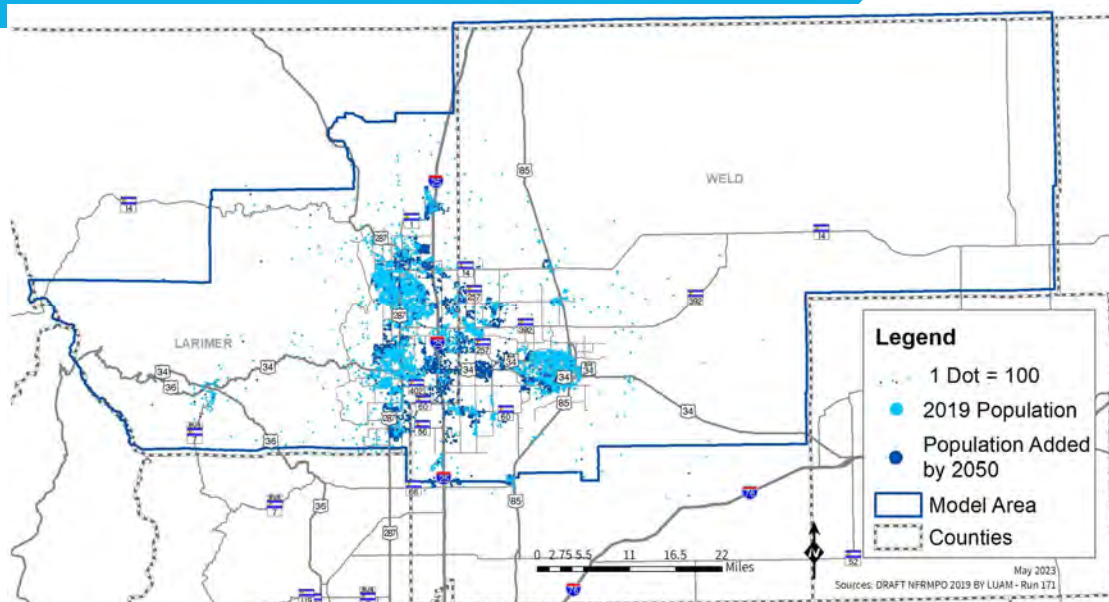
- MST reviewed Run 161
  - 120 TAZ-specific comments submitted
    - 95% addressed within 100
  - 5 community-wide comments submitted
    - All five addressed
- MST review of Run 171
  - **Comments due Friday, May 26**

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## Draft Land Use Forecast: 2050 Population

LUAM

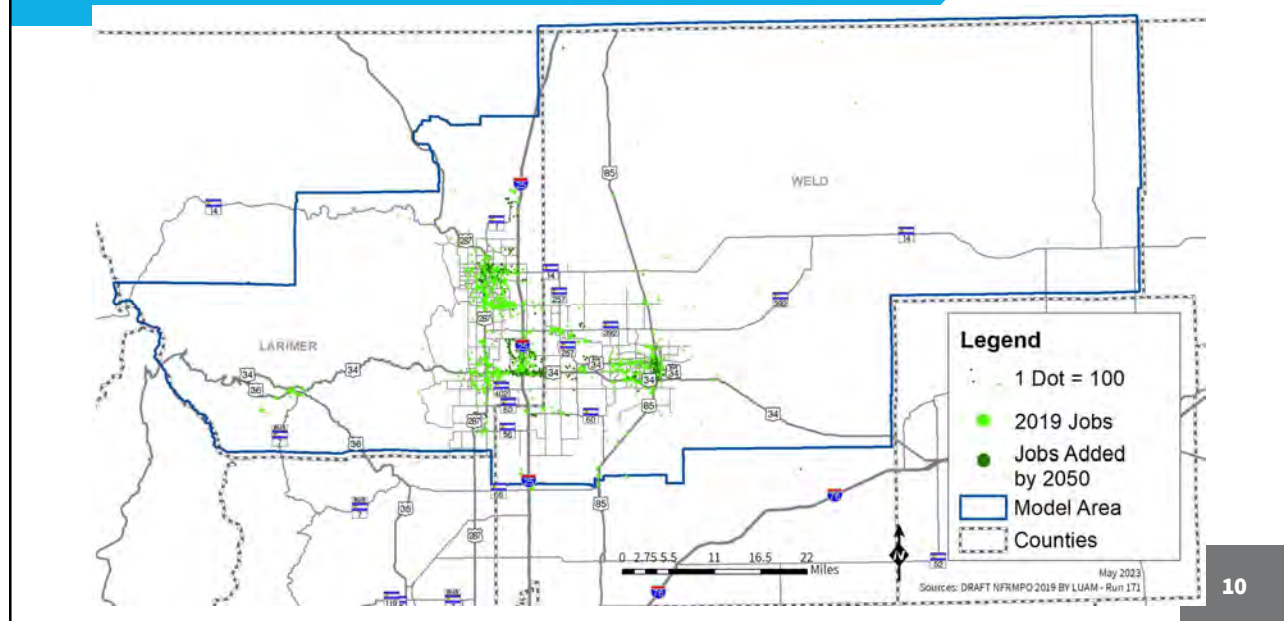


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## Draft Land Use Forecast: 2050 Jobs

LUAM



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## Draft Forecast: Population by GMA

LUAM

Growth Management Area (GMA)	2010-2020, Annual Growth Rate	2019	2050	2019-2050, Annual Growth Rate
Berthoud	7.6%	13,758	41,764	3.6%
Eaton	2.9%	6,077	7,419	0.6%
Evans	1.8%	29,143	49,030	1.7%
Fort Collins	1.5%	185,243	261,207	1.1%
Greeley	1.7%	107,154	172,662	1.6%
Johnstown	5.6%	19,663	71,621	4.3%
La Salle	1.9%	2,901	3,200	0.3%
Loveland	1.3%	91,979	159,061	1.8%
Milliken	4.2%	9,002	17,722	2.2%
Severance	9.7%	9,498	24,097	3.0%
Timnath	26.7%	9,106	22,507	3.0%
Windsor	5.8%	35,999	80,120	2.6%
Non-GMA Larimer	0.1%	37,632	67,962	1.9%
Non-GMA Weld	0.9%	32,204	61,650	2.1%
NFRMPO	2.1%	516,319	836,020	1.6%
Source	SDO (Municipalities)	US Census / Model	Land Use Model	

Model  
Outputs

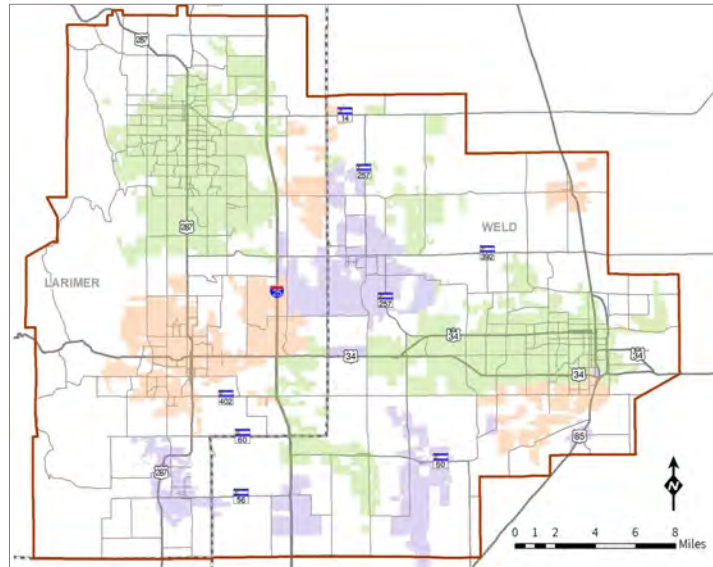
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## Proposed High Density Scenario

