



### **In-Person Attendance Option**

Windsor Community Recreation  
Center  
250 N. 11<sup>th</sup> 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**

**June 21, 2023**

**1:00 – 3:00 p.m.**

- 1. Call Meeting to Order, Welcome, and Introductions**
- 2. Public Comment (2 minutes each)**
- 3. Approval of May 17, 2023 Meeting Minutes (Page 2)**

### **AIR QUALITY AGENDA**

- 1) Regional Air Quality Updates**

Tom Moore, RAQC  
Karasko

### **METROPOLITAN PLANNING ORGANIZATION AGENDA**

#### **CONSENT AGENDA**

***No Items this Month.***

#### **ACTION ITEM**

- 1) 2050 RTP Greenhouse Gas (GHG) Transportation Report (Handout)**

Karasko

#### **PRESENTATION**

- 2) City of Evans Roundabout Flyover Videos**

Mark Oberschmidt, Evans

#### **DISCUSSION ITEMS**

- 3) 2050 Regional Transportation Plan (RTP) Draft (Page 7)**
- 4) 2050 RTP Fiscally Constrained Plan Discussion (Page 9)**
- 5) 2023 Call for Projects Discussion (Handout)**

Gordon  
Cunningham  
Cunningham

#### **OUTSIDE PARTNER REPORTS**

- 6) NoCo Bike & Ped Collaborative**
- 7) Regional Transit Agencies**
- 8) Mobility Updates**

***Handout***

Schmitt

#### **REPORTS**

- 9) June Planning Council Meeting Summary Draft (Page 20)**
- 10) Community Advisory Committee (CAC) Summary (Page 21)**
- 11) Mobility Committee Updates (Page 23)**
- 12) Roundtable**

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

- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: July 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

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**MEETING MINUTES of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
Hybrid Meeting  
May 17, 2023  
1:01 – 3:02 p.m.**

**TAC MEMBERS PRESENT:**

Eric Tracy, Chair – Larimer County  
Mark Oberschmidt, Vice Chair – Evans  
Abdul Barzak – Severance  
Aaron Bustow – FHWA  
Brian DuBois – Berthoud  
Eric Fuhrman – Timnath  
Nicole Hahn - Loveland  
Omar Herrera – Windsor  
Dana Hornkohl – Fort Collins  
Bhooshan Karnik – Greeley  
Matt LeCerf – Johnstown  
Pepper McClenahan – Milliken  
Tom Moore – RAQC  
Elizabeth Relford – Weld County

**NFRMPO STAFF:**

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

**TAC MEMBERS ABSENT:**

Rick Coffin – CDPHE-APCD  
Wesley LeVanchy – Eaton  
Josie Thomas – CDOT  
Town of Garden City  
Town of LaSalle

**IN ATTENDANCE:**

Erica Denney – CDOT  
Alex Donaldson – Loveland  
Candice Folkers – COLT  
Phil von Hake – CDOT  
Craig Hurst - CDOT  
Tamara Keefe – FHU  
Will Keenan – FHWA  
Joshua Ma – Transfort  
Deanna McIntosh – CDOT  
Annabelle Phillips – Transfort  
Evan Pinkham – Weld County  
Jonathan Stockburger – CDOT

**CALL TO ORDER**

Chair Tracy called the meeting to order at 1:01 p.m.

**PUBLIC COMMENT**

There was no public comment.

**APPROVAL OF THE APRIL 19, 2023 TAC MINUTES**

Oberschmidt moved to approve the April 19, 2023 TAC minutes. Hornkohl seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Moore stated RAQC held a Control Strategies meeting on May 17, 2023 to discuss control strategies planning and ozone attainment. The RAQC Board will be discussing control

strategies at their June 2, 2023 meeting, and the Board will approve concepts and regulatory language at their July 7, 2023 RAQC board meeting. Once approved, RAQC will advance the control strategies to AQCC by August 1, 2023.