**LUAM**

## 2x Max DUA in Incorporated Areas



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## Questions

**LUAM**

**Medora Bornhoft, PTP**

## Transportation & Air Quality Planner III

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## Alex Gordon, PTP

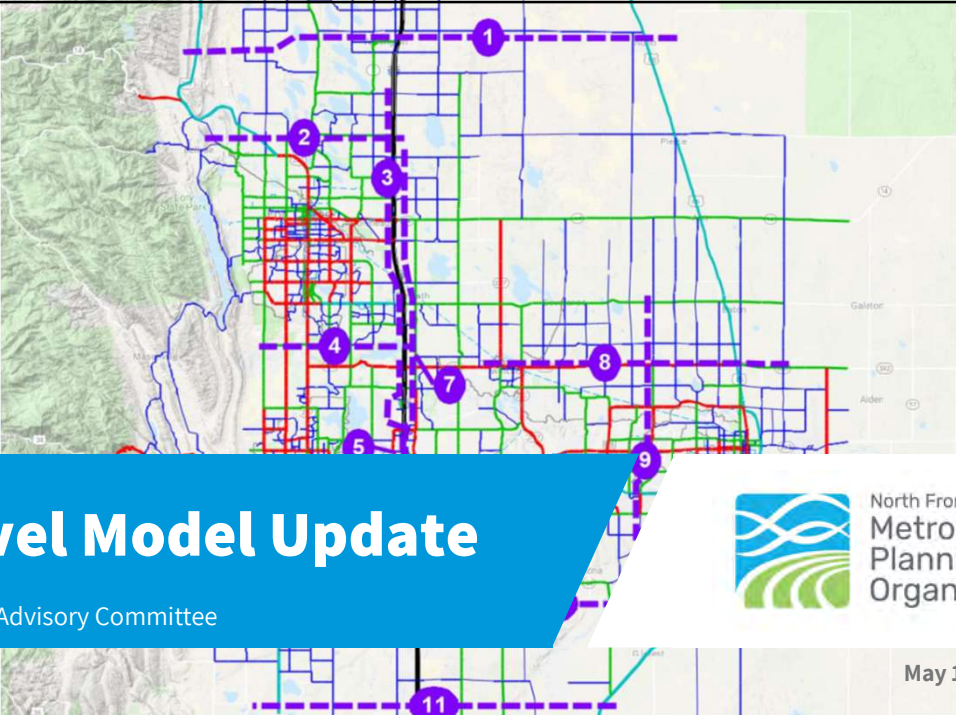
## Transportation Planner III

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# Travel Model Update

Technical Advisory Committee

North Front Range Metropolitan Planning Organization

May 17, 2023

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## Modeling Overview

### NFR Travel Model

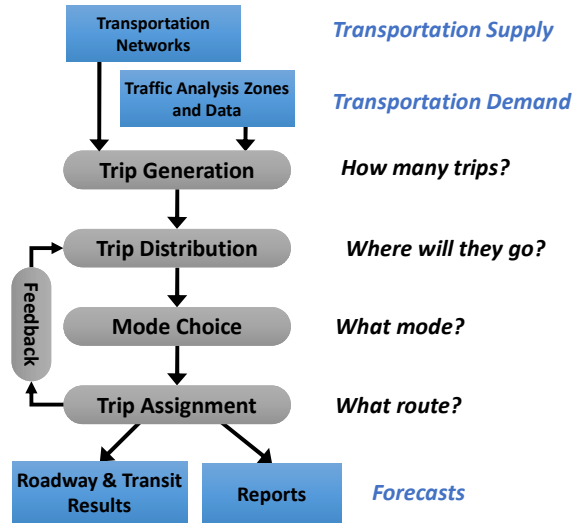
- **Purpose**
  - Land Use: Forecast location of population and jobs
  - Travel Model: Forecast travel patterns
  - Uses: RTP, project studies, local transportation plans, etc.
- **Frequency**
  - Major update every four years
- **Model Steering Team**
  - Land use and transportation planners review model inputs and outputs

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## The Four Steps

## NFR Travel Model



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## Model Enhancements

## NFR Travel Model

- **Person-level demand**
  - Age, person type (worker, commuter, student), auto ownership, income
- **Induced Demand**
  - Consideration of accessibility
- **Work from home**
  - Telework considered in trip generation

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## Induced Demand

## NFR Travel Model

- the **increase** in the overall amount of travel such as **person-miles traveled (PMT)** or **vehicle-miles traveled (VMT)** in response to improvements in transportation **capacity**/level of service

### Status in NFR Travel Model

- ☒ ➤ Included
- ☒ ➤ Somewhat included
- ☐ ➤ Not included

1. Route shifts
2. Mode shifts
3. Destination shifts
4. Additional trips
5. New development

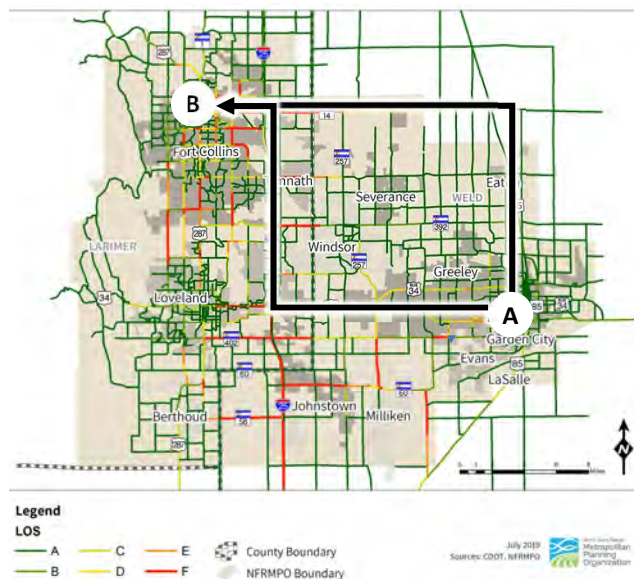
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## Induced Demand

## NFR Travel Model

- ☒ **Route shifts:** Travelers choose a different route, which changes volumes on particular facilities and has the potential to slightly increase or decrease overall VMT.



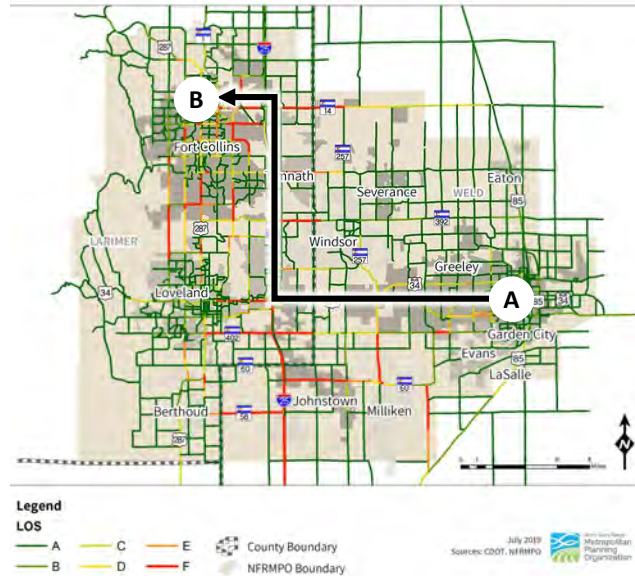
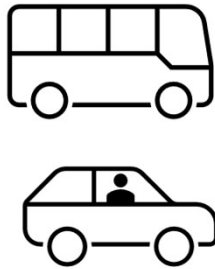
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## Induced Demand

## NFR Travel Model

- ✓ **Mode shifts:** Travelers choose a different mode, which changes overall VMT but does not significantly change PMT.



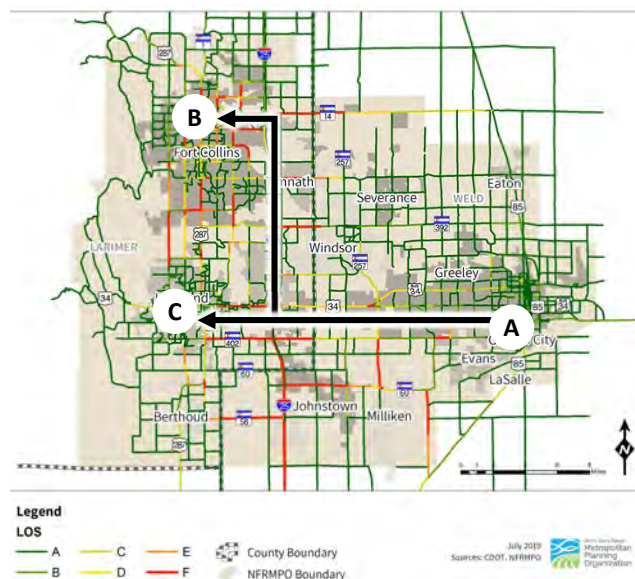
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## Induced Demand

## NFR Travel Model

- ✓ **Destination shifts:** Travelers choose to visit different destinations or choose to live further or closer to their frequent destinations.



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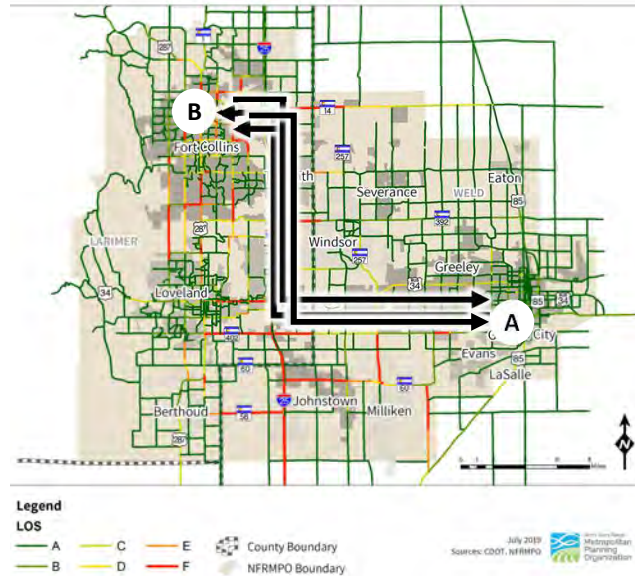
## Induced Demand

## NFR Travel Model



### Additional trips:

Travelers choose to make a trip they would otherwise forgo.



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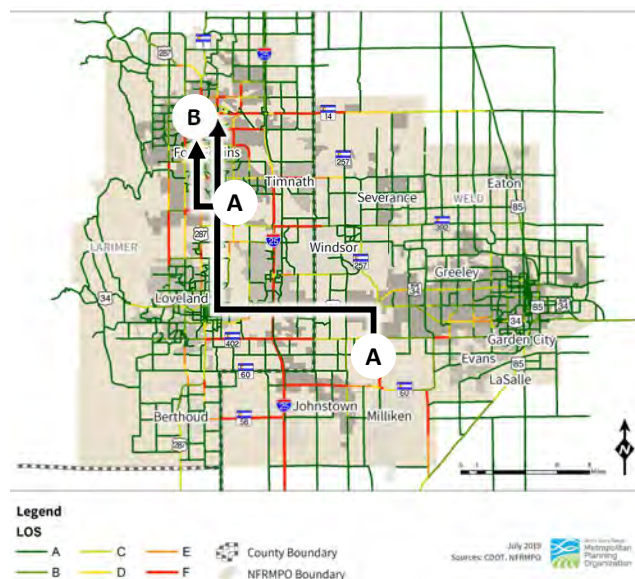
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## Induced Demand

## NFR Travel Model



**New development:** In the long term, transportation capacity can influence the location of new development, which may affect overall VMT.



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## Induced Demand Summary

### NFR Travel Model

- ✓ 1. Route shifts
- ✓ 2. Mode shifts
- ✓ 3. Destination shifts
- ✓ 4. Additional trips
- ✗ 5. New development

#### Additional Trips in NFR

- Accessibility to destinations minimally changes number of trips

#### Combined Impact

- Range of elasticities in literature: 0.1 to 0.9

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## Proposed Scenarios

### NFR Travel Model

- Fiscally Constrained
- No Build
- Unconstrained / All Projects
- High Density Land Use + Fiscally Constrained

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**Questions****NFR  
Travel Model****Medora Bornhoft, PTP**

Transportation & Air Quality Planner III  
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**Alex Gordon, PTP**

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NFRMPO Priority Corridor Candidate Projects		Transportation Commission Criteria					
		Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
US34	LCR3 to Centerra Pkwy	X	X	X			X
	Rocky Mountain Avenue to Boyd Lake Avenue/Denver Avenue to Boise Avenue	X	X	X	X		X
	US34 and WCR17	X	X				X
	US34 and 35th Avenue to US34 and 47th Avenue	X	X	X		X	X
I-25/SH14	Interchange	X	X				X
I-25	Interchange at I-25/US34 and US34/Centerra	X	X	X		X	X

*\*US35/US85 Interchange Project of \$6M on NFRMPO previous list is funded in current CDOT 10-Year Plan in FY2023-2026. Additional \$19M in UFR TPR 10-Year Plan funds is included for this project in FY2027-2030 of CDOT's 10-Year Plan.*

 <b>Safety</b>	 <b>Mobility</b>	<b>Economic Vitality</b> 	<b>Asset Management</b> 	 <b>Strategic Nature</b>	<b>Regional Priority</b>
<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>
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
<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>
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

## MEMORANDUM

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

**From: AnnaRose Cunningham**

**Date: May 17, 2023**

**Re: Safe Streets for All (SS4A) Grant Opportunity**

### Background

Over the last few years, the NFRMPO has continued to work towards further incorporating safety planning and the Moving Towards Zero Deaths framework into planning and programming. The NFRMPO has the opportunity to continue this work into a Vision Zero Action plan with a Safe Streets and Roads for All (SS4A) action plan grant.

The following communities within the NFRMPO region already have a vision zero action plan, received a planning grant through the FY2022 SS4A cycle, or are planning on applying for an SS4A grant in the FY2023 cycle:

- City of Fort Collins
- City of Greeley (includes Evans and Garden City)
- Unincorporated Larimer County
- Unincorporated Weld County

The remaining NFRMPO member agencies within incorporated Weld and Larimer Counties are not covered by an action plan. The SS4A grant opportunity includes funding for both planning and implementation activities with the requirement that an action plan must be in place to be awarded an implementation grant.

To ensure the entire NFRMPO region is covered by an action plan, and to be eligible to apply for implementation grants in future funding cycles, the NFRMPO is proposing applying for and facilitating an action plan to cover the remainder of the region, including incorporated areas of Larimer and Weld Counties.

According to the SS4A NOFO, an action plan must include the following elements:

- A commitment to an eventual goal of zero roadway fatalities and serious injuries including a timeline;
- Planning structure;
- Safety analysis;
- Engagement and collaboration;
- Equity considerations;
- Policy and process changes;





- Strategy and project selections; and
- Progress and transparency.

Additional components may be included with a planning and demonstration grant including additional safety analysis and expanded data collection and evaluation using integrated data as well as pilot and quick build programs.

Advantages to the NFRMPO for completing an SS4A action plan would be seen through the federally required PM 1: Highway Safety target setting and the Call for Project Process for analyzing and prioritizing safety projects. An additional advantage for local agencies is opening the opportunity to apply for future grants.

NFRMPO staff is working on building a scope of work and budget for the application. Based on similar awards and studies completed in the region and in the State, the NFRMPO is anticipating an estimated project cost of \$350-500K. If the local agency participants are interested in expanding the scope of the application the total project cost would increase. SS4A requires local match of 20 percent. **Attachment 1** includes the possible local match distribution based on population of local agencies possibly included in the plan. Please note local match must be derived from non-federal sources which may include local or state funding.

## Action

Staff requests the impacted local agencies be prepared to discuss timing of the NFRMPO pursuing an SS4A action plan grant.



**Attachment 1:** Local Match Estimate for Included Agencies Based on 2021 Population and Anticipated Project Costs.

	<b>2021* Population</b>	<b>Local match population %</b>	<b>\$350,000 Total Project Cost</b>	<b>\$500,000 Total Project Cost</b>
<b>Berthoud</b>	11,062	6.33%	\$5,537	\$7,910
<b>Eaton</b>	5,933	3.39%	\$2,970	\$4,242
<b>Johnstown</b>	18,009	10.30%	\$9,014	\$12,877
<b>LaSalle</b>	2,357	1.35%	\$1,180	\$1,685
<b>Loveland</b>	77,016	44.05%	\$38,547	\$55,068
<b>Milliken</b>	8,679	4.96%	\$4,344	\$6,206
<b>Severance</b>	9,410	5.38%	\$4,710	\$6,728
<b>Timnath</b>	7,178	4.11%	\$3,593	\$5,132
<b>Windsor</b>	35,177	20.12%	\$17,607	\$25,152
<b>TOTAL</b>	<b>174,821</b>	<b>100%</b>	<b>\$87,500</b>	<b>\$125,000</b>

***\*2021 Population based on State Demography  
Office estimates***



# 2023 Call for Projects

Technical Advisory Committee (TAC)



North Front Range  
Metropolitan  
Planning  
Organization

May 17, 2023

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Funding Estimates			
Program	FY2026	FY2027	Federal/State Funding Total
CMAQ	\$5,419,439	\$5,538,667	<b>\$10,958,106</b>
STBG	\$4,537,955	\$4,652,924	<b>\$9,190,879</b>
TA	\$466,728	\$466,046	<b>\$934,423</b>
CRP	\$821,802	\$839,882	<b>\$1,661,684</b>
<b>TOTAL</b>			<b>\$22,745,092</b>

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## 2050 RTP Goals



**Safety** - Reduce the number of roadway related fatalities and serious injuries within the region

**Regional Health** - Improve economic development, residents' quality of life, and air quality

**Mobility** - Moves people and goods 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

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## Goals & Proposed Weighting

Goals	CMAQ/CRP	TA	STBG
<u>Safety</u>	10	30	30
<u>Mobility</u>	10	20	20
<u>Regional Health</u>	60	30	15
<u>Operations</u>	10	15	20
<u>Multimodal</u>	5	0	10
<u>Discretionary points</u>	5	5	5