Mallette asked about redoing technical aspects of the State Implementation Plan (SIP). Moore stated RAQC held a public forum on May 12, 2023 to discuss data used in the new modeling. AQCC will consider the updated data as part of the SIP in the fall. Oil and gas considerations were updated to be clear and transparent. Mallette asked to confirm if the new modeling means the nonattainment region will attain the standards. Moore responded that the modeling will be completed by the end of June 2023, with a full analysis available in early July.

Bornhoft stated the 2050 RTP GHG Transportation Report needs to be taken to APCD and TC in mid-July, NFRMPO staff will bring a draft to the Planning Council at their June 1, 2023 meeting, with adoption at their July 6, 2023 meeting. Bornhoft stated not much has changed from the GHG Transportation Report adopted in 2022 because the strategies carry forward and use the same baseline plan. Relford recommended highlighting the differences between the previous GHG Transportation Report and the upcoming GHG Transportation Report.

#### **CONSENT AGENDA**

No items this month.

#### **ACTION ITEMS**

**May 2023 TIP Amendment** – Cunningham reviewed the eight revision requests from CDOT Region 4, Greeley, and the NFRMPO to the current TIP. The 30-day public comment period started on May 10, 2023 and will end on June 8, 2023. Relford moved to recommend Planning Council approve the May 2023 TIP Amendment. Hahn seconded the motion, which was approved unanimously.

**2023 Congestion Management Process (CMP)** – Gordon reviewed the changes to the draft 2023 CMP from discussions with the TAC and Planning Council, including reorganizing tiered strategies into Demand strategies, Supply strategies, and Capacity strategies. Relford asked how the Planning Council's feedback about the lack of congestion on US34 was incorporated. Bornhoft responded staff added context into the plan, and noted corridors that show congested segments are considered congested. These corridors must follow CMP processes, which will factor into the Call for Projects process. Hornkohl moved to recommend Planning Council approve the 2023 Congestion Management Process. Oberschmidt seconded the motion, which was approved unanimously.

#### **PRESENTATIONS**

**CDOT Statewide Freight Plan Overview** – Craig Hurst, CDOT Freight Branch Manager, reviewed the requirements for the Colorado Freight Plan based on guidance from the FAST Act. CDOT is updating the Plan to reflect changes because of COVID, to better position the State for future funding, ensure compliance with new requirements, and guide the new branch's planning and operations initiatives. Hurst stated the Infrastructure Investment and Jobs Act (IIJA) requires new sections of the Freight Plan, including assessment of truck parking facilities, resiliency and redundancy, and population and sector analysis requirements. The FAST Act required an inventory of network freight impacts and asset management, which have been carried forward into IIJA. CDOT is in the process of reviewing various data sources, and interviewing and holding discussions with partners, industry leaders, and other divisions of CDOT. CDOT is also working with the Colorado Freight Advisory Council, which is separate

from CDOT. CDOT is in the plan development phase through March 2024, then will focus on developing an Implementation Plan and Funding Plan. Hurst explained the tasks within the overall plan. Hurst further explained the next steps, including stakeholder engagement and data, feedback sessions, and forming a work group. The Plan needs to be completed by March 2024, but CDOT is working to submit a plan to FHWA by January 2024.

Moore asked if regional needs included nonattainment area planning. Hurst stated this will be addressed through the Climate & Energy Policy areas. Hurst noted the Freight Plan will be policy-based, not project-focused. Moore stated there will most likely be a rulemaking process for warehouses, distribution centers, and delivery centers from freight-related activities in the coming years.

Relford asked if economic vitality is still a focus area. Hurst stated economic vitality is within Economic Development, and the new focus areas support economic development. Relford asked about additional state requirements. Hurst stated implementation will be discussed with the focus groups to address potentially contradictory data. Relford asked who the representative is for the NFRMPO in the freight planning process. Hurst stated that part of the effort of this Freight Plan is to update contacts. CDOT is seeking representatives from the NFRMPO region for the working group to provide input on the plan. Karasko and a Loveland representative will join the working group. Moore asked to explain the process for getting involved. Hurst stated the process is being finalized, and he will follow up once it is ready.