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		CMAQ/CRP	TA	STBG	
Improve economic development, residents' quality of life, and air quality		60	30	15	
Regional Health	Air Quality Emissions Reductions	Project awarded points based on the following thresholds:	50	0	0
		\$ Lower cost/ton; or	50	0	0
		\$/ton; or	40	0	0
		\$/ton; or	30	0	0
		\$/ton; or	20	0	0
		\$ Highest Cost/ton	10	0	0
	Economic Development	Project awarded points based on the following criteria:	5	15	8
		Project is within 1/4-mile of a 2050 RSC Activity Center; and	4	8	7
		Project is located on a Colorado freight Priority Corridor	1	0	1
		TA projects only: Project facilitates access to a school, park, library, or 'main street' area	0	4	0
		TA projects only: Project supports tourism activities	0	3	0
	Equity	Projects awarded points based on the following thresholds:	5	15	7
	Cumulative Equity index score within 1/4-mile buffer of project location:				
	3 or higher - project receives 100% available equity points	5	15	7	
	2 - project receives 75% available Equity points	3.75	11.25	5.25	
	1 - project receives 50% available Equity points	2.5	7.5	3.5	
	0 - project receives no equity points	0	0	0	

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6	Multimodal	Improve accessibility of and access to transit and alternative modes of transportation		5	0	10
		Complete Streets	Project awarded full points if it meets the following criteria:	5	0	10
			Project increases or expands access to transit service or adds transit facilities; or Project constructs or expands access to active transportation facilities; or  Roadway project includes complete streets elements (includes bike/ped or transit facilities based on context)			
	Safety	Reduce the number of roadway related fatalities and serious injuries within the region		10	30	30
		Countermeasures or Proactive Interventions	Project awarded full points if it meets the following criteria:	3	10	10
		Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type; or Project is implementing a proactive intervention to prevent anticipated issues; or Provides safe crossing for bikes and peds at railroad, roadway, or waterway				
		Crash Rate	Project awarded points based on the following thresholds:	7	20	20
			Highest crash rate; or	7	20	20
			Lowest crash rate	3	5	5
No serious injury or fatalities crashes at project location within the last 5 years	0		0	0		

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7	Mobility	<b>Moves people and goods efficiently and reliably on a continuous transportation system</b>	<b>10</b>	<b>20</b>	<b>20</b>
		<b>Asset Management</b> <b>Project awarded full points if it meets the following criteria:</b> <u>Roadway Projects:</u> <i>Project will increase the percent of pavement in good condition on interstate, non-interstate NHS, or RSCs; or</i> <i>Project will increase the percent of bridges in good condition on Interstate, non-interstate NHS, or RSCs</i> <u>Transit Projects:</u> <i>Project contributes to Transit Asset Management Plans and targets</i> <u>Trails Projects:</u> <i>Project will include installation, maintenance, and monitoring of bike/ped counting device; or</i> <i>Project will fund maintenance or rehabilitation of existing trails</i>	5	10	10
		<b>System Performance</b> <b>Project awarded full points if it meets the following criteria:</b> <i>Project includes CMP Strategy Implementation (Tier 1-5)</i>	5	0	5
		<b>Network Connectivity</b> <b>Project awarded full points if it meets the following criteria:</b> <i>Project closes a gap between existing facilities (RSC, RATC, RTC); or</i> <i>Project improves continuity of the transportation system; or</i>  <u>TA Projects Only:</u> <i>Project constructs strategic local connection to an RATC</i>	0	10	5

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8	Operations	<b>Optimize operations, planning, and funding of transportation facilities</b>	<b>10</b>	<b>15</b>	<b>20</b>
		<b>Partnerships</b> <b>Project awarded full points if it meets the following criteria:</b> <i>Each financial contributor must provide at least 10 percent of the required local match.</i>	3	5	5
		<b>ITS/Operational Improvements</b>  <i>Project includes ITS devices connected by fiber on RSCs; or</i> <i>Project will increase the miles of fiber in the region</i> <i>Project includes operational improvements outlined in CMP strategies/ can demonstrate operational improvements to reduce congestion and improve traffic flow</i>  <u>TA Projects Only:</u> <i>Enhances wayfinding, includes signage or systems used to convey location and directions to active transportation users</i>	4	5	5
		<b>Integration with Regional Plans</b> <b>Projects awarded full points if it meets the following criteria:</b> <i>Location Specific Projects: Project is located on NFRMPO Priority Corridor</i> <i>Non-Location Specific Projects: Demonstrates alignment with NFRMPO Plans</i>	3	5	10
		<b>Discretionary</b> <b>Allowable points based on scoring member discretion</b>	5	5	5

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## Outcomes of Workshop



- Removal of the criteria 'Leveraging Funding Sources'
- Further discussion needed
  - Equity Index point calculation
  - Safety scoring criteria
- Data sources

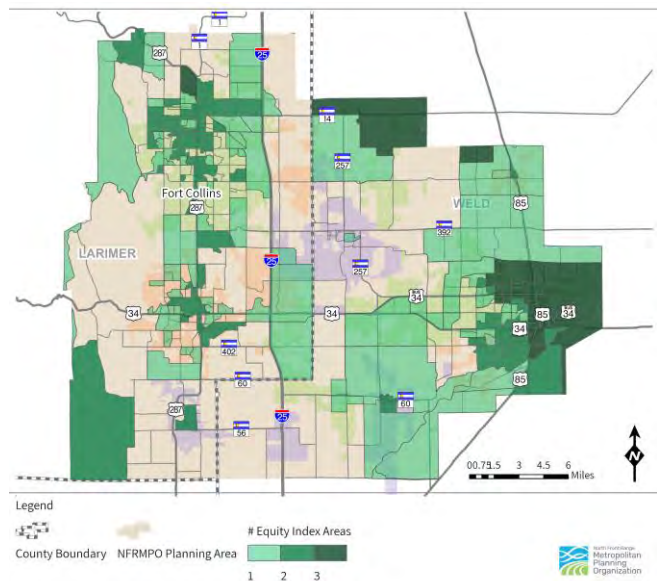
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## Regional Health: Equity Index



- **Equity Index Areas**
  - Census block groups equity score based on:
    - Justice40
    - Disproportionately Impacted Communities
    - Environmental Justice
  - Project scores based on proximity to or located within an Equity Area



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## Regional Health: Equity Index



- Cumulative Equity Index Score within ¼ mile buffer of project location:
  - 3 or higher – project receives 100% available Equity points
  - 2 – project receives 75% available Equity points
  - 1 – project receives 50% available Equity points
  - 0 – project receives no Equity points



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## Mobility & Safety: Safety



### Countermeasures or Proactive Intervention

- Project can identify prominent crash type and corresponding countermeasure being implemented to address crash type
- Provides safe crossing for bikes and peds at railroad, roadway, or waterway

### Crash Rate

- Maximum points awarded to project with highest crash rate, lowest point awarded to project with lowest crash rate

### FHWA Proven Safety Countermeasures



### Options for calculating Crash Rate

- Fatal and Serious Injury Crashes over a 5-year period divided by average traffic volume
- Weighted bike and ped crashes
- Intersection vs. segment crashes
- Considerations for projects with no crash history

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## New Project Eligibilities - CMAQ



- All prior CMAQ eligibilities
- Shared micromobility, including bikesharing and scooter sharing
- Purchase of diesel replacements, or medium-duty or heavy-duty zero emissions vehicles and related charging equipment
- In alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects
- Operating assistance: may be used for transit operating assistance without time limitation in certain areas
- Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

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## New Project Eligibilities - STBG



- All prior STBG eligibilities
- Wildlife crossing structures
- Installation of safety barriers and nets on bridges
- Maintenance and restoration of existing recreational trails
- Installation of EV charging infrastructure and intelligent transportation technologies
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technology such as magnetic levitation and hyperloop
- Protective features to enhance resilience of a transportation facility

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## New Project Eligibilities - STBG



- Measures to protect an eligible transportation facility from cybersecurity threats
- Conducting value for money analyses or similar comparative analysis or PPPs
- Projects to enhance travel and tourism
- Replacement of low-water crossing with a bridge not on a Federal-aid highway
- Capital projects of the construction of a BRT corridor or dedicated bus lanes
- Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

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## New Project Eligibilities - TA



- All prior TA eligibilities
- Projects in furtherance of a vulnerable road user safety assessment
- Maintenance and restoration of existing recreational trails\*
- Fact Sheet: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>

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## CRP Eligible Projects



- Traffic monitoring and management
- Advanced truck stop electrification
- Public transportation project including capital projects for BRT corridors or dedicated bus lanes
- Construction, planning, and design of on-road and off-road trail facilities
- Advanced transportation and congestion management technologies
- ITS, vehicle to infrastructure equipment
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Travel demand management strategies and programs
- Efforts to reduce the environmental and community impacts of freight movement
- Deployment of alternative fuel vehicles
- Diesel engine retrofit
- Traffic flow improvements eligible under CMAQ

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## Data Sets Needed CFP Applications



- 5-year crash data
- Volume (average AADT)
- Regional Corridors
  - Existing
  - Proposed
- Equity Index
- Activity Centers

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## Next Steps



- Council Discussion – June 1
- Safety Data Working Group – June 8
- TAC Discussion on Draft Guidebook – June 21
- Council Discussion on Draft Guidebook – July 6
- TAC Action – July 19
- Planning Council Approval of Call Process– August 3
- Call for Projects Opens – August 4

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## Questions?



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## MEMORANDUM

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

**From: Medora Bornhoft**

**Date: May 17, 2023**

**Re: Draft 2050 RTP Roadway Projects**

### Background

In early 2023, local agencies submitted roadway projects expected to be necessary by 2050 for inclusion in the travel model and the 2050 Regional Transportation Plan (RTP).

The attached maps (see **Figure 1** and **Figure 2**) and table show the regionally significant roadway projects submitted by local agencies along Regionally Significant Corridors (RSCs). Regionally significant projects include adding at least two (2) lane miles of through lanes, new interchanges, and certain other improvements as identified in the Air Quality Significant Definition available at <https://nfrmpo.org/wp-content/uploads/air-quality-significant-projects-2021.pdf>.

Projects are identified as fiscally constrained or unconstrained. Projects identified as fiscally constrained are reasonably expected to have funding available and, once included in the adopted RTP, are able to proceed per federal regulations. Fiscally unconstrained projects are not reasonably expected to have funding available and cannot proceed unless and until the RTP is amended to include the project as fiscally constrained. The cost in year-of-expenditure (YOE) dollars in 2024 and beyond is provided for each project based on an assumed inflation rate of 2 percent. Projects are grouped into the following four staging periods based on the anticipated opening year:

- 2024-2026
- 2027-2030
- 2031-2040
- 2041-2050

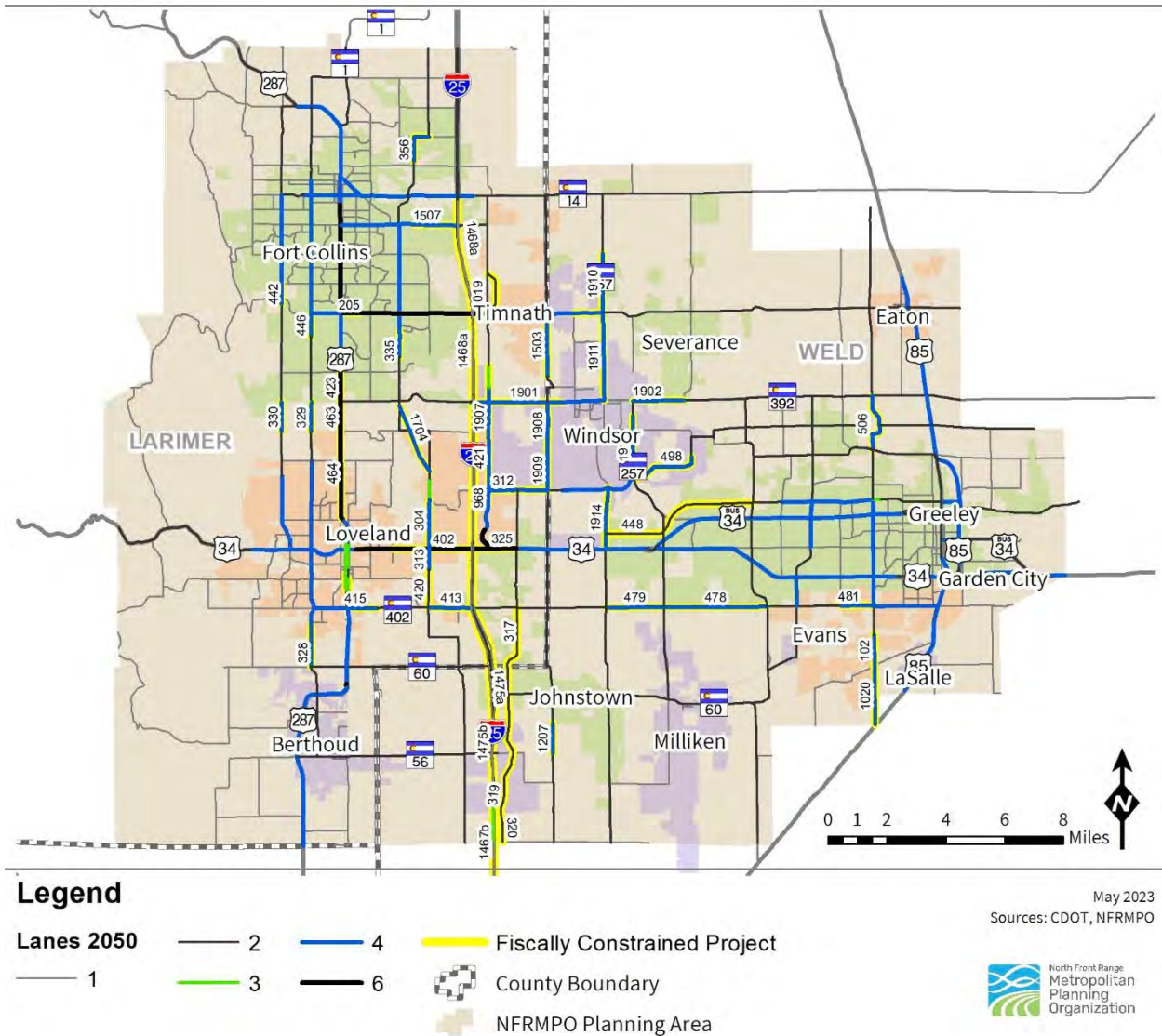
### Action

Staff requests TAC review the draft 2050 RTP Roadway Projects and provide feedback by **Thursday, May 25, 2023**.

Key items for review are **the fiscal constraint status, the YOE cost, and the improvement type**, while ensuring the list is **not missing any regionally significant roadway projects on RSCs anticipated to be necessary by 2050**.