**NFRMPO Models** – Bornhoft explained the purpose of the two models: Land Use Allocation Model (LUAM) and the Regional Travel Demand Model (RTDM), their uses, and how they work together. The NFRMPO Modeling Area includes the entire Northern Subarea of the Ozone Nonattainment Area. The State Demography Office is expecting a 60 percent growth in both population and jobs for the modeling area. The Land Use Model uses data from the SDO; local communities including their zoning codes, land use plans, and developments; and adjustments based on local knowledge. Data is aggregated to the Traffic Analysis Zone (TAZ) based on data from block-level data. The Model Steering Team (MST) submitted comments based on Run 161, and NFRMPO staff were able to address many of the comments. The MST will review a new run, with comments due by Friday, May 19, 2023. Bornhoft reviewed the current run data for 2050 population and jobs, including at the Growth Management Area (GMA). Bornhoft requested feedback on a potential scenario for high density throughout incorporated areas, instead of just in the urban core as was done in the 2045 RTP. Relford asked to clarify how the dwelling units would be increased. Bornhoft explained dwelling units per acre (DUA) would be increased. Oberschmidt asked how water is accommodated. Bornhoft stated water is not explicitly included. Moore asked about how the model handles freight, accommodating delivery to new residents and jobs. Bornhoft explained how the LUAM considers the National Industrial Classification (NIC) code but there are no constraints for what jobs go where. The model also considers four types of jobs, including retail. Moore recommended putting focus into land use planning.

Bornhoft explained the four-step modeling process. The NFRMPO received a grant from the Transportation Commission to enhance the model for the GHG Transportation Report. These enhancements include age, person type, auto ownership, and income; induced demand, including consideration of accessibility; and work from home. Bornhoft explained induced demand, and the five ways it can manifest: route shifts, mode shifts, destination shifts, additional trips, and new developments. The NFRMPO consultant has been working to improve how the RTDM considers additional trips because of induced demand. Bornhoft reviewed the proposed scenarios, including

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

### **DISCUSSION ITEMS**

**NFRMPO Priorities List** – Karasko stated Planning Council requested a review of projects in the Priorities List compared to the Transportation Commission criteria. Karnik asked for clarification on which US34 and WCR17 project was included in the Tier 1 list. Karasko stated there were two WCR17 projects, but one was beyond the 10-year horizon. Karnik asked to add a check for the Economic Vitality criterion. Relford recommended amending the project name to include intersection improvements. Karasko stated she would add a project description column to clarify the projects.

**SS4A Grant Discussion** – Cunningham provided background on the Safe Streets for All (SS4A) grant, including which communities have been awarded and which communities plan to apply. Cunningham stated the NFRMPO could pursue a grant for the incorporated areas not already covered by Fort Collins, Greeley, unincorporated Larimer County, and unincorporated Weld County. NFRMPO staff are still reviewing the budget for a potential grant. Herrera stated Windsor is considering applying for an SS4A grant, and Cunningham stated there could be benefits to reducing the number of separate plans and creating consistent datasets across communities. Tracy recommended reviewing the budget because more communities may require more funding. Karnik stated Greeley is working through the contracting process with FHWA and is developing the procurement process. Cunningham will follow up with communities about next steps.

**2023 Call for Projects Discussion** – Cunningham highlighted a proposed change to the 2050 RTP Goals to create a new Safety Goal, which will be taken to the Planning Council at their June 1, 2023 meeting. Cunningham reviewed proposed scoring based on feedback from the Scoring Workshop held May 8, 2023. Cunningham asked for feedback about CMP-defined congested corridors implementing CMP strategies. TAC agreed to provide full points to strategies on congested corridors with reduced points for non-congested corridors. Cunningham reviewed changes based on feedback from the Scoring Workshop, specifically a cumulative Equity Index Score within ¼-mile buffer of project location and safety. Relford stated she was concerned about Regional Health not including a specific health measurement. Cunningham will be hosting a Safety Data Working Group meeting on June 8, 2023, to discuss some of the discussion points from the Scoring Workshop meeting. Cunningham recommended TAC members reach out with additional data sources for the Call for Projects.

**2050 RTP Projects** – Bornhoft reviewed major roadway projects reviewed by local communities, whether they are fiscal constrained or unconstrained. Fiscally unconstrained projects are included in the RTP as an appendix to highlight the regional needs not being met. Projects have been modeled and will be discussed at the Model Steering Team meeting. The RTP has four staging periods for Conformity, and Bornhoft requested TAC members review to make sure their projects are included in the correct period. Planning Council will review this data at their June 1, 2023 meeting.

### **OUTSIDE PARTNERS REPORTS**

**NoCo Bike & Ped Collaborative** – Written report was provided.

**Regional Transit Agencies** – No comments.

**Mobility Updates** – Written report was provided.

## **REPORTS**

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

**Community Advisory Committee** – A written report was provided.

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

## **ROUNDTABLE**

Rouser stated there will be a Safe Routes to School subcommittee meeting on Wednesday, May 24, 2023. TAC members should reach out to Rouser with questions. Relford recommended discussing how to use additional funds in the future.

Cunningham reported she sent out the TIP project request for the FY2024-2027 TIP and requested projects be submitted by May 30, 2023.

Gordon explained the Shift Your Ride Summer Challenge will happen between June 1, 2023 and August 31, 2023 using the VanGo™ Vanpools platform. Gordon has resources to share for those who are interested.

Donaldson stated he listened to a webinar about the PROTECT Program, which highlighted Resilience Improvement Plans (RIP). Donaldson asked for input on whether CDOT or the NFRMPO are working on a RIP.

## **MEETING WRAP-UP**

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

**Next Month's Agenda Topic Suggestions** – No suggestions.

**Meeting adjourned at 3:02 PM.**

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

**The next meeting will be held at 1:00 p.m. on Wednesday, June 21, 2023, as a hybrid meeting.**

## MEMORANDUM

**To: NFRMPO Transportation Advisory Committee**

**From: Alex Gordon**

**Date: June 21, 2023**

**Re: 2050 RTP Draft**

### Background

Every four years, the NFRMPO works with its communities and stakeholders to draft and adopt a Regional Transportation Plan (RTP). The RTP must be fiscally constrained, multimodal, and data driven. Over the past two years, the NFRMPO has updated its Regional Travel Demand Model (RTDM) and Land Use Allocation Model (LUAM), which provide the basis for analysis in the 2050 RTP. Inputs and outputs for these models have been reviewed by the Model Steering Team.

The NFRMPO is in the final stages of the draft 2050 RTP, which will be adopted by Planning Council on September 6, 2023. Staff will bring a draft version to the TAC in July 2023, after releasing the 2050 RTP for public comment in late June or early July. The RTP must be available for public comment for at least 30 days.

**Table 1** shows the chapters and sections of the 2050 RTP, and the level of priority for TAC's review. Because the document will be large, NFRMPO staff have estimated the time and focus expectation for TAC review. Specifically, staff request TAC members review the chapters for content related to their local community.

The 2050 RTP adoption process is shown in **Table 2**.

### Action

This is an informational item to ensure TAC members are aware of the 2050 RTP adoption process and can provide comments and feedback.



**Table 1:** RTP Chapters, Sections, and Review Priority

Chapter	Section	TAC Priority
1	Planning Context	Low
2	Socioeconomic Trends	Medium
2	Initiatives and Technology	Medium
2	System Performance Report/Performance Measures	Medium
2	Safety and Resiliency	Medium
3	Vision Plans	Medium
3	Scenarios	High
4	Fiscally Constrained Plan	High
4	Plan Projects	High
4	Fiscally Unconstrained Plan	Medium
4	10-Year List of Projects	Low