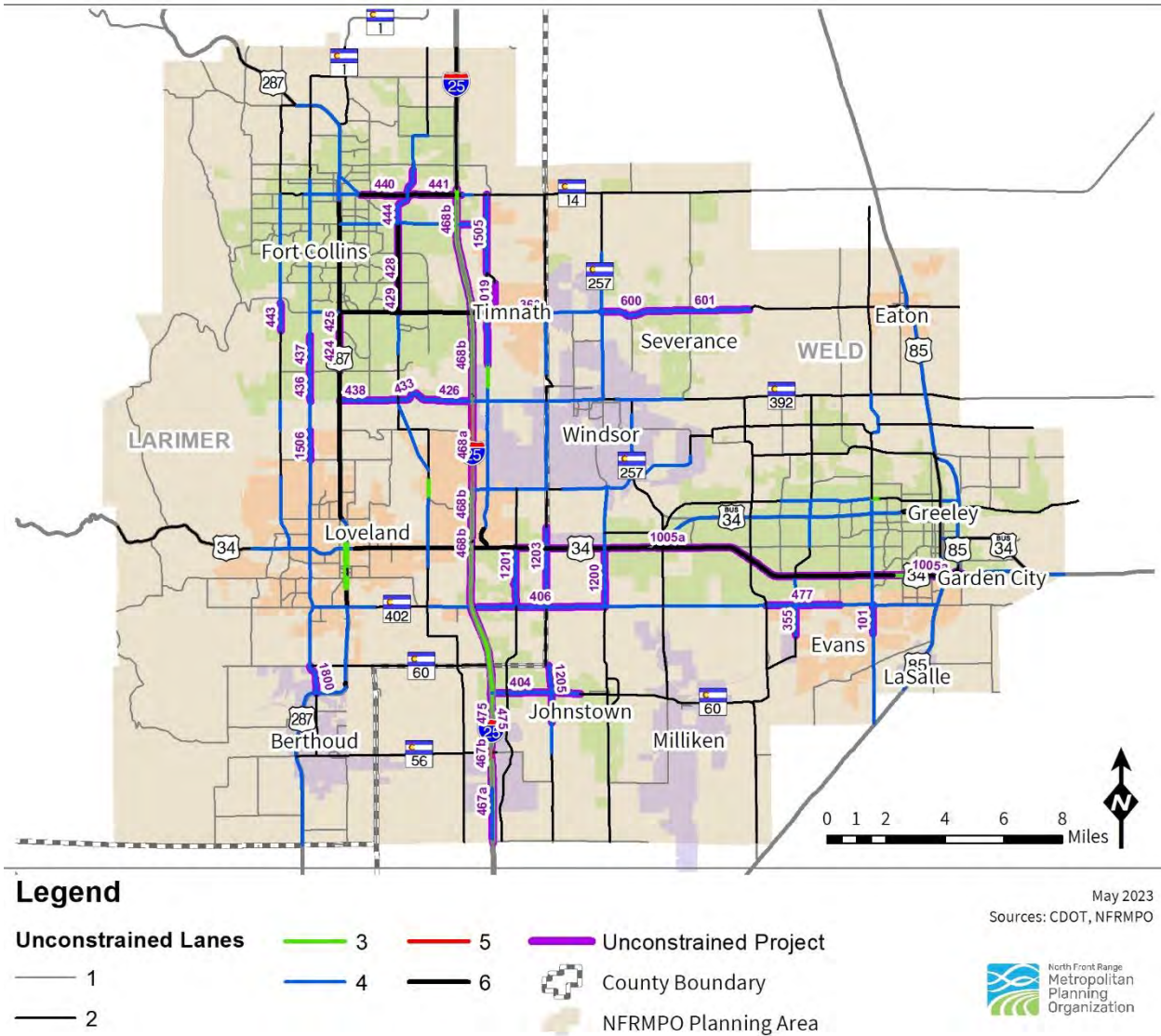


**Figure 1. DRAFT 2050 RTP Fiscally Constrained Roadway Projects on RSCs**





**Figure 2. DRAFT 2050 RTP Fiscally Unconstrained Roadway Projects on RSCs**





# DRAFT 2050 RTP Roadway Project List as of 5/16/2023

Fiscally Constrained Capacity Projects on RSCs									
Fiscal Constraint	Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
Constrained	2024-2026	1	1475a	CDOT	I-25 Express Lane Segment 6	SH402	SH56	Add tolled express lane in each direction and interchange reconstructions	\$0
Constrained	2024-2026	1	1468a	CDOT	I-25 Express Lane Segment 7&8	SH14	SH402	Add tolled express lane in each direction and interchange reconstructions	\$0
Constrained	2024-2026	1	9002	CDOT	Kendall and I-25 Park and Ride	N/A	N/A	Add Mobility Hub	\$0
Constrained	2027-2030	1	1467a	CDOT	I-25 Express Lane Segment 5	SH56	WCR 38	Add tolled express lane in each direction and interchange reconstructions	\$168,924,363
Constrained	2024-2026	2	308a	Greeley/CDOT	US 34 and 35th Interchange	35th Ave	35th Ave	New interchange	\$54,121,608
Constrained	2024-2026	2	307a	Greeley/CDOT	US 34 and 47th Interchange	47th Ave	47th Ave	New interchange	\$48,709,447
Constrained	2024-2026	2	325	Loveland	US 34 Widening	Centerra Pkwy.	LCR 3	Widen from 4 lanes to 6 lanes	\$12,807,337
Constrained	2024-2026	2	402	Loveland	US 34 Widening	Boyd Lake Ave.	Rocky Mountain Ave.	Widen from 4 lanes to 6 lanes	\$5,615,797
Constrained	2027-2030	2	483	Greeley	10th St One-way to Two-Way Conversion	E of 23rd Ave	10th Ave	Convert to Two-Way	\$4,654,458
Constrained	2027-2030	2	482	Greeley	9th St One-way to Two-Way Conversion	E of 23rd Ave	8th Ave	Convert to Two-Way	\$4,654,458
Constrained	2031-2040	6	423	Fort Collins	US 287 / College Widening	Trilby	Carpenter / LCR 32	Widen from 4 lanes to 6 lanes	\$16,232,787
Constrained	2031-2040	6	464	Loveland	US 287 Widening	29th St.	71st St.	Widen from 4 lanes to 6 lanes	\$12,756,199
Constrained	2031-2040	6	463	Larimer/CDOT	US 287 Widening	LCR 32 / SH392	LCR 30	Widen from 4 lanes to 6 lanes	\$7,001,207
Constrained	2031-2040	6	961a	Loveland	US 287 Widening	1st St / 2nd St	SH 402	Widen from 4 lanes to 6 lanes	\$23,804,104
Constrained	2041-2050	6	9011	Loveland	11th and US-287 Park and Ride	N/A	N/A	Park and Ride	\$772,990
Constrained	2027-2030	11	1915	Windsor	SH-257 Widening	Garden Dr	Crossroads	Widen from 2 lanes to 4 lanes	\$10,223,302
Constrained	2031-2040	11	1910	Windsor	SH-257 Widening	WCR-78	WCR-74	Widen from 2 lanes to 4 lanes	\$9,661,666
Constrained	2031-2040	11	1911	Windsor	SH-257 Widening	WCR-74	SH-392	Widen from 2 lanes to 4 lanes	\$13,316,539
Constrained	2024-2026	12	389	Windsor	SH 392 Widening	Colorado Blvd	17th Street	Widen from 2 lanes to 4 lanes	\$1,823,538
Constrained	2024-2026	12	1902	Windsor	SH 392 Widening	WCR-19	WCR-21	Widen from 2 lanes to 4 lanes	\$3,589,380

Fiscal Constraint	Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
Constrained	2027-2030	12	1901	Windsor	SH-392 Widening	Highland Meadows Pkwy	Colorado Blvd	Widen from 2 lanes to 4 lanes	\$31,014,513
Constrained	2027-2030	12	505	Weld County	SH-392 Widening	WCR-21	WCR-23	Widen from 2 lanes to 4 lanes	\$4,973,497
Constrained	2024-2026	13	201	Loveland	SH 402 Widening	St. Louis	Boise	Widen from 2 lanes to 4 lanes	\$6,855,238
Constrained	2024-2026	13	481	Evans / Greeley	WCR-54 / 37th St Widening	47th Ave	Stampede Dr	Widen from 2 lanes to 4 lanes	\$0
Constrained	2027-2030	13	413	Loveland	SH 402 Widening	Boyd Lake Ave	I-25	Widen from 2 lanes to 4 lanes	\$13,500,363
Constrained	2031-2040	13	415	Loveland	SH 402 Widening	US 287	St. Louis	Widen from 2 lanes to 4 lanes	\$6,668,778
Constrained	2031-2040	13	479	Greeley	WCR-54 / 37th St Widening	WCR 17	SH257	Widen from 2 lanes to 4 lanes	\$25,364,836
Constrained	2041-2050	13	478	Greeley	WCR-54 / 37th St Widening	SH 257	77th Ave / 83rd Ave/ Two Rivers Parkway	Widen from 2 lanes to 4 lanes	\$54,109,288
Constrained	2024-2026	14	317	Johnstown	WCR-9.5 New Road	SH 402/LCR 18 / WCR 54	WCR 44 / SH 56	New 2 lane road	\$27,027,898
Constrained	2027-2030	14	320	Berthoud/Weld County	WCR-9.5 New Road	WCR 44 / SH 56	WCR32	New 2 lane road	\$35,809,180
Constrained	2027-2030	15	968	Loveland	Centerra Parkway Widening	Crossroads Blvd	0.5 miles south	Widen from 2 lanes to 4 lanes	\$4,621,208
Constrained	2027-2030	15	1907	Windsor	LCR 5 Widening	LCR 30	SH 392	Widen from 2 lanes to 4 lanes	\$5,169,086
Constrained	2031-2040	15	421	Loveland	N Fairgrounds Ave Widening	Rodeo Rd.	71st St. (CR 30)	Widen from 2 lanes to 4 lanes	\$20,960,279
Constrained	2031-2040	15	1019	Timnath	Timnath Bypass/Parkway New Road	N of LCR 40	LCR 38	New 2 lane road	\$3,714,868
Constrained	2024-2026	16	352	Fort Collins	Timberline New Road 1	Giddings	Mountain Vista	New 2 lane road	\$8,136,788
Constrained	2027-2030	16	420	Loveland	Boyd Lake Extension	SH 402	LCR 20C	New 2 lane road	\$7,989,923
Constrained	2027-2030	16	1013a	Loveland	Boyd Lake Extension	Hwy 402	E County Rd 16	New 2 lane road	\$5,707,088
Constrained	2027-2030	16	1014b	Loveland	Boyd Lake Extension	E County Rd 16	Hwy 60	New 2 lane road	\$3,247,401
Constrained	2031-2040	16	313	Loveland	Boyd Lake Widening 3	LCR 20C	US 34	Widen from 2 lanes to 4 lanes	\$3,528,608
Constrained	2031-2040	16	356	Fort Collins	Timberline Widening 3	Mountain Vista	N of Vine	Widen from 2 lanes to 4 lanes	\$15,602,448
Constrained	2041-2050	16	1704	Fort Collins / Larimer County / Loveland	New Road UP: LCR 11 to LCR 9	LCR 11 south of SH 392	LCR 9 north of Valley Oak Dr	New 4 lane road	\$51,594,058
Constrained	2031-2040	17	329	Larimer	LCR 17 Widening	LCR 32	LCR 30	Widen from 2 lanes to 4 lanes	\$7,429,737
Constrained	2031-2040	17	328	Larimer/Loveland	LCR 17 Widening	CR 16/28th St SW	CR 14/SH 60	Widen from 2 lanes to 4 lanes	\$10,851,871
Constrained	2031-2040	17	446	Fort Collins	Shields Widening	Harmony	Hilldale	Widen from 2 lanes to 4 lanes	\$10,663,939