**Table 2:** 2050 RTP Adoption Schedule

June	July	August	September
<ul style="list-style-type: none"> <li>Finalize draft RTP</li> <li>Release 2050 RTP for public comment</li> <li>TAC approves GHG Transportation Report</li> </ul>	<ul style="list-style-type: none"> <li>Council approves GHG Transportation Report</li> <li>TAC discussion of 2050 RTP</li> <li>Public comment closes</li> <li>Conformity determination submitted to AQCC</li> <li>GHG Transportation Report submitted to CDOT and APCD for review</li> </ul>	<ul style="list-style-type: none"> <li>Submit GHG Transportation Report to TC</li> <li>Council discussion of 2050 RTP</li> <li>Presentation to AQCC</li> <li>TAC action</li> </ul>	<ul style="list-style-type: none"> <li>RTP and Conformity public hearing</li> <li>Council adopts RTP</li> </ul>



## MEMORANDUM

**To: NFRMPO Technical Advisory Committee**

**From: AnnaRose Cunningham**

**Date: June 19, 2023**

**Re: 2050 RTP Fiscally Constrained Plan**

### Background

The 2050 Regional Transportation Plan (RTP) is federally required to be fiscally constrained, which means the total estimated cost of maintaining and improving the transportation system cannot exceed the reasonably anticipated forecasted revenue over the time horizon of the Plan.

#### Revenues

The 2050 Fiscally Constrained Plan incorporates reasonably anticipated revenue from federal, state, and local sources. Revenue forecasts for state and Federal Highway Administration (FHWA) funding sources were based on the Colorado Department of Transportation (CDOT) 2045 Program Distribution extrapolated out to 2050. CDOT additionally provided updated program tables to incorporate increased program amounts following the implementation of the Bipartisan Infrastructure Law (BIL) and Colorado Senate Bill (SB) 21-260. Transit revenue, including Federal Transit Administration (FTA) and local funds, were forecasted based on data reported to the National Transit Database (NTD) and local sources.

Local revenue available for roadways was estimated based on a three- to five-year average of local budgets from FY2019-2023 to account for fluctuations which may have impacted local budgets during the COVID-19 pandemic. County transportation revenues were apportioned to the North Front Range based on two factors weighted equally:

- the percentage of lane miles within the North Front Range and
- the percentage of Vehicle Miles Traveled (VMT) in the North Front Range.

Based on these two factors, 61 percent of Larimer County's transportation revenue and 24 percent of Weld County's transportation revenue was considered to be reasonably anticipated to be available for the North Front Range.

**Table 1** shows the 2023 Budgets and 2019-2023 Budget Average for each NFRMPO community.

#### Operations and Maintenance Costs

As federally required, the anticipated costs for operating and maintaining the transportation system were developed for the transportation network as it is anticipated to exist between 2024 and 2050. Based on the



2045 RTP assumptions for operations and maintenance, operation costs include the cost of lighting, traffic control, and snow and ice removal and maintenance costs are defined as resurfacing costs. The cost per lane mile for operations and maintenance was averaged based on data received from TAC members and assumed to be \$24,727 in 2023 dollars.

**Table 2** shows the operations and maintenance costs per lane mile received from TAC members which was used to calculate an average operations and maintenance costs for the roadway system.

The costs for operating, maintaining, and expanding the Regional Active Transportation Corridor (RATC) network were based on input from the NoCo Bike and Ped Collaborative. The cost to operate and maintain one mile of trail was assumed to be \$8K and the cost to construct a new mile of trail was assumed to be \$1.2M in 2023 dollars.

Staff are continuing to work with TAC members to ensure the estimates for roadway operations and maintenance costs and the Local-Roadway funds available are reasonable for the planning horizon of the RTP.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and maintenance costs for the existing transit system are estimated at \$25.7M per year in 2023 dollars.

Based on information submitted by TAC members, discussions about intersection improvements during the development of the NFRMPO Priorities List, and assumptions carried forward from the 2045 RTP, the 2050 RTP assumes \$20M per year in 2023 dollars for intersection improvements.