Fiscal Constraint	Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
Constrained	2031-2040	17	418	Loveland	Taft Ave Widening 2	23rd St. SW	28th St SW / LCR 16	Widen from 2 lanes to 4 lanes	\$16,032,764
Constrained	2024-2026	18	442	Fort Collins	Taft Hill Widening	Harmony	Brixton	Widen from 2 lanes to 4 lanes	\$9,993,565
Constrained	2031-2040	18	330	Larimer	LCR 19 Widening	LCR 32	LCR 30	Widen from 2 lanes to 4 lanes	\$7,429,737
Constrained	2024-2026	19	1909	Windsor	WCR-13 Widening	Kaplan Dr	Crossroads	Widen from 2 lanes to 4 lanes	\$4,756,709
Constrained	2027-2030	19	1503	Timnath	LCR 1 Widening	Harmony Rd	South GMA	Widen from 2 lanes to 4 lanes	\$13,189,510
Constrained	2031-2040	19	1908	Windsor	WCR-13 Widening	SH-392	Kaplan Dr	Widen from 2 lanes to 4 lanes	\$5,250,521
Constrained	2041-2050	19	1207	Johnstown	WCR-13 Widening	WCR 46	WCR 44	Widen from 2 lanes to 4 lanes	\$13,140,827
Constrained	2031-2040	20	1914	Windsor	WCR-17 Widening	WCR-62 / Crossroads	US-34	Widen from 2 lanes to 4 lanes	\$7,113,226
Constrained	2031-2040	21	1601	Severance	WCR 27 New Road	SH 14	WCR 74	New 2 lane road	\$8,443,153
Constrained	2031-2040	22	102	Evans	35th Ave New Road	49th Street	WCR 35 / WCR 394	New 4 lane road	\$38,808,199
Constrained	2031-2040	22	1020	Evans / Weld County	35th Ave Widening	WCR-394	US-85	Widen from 2 lanes to 4 lanes	\$22,403,863
Constrained	2024-2026	23	1900	Windsor	Harmony Road Widening	WCR-15	SH-257	Widen from 2 lanes to 4 lanes	\$5,285,232
Constrained	2027-2030	23	205	Fort Collins	Harmony Road Widening	College	Boardwalk	Widen from 4 lanes to 6 lanes	\$12,582,013
Constrained	2027-2030	23	1504	Timnath	Harmony Widening	I-25	LCR-1	Widen from 4 lanes to 6 lanes	\$7,536,863
Constrained	2024-2026	26	312	Loveland	Crossroads Blvd Widening	Centerra	LCR 3	Widen from 2 lanes to 4 lanes	\$12,111,404
Constrained	2027-2030	26	498	Windsor	Crossroads Blvd New Road	SH 257	WCR 23	New 4 lane road	\$20,676,342
Constrained	2027-2030	26	1904	Windsor	Crossroads Widening	LCR 3	WCR 13	Widen from 2 lanes to 4 lanes	\$3,962,966
Constrained	2024-2026	28	348	Fort Collins	Prospect Widening	Summit View	I-25	Widen from 2 lanes to 4 lanes	\$9,142,458
Constrained	2024-2026	28	1507	Fort Collins	Prospect Widening	Sharp Point	Summit View	Widen from 2 lanes to 4 lanes	\$3,063,162
Constrained	2031-2040	29	448	Greeley	4th St New Road	WCR 17	83rd Ave.	New 2 lane road	\$0
Constrained	2031-2040	22, 26	506	Weld County	WCR-35 (35th Ave) Widening	SH 392	O Street	Widen from 2 lanes to 4 lanes	\$19,763,100
Total Constrained									\$1,003,895,689

Unconstrained Capacity Projects on RSCs									
Fiscal Constraint	Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
Unconstrained	2027-2030	1	9006	CDOT	Prospect and I-25 Park and Ride	N/A	N/A	Park and Ride	\$5,743,428
Unconstrained	2031-2040	1	467a	CDOT	I-25 GP Widening Segment 5	SH56	WCR 38	Widen from 2 to 3 general purpose lanes (each direction)	\$71,412,312
Unconstrained	2031-2040	1	475	CDOT	I-25 GP Widening Segment 6	SH402	SH56	Widen from 2 to 3 general purpose lanes (each direction)	\$142,824,625
Unconstrained	2031-2040	1	468b	CDOT	I-25 GP Widening Segment 7&8	SH14	SH402	Widen from 2 to 3 general purpose lanes (each direction)	\$139,709,516
Unconstrained	2041-2050	1	9008	CDOT	Mulberry and I-25 Park and Ride	N/A	N/A	Park and Ride	\$7,729,898
Unconstrained	2031-2040	2	1005a	CDOT / Loveland / Johnstown / Greeley / Evans / Weld	US 34 Widening	LCR 3 (MP 97.8)	MP 113.65	Widen from 4 lanes to 6 lanes	\$436,000,000
Unconstrained	2041-2050	2	9007	CDOT	US-34 and WCR-17 Park and Ride	N/A	N/A	Park and Ride	\$772,990
Unconstrained	2041-2050	6	424	Fort Collins	US 287 / College Widening	Fossil Creek	Trilby	Widen from 4 lanes to 6 lanes	\$18,775,751
Unconstrained	2041-2050	6	425	Fort Collins	US 287 / College Widening	Harmony	Fossil Creek	Widen from 4 lanes to 6 lanes	\$14,508,535
Unconstrained	2041-2050	8	439	Fort Collins	Mulberry Widening	Timberline	Summit View	Widen from 4 lanes to 6 lanes	\$3,622,723
Unconstrained	2041-2050	8	440	Fort Collins	Mulberry Widening	Riverside	Timberline	Widen from 4 lanes to 6 lanes	\$28,981,785
Unconstrained	2041-2050	8	441	Fort Collins	Mulberry Widening	Summit View	I-25	Widen from 4 lanes to 6 lanes	\$18,113,616
Unconstrained	2024-2026	10	404	Johnstown/CDOT	SH-60 Widening	I-25	WCR-15	Widen from 2 lanes to 4 lanes	\$21,588,459
Unconstrained	2031-2040	12	432	Fort Collins	Carpenter Widening	Lemay	County Road 9	Widen from 2 lanes to 4 lanes	\$13,124,848
Unconstrained	2041-2050	12	426	Fort Collins	Carpenter Widening	County Road 9	I-25	Widen from 2 lanes to 4 lanes	\$7,245,446
Unconstrained	2041-2050	12	438	Fort Collins	Carpenter Widening	College	Lemay	Widen from 2 lanes to 4 lanes	\$10,868,170
Unconstrained	2027-2030	13	477	Evans / Greeley	WCR-54 / 37th St Widening	77th Ave / 83rd Ave/ Two Rivers Parkway	47th Ave	Widen from 2 lanes to 4 lanes	\$34,131,844
Unconstrained	2031-2040	13	406	Johnstown	LCR-18 / WCR-54 Widening	I-25	WCR-17	Widen from 2 lanes to 4 lanes	\$20,640,166
Unconstrained	2027-2030	15	1500	Timnath	Main St Widening	Harmony Rd	South GMA	Widen from 2 lanes to 4 lanes	\$13,189,510

Fiscal Constraint	Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
Unconstrained	2041-2050	15	1505	Timnath/ Larimer	LCR-5 Widening	SH-14	Realigned Main Street	Widen from 2 lanes to 4 lanes	\$59,741,027
Unconstrained	2041-2050	15	10190	Timnath	Timnath Bypass/Parkway New Road	N of LCR 40	LCR 38	Widen from 2 lanes to 4 lanes	\$16,483,390
Unconstrained	2031-2040	16	427a	Fort Collins	Timberline Widening and overpass	N of Vine	S of Vine	Widen from 2 lanes to 4 lanes	\$15,602,448
Unconstrained	2031-2040	16	444a	Fort Collins	Timberline Widening	Mulberry	Prospect	Widen from 2 lanes to 4 lanes	\$26,249,696
Unconstrained	2031-2040	16	428	Fort Collins	Timberline Widening	Drake	Horsetooth	Widen from 4 lanes to 6 lanes	\$10,663,939
Unconstrained	2031-2040	16	429	Fort Collins	Timberline Widening	Horsetooth	Harmony	Widen from 4 lanes to 6 lanes	\$10,663,939
Unconstrained	2041-2050	16	431	Fort Collins	Timberline Widening	S of Vine	Mulberry	Widen from 2 lanes to 4 lanes	\$27,170,424
Unconstrained	2041-2050	16	430	Fort Collins	Timberline Widening	Prospect	Drake	Widen from 4 lanes to 6 lanes	\$20,830,658
Unconstrained	2031-2040	17	436	Fort Collins	Shields Widening	Trilby	Carpenter / LCR 32	Widen from 2 lanes to 4 lanes	\$6,562,424
Unconstrained	2031-2040	17	437	Fort Collins	Shields Widening	Hilldale	Trilby	Widen from 2 lanes to 4 lanes	\$6,562,424
Unconstrained	2041-2050	17	1800	Berthoud	LCR 17 Widening	LCR 14	US 287	Widen from 2 lanes to 4 lanes	\$8,534,432
Unconstrained	2041-2050	17	1506	Loveland/ Larimer	LCR-17 Widening	LCR-30	LCR-28/57th Street	Widen from 2 lanes to 4 lanes	\$44,805,770
Unconstrained	2031-2040	18	443	Fort Collins	Taft Hill Widening	Brixton	GMA	Widen from 2 lanes to 4 lanes	\$11,887,579
Unconstrained	2031-2040	19	1205	Johnstown	WCR-13 Widening	WCR 50	SH 60	Widen from 2 lanes to 4 lanes	\$28,218,380
Unconstrained	2031-2040	19	1206	Johnstown	WCR-13 Widening	SH 60	WCR 46	Widen from 2 lanes to 4 lanes	\$10,145,934
Unconstrained	2031-2040	19	1203	Johnstown	WCR-13 Widening	WCR-60	WCR-54	Widen from 2 lanes to 4 lanes	\$22,521,890
Unconstrained	2031-2040	20	405	Johnstown	Downtown Loop Road North	WCR-17	SH-60	New 2 lane road	\$7,345,216
Unconstrained	2031-2040	20	1200	Johnstown	WCR-17 Widening	WCR-56	WCR-54	Widen from 2 lanes to 4 lanes	\$12,637,282
Unconstrained	2024-2026	22	101	Evans	35th Ave Widening	37th St / WCR 54	49th St	Widen from 2 lanes to 4 lanes	\$8,040,800
Unconstrained	2027-2030	23	600	Severance	WCR-74 Widening	SH-257	WCR-21	Widen from 2 lanes to 4 lanes	\$12,976,128
Unconstrained	2041-2050	23	601	Severance	WCR-74 Widening	WCR-21	WCR-27	Widen from 2 lanes to 4 lanes	\$27,491,635
Unconstrained	2024-2026	25	355	Evans	65th Avenue Widening	WCR-54/37th St	42nd St	Widen from 2 lanes to 4 lanes	\$9,373,275
Unconstrained	2041-2050	28	473	Fort Collins	Prospect Widening	Overland	Taft Hill	Widen from 2 lanes to 4 lanes	\$11,773,850
Total Unconstrained									\$1,425,266,163



# Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, May 10, 2022

GoToMeeting Hybrid Meeting

## Transportation Alternatives (TA) Program Discussion

Cunningham noted the next Call for Projects will award funding from all four federal funding sources. Multimodal Transportation Options Fund (MMOF) will not be awarded during this call due to uncertainties surrounding the MMOF funding formula. Cunningham outlined the 2050 Regional Transportation Plan (RTP) goals and noted the Mobility goal may change. Cunningham discussed the proposed point distribution for the TA program and the proposed scoring criteria based off the 2050 RTP goals. The group asked questions concerning how equity will be scored. Cunningham noted there are multiple equity definitions to consider and showcased the Equity Index which gives each Census Block Group an equity score based on Justice40, Disproportionately Impacted Communities, and Environmental Justice equity criteria. The group discussed the safety criteria and provided feedback. The group discussed discretionary points and decided to continue to only allot 5 points for discretionary points.

## ThinkBike Workshop Overview and Reflection

Geary provided an overview of the ThinkBike Workshop that the City of Fort Collins hosted to kickstart the Active Modes Plan implementation. The Dutch Cycling Embassy ran the workshop and showcased Dutch cycling infrastructure. Workshop activities included a group bike ride on Shields Street and multiple group activities aimed to design the Shields Street Corridor to be more bike-friendly. The Dutch Cycling Embassy suggested traffic calming methods and protected intersections and roundabouts.

## Bike to Work Day/Bike Month Discussion

Rouser asked the group to provide information on any Bike to Work Day and Bike Month events. Group members provided updates on Bike to Work Day plans. Wilson noted there may be a potential Poudre Trail event sometime in June to celebrate Bike Month. The Town of Evans is looking to expand their Bike to Work Day.

## Walk Audit Discussion

Rouser provided potential dates and locations for future Walk Audits. Rouser suggested doing walk audits on SH14 east of I-25, West 57<sup>th</sup> Street in Loveland, and on the Poudre River Trail between Timnath and Windsor. Jones suggested doing a walk audit in Eaton, and Wilkinson noted Greeley is looking to do some walk audits as well. Geary suggested inviting the Cloverleaf Community to the potential walk audit on SH14. Rouser requested NoCo members to inform him if their communities would like to have a walk audit.

## Roundtable

Rouser noted the first Safe Routes to School Subcommittee will meet on May 24<sup>th</sup> from 9:00 a.m. to 10:30 a.m. This will be a hybrid meeting with the in-person section being at the NFRMPO offices. He requested NoCo members to reach out if they would like to participate. Heidt noted Brighton is working on a Bike/Ped plan and plans on participating in the City of Fort Collins' Ride of Silence. Wilkinson noted Greeley Natural Areas is updating the Greeley Trails plan. There is a survey and an online map. These results will be integrated into the

plan. Jones noted Cycling Without Age may move the bike that is currently in Loveland to Fort Collins, and the organization is looking to spread more awareness of its programming to Greeley and Windsor. Barzak noted the Great Western Trail connection project in Severance is finally complete.

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

May 11, 2023

**Attendees:** Craig Hurst, York, Gary Strome, Pauline Migliore, Nathalie Rachline, Brad Ragazzo

**Staff:** Alex Gordon, AnnaRose Cunningham, Jerome Rouser

**CDOT Statewide Freight Plan**

Craig Hurst, CDOT, introduced the Statewide Freight Plan. Freight Plans are required for every state. CDOT is updating its Freight Plan because of IIJA, which requires a truck parking facility assessment, resiliency and redundancy, and population and sector analyses. CDOT will continue its focus on safety, mobility, and asset management, and add greenhouse gas emissions reductions, risk and resiliency, and equity and inclusion. The Plan will be developed over nine months, collecting data, mapping assets, identifying trends, conducting needs assessment and gap analyses, and identifying strategies. CDOT will be forming a work group to guide the project.

York asked what the busiest freight corridor is. Hurst noted I-25 to Wyoming is the busiest export corridor to Wyoming, while connections to the south via I-25 and US287 are the busiest import corridors. Hurst noted the Ports to Plains corridor is the busiest in the State. York asked to compare data between truck traffic and crashes. Hurst noted CDOT is getting better and creating programs to address safety-related freight issues. Cunningham asked about the first mile/last mile strategies related to freight beyond the National Highway System. Hurst responded that the middle mile is a key issue in Colorado and explained the middle mile is the deliveries to warehouses. Curbside management is also being studied. York asked about freight rail. Hurst responded that CDOT does not control rail and can encourage but not require more freight moved by rail. Hurst noted CDOT will update its State Rail Plan, which also addresses freight rail. Hurst also highlighted major freight rail projects happening in the State. Gordon asked about the evolution of freight planning within CDOT. Hurst highlighted electrification and capacity, investment, infrastructure, planning, and routing efficiency as focuses throughout CDOT. Cunningham asked about ways for the CAC to get involved in CDOT's Freight Plan. Hurst noted two outreach efforts in June and September as well as the Work Group that will have a diverse membership.

**Colorado Bike Month**

Jerome Rouser discussed the NoCo Bike & Ped Collaborative, including potential walk audits in Fort Collins, Loveland, Greeley, and along the Poudre Trail; Safe Routes to School, including the upcoming Work Group; and Colorado Bike Month throughout June and Bike to Wherever Day. Rachline asked what the objective of the initiative is. Rouser answered the objective is a mix of programming and infrastructure.

**Shift Your Ride Summer Challenge**

Gordon explained the Shift Your Ride Summer Challenge. CAC recommended reaching out to employee newsletters, chambers of commerce, and posting flyers in public spaces.

The meeting was adjourned at 7:23 p.m.