#### RTP Projects

The RTP is required to identify roadway capacity and major transit projects planned over the 25-year planning horizon for which funding is reasonably anticipated to be available. The cost of roadway capacity projects on Regionally Significant Corridors (RSCs) submitted by NFRMPO member jurisdictions and collected from local plans totals approximately \$3.2B. The Draft 2050 RTP Project Lists are included in Table 3 (Constrained) and Table 4 (Unconstrained) attached.

The capital and operating costs of the Regional Transit Corridors (RTCs), including operation of the current system and expansion of the local and regional system, is estimated at \$3.2B over the time horizon of the plan.

All revenues and expenditures are presented in year of expenditure (YOE) dollars in accordance with federal requirements. Funding estimated provided by CDOT with the 2045 Program Distribution assumed a 1.1 percent growth rate, all other revenues and expenditures were inflated to YOE using a 2.5 percent inflation factor.

The total reasonably anticipated revenue over the time horizon of the 2050 RTP is \$13.3B and the total anticipated need is \$15B. NFRMPO staff has allocated the dedicated and flexible funding to expenditures to



fiscally constrain the operations, maintenance, and expansion of the transportation system as illustrated in based on fiscal constraint status of locally submitted projects and planned priorities of the 2050 RTP.

A presentation will be sent to TAC with the Handouts packet with further information.

## Action

Staff requests TAC:

1. Review the Local Roadway Revenue table for reasonableness.
2. Review the average per lane mile operations and maintenance cost.
3. Be prepared to discuss if the Fiscally Constrained Plan should reflect an unmet need for operations and maintenance to bring the full system to good condition.
4. Review the Draft 2050 RTP RSC Capacity Projects lists for reasonableness.

## Attachments

- **Table 1:** NFRMPO Local Agency Roadway Revenue
- **Table 2:** NFRMPO Local Agency Operations and Maintenance Costs
- **Table 3:** DRAFT 2050 RTP Roadway Project List as of 6/13/2023 - Constrained
- **Table 4:** DRAFT 2050 RTP Roadway Project List as of 6/13/2023 - Unconstrained



**Table 1: NFRMPO Local Agency Roadway Revenue**

Community	2023 Budget	2019-2023 Average
Berthoud	\$ 697,413	\$ 880,880
Eaton	\$ 1,473,476	\$ 1,157,575
Evans	\$ 1,509,314	\$ 2,533,653
Fort Collins	\$ 59,393,431	\$ 52,210,605
Greeley	\$ 36,392,944	\$ 30,300,289
Johnstown	\$ 9,040,605	\$ 6,698,695
Loveland	\$ 29,043,680	\$ 26,506,772
Milliken	\$ 324,655	\$ 187,250
Severance	\$ 490,000	\$ 683,158
Timnath	\$ 19,920,847	\$ 14,935,030
Windsor	\$ 8,854,328	\$ 9,627,536
Weld County*	\$ 17,399,200	\$ 14,318,353
Larimer County**	\$ 33,522,202	\$ 27,313,361
	<b>\$ 218,062,094</b>	<b>\$ 187,353,158</b>

\*Weld County budget for NFRMPO is 24% of County total

\*\*Larimer County budget for NFRMPO is 61% of County total

**Table 2: NFRMPO Local Agency Operations and Maintenance Costs**

Community	Operations Cost/Lane Mile	Maintenance Cost/Lane Mile	O&M Cost per Lane Mile
Berthoud	\$ 4,088	\$ 7,517	\$ 1,695,232
Evans	\$ 1,700	\$ 3,430	\$ 1,062,936
Fort Collins	\$ 35,318	\$ 57,682	\$ 120,435,000
Greeley	\$ 11,275	\$ 12,550	\$ 20,802,519
Loveland	\$ 8,003	\$ 14,246	\$ 17,179,120
Larimer County (paved)	\$ 6,145	\$ 18,098	\$ 9,309,312
Larimer County (unpaved)	\$ 3,616	\$ 13,868	\$ 7,238,376
Severance	\$ 8,010	\$ 13,083	\$ 2,998,792
Weld County	\$ 4,668	\$ 7,545	\$ 8,843,604
CDOT	\$ 7,749	\$ 8,679	\$ 11,324,081
Average	<b>\$ 9,057</b>	<b>\$ 15,670</b>	<b>\$ 24,727</b>

### Tale 3: DRAFT 2050 RTP Roadway Project List as of 6/13/2023 - Constrained

#### *Fiscally Constrained Capacity Projects on RSCs*

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2024-2026	1	1475a	CDOT	I-25 Express Lane Segment 6	SH402	SH56	Add tolled express lane in each direction and interchange reconstructions	\$0
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
2027-2030	1	1467a	CDOT	I-25 Express Lane Segment 5	SH56	WCR 38	Add tolled express lane in each direction and interchange reconstructions	\$173,954,013
2027-2030	1	222	Mead	I-25 and WCR-38 Interchange	WCR-38	WCR-38	New Interchange	\$33,114,387
2027-2030	2	308a	Greeley/CDOT	US 34 and 35th Interchange	35th Ave	35th Ave	New interchange	\$52,849,457
2027-2030	2	307a	Greeley/CDOT	US 34 and 47th Interchange	47th Ave	47th Ave	New interchange	\$47,220,012
2027-2030	2	-	Greeley/CDOT	US 34 Mobility Hub at Centerplace	N/A	N/A	PNR	\$25,000,000
2024-2026	2	325	Loveland	US 34 Widening	Centerra Pkwy.	LCR 3	Widen from 4 lanes to 6 lanes	\$13,124,335
2024-2026	2	402	Loveland	US 34 Widening	Boyd Lake Ave.	Rocky Mountain Ave.	Widen from 4 lanes to 6 lanes	\$5,811,353
2024-2026	3	483	Greeley	10th St Mobility Enhancements	E of 23rd Ave	10th Ave	Convert to Two-Way	\$16,153,359
2024-2026	3	482	Greeley	9th St Mobility Enhancements	E of 23rd Ave	8th Ave	Convert to Two-Way	\$16,153,359
2027-2030	5	452	Greeley	8th Avenue / US 85 Business Mobility Enhancements	O Street	24th Street	Reduce from 4 lanes to 2 lanes	\$74,107,238
2031-2040	6	423	Fort Collins	US 287 / College Widening	Trilby	Carpenter / LCR 32	Widen from 4 lanes to 6 lanes	\$18,076,500
2031-2040	6	464	Loveland	US 287 Widening	29th St.	71st St.	Widen from 4 lanes to 6 lanes	\$13,861,942
2031-2040	6	463	Larimer/CDOT	US 287 Widening	LCR 32 / SH392	LCR 30	Widen from 4 lanes to 6 lanes	\$7,608,091
2031-2040	6	961a	Loveland	US 287 Widening	1st St / 2nd St	SH 402	Widen from 4 lanes to 6 lanes	\$25,867,510
2041-2050	6	9011	Loveland	11th and US 287 Park and ride	N/A	N/A	PNR	\$860,786
2027-2030	11	1915	Windsor	SH-257 Widening	Walnut St	Eastman Park Dr.	Widen from 2 lanes to 4 lanes	\$10,579,303
2031-2040	11	1919	Windsor	SH-257 Widening	Eastman Park Dr.	Crossroads	Widen from 2 lanes to 4 lanes	\$9,281,871
2031-2040	11	1910	Windsor	SH-257 Widening	WCR-78	WCR-74	Widen from 2 lanes to 4 lanes	\$10,499,166

Fiscally Constrained Capacity Projects on RSCs

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2031-2040	11	1911	Windsor	SH-257 Widening	WCR-74	SH-392	Widen from 2 lanes to 4 lanes	\$14,121,333
2027-2030	12	1902	Windsor	SH 392 Widening	WCR-19	WCR-21	Widen from 2 lanes to 4 lanes	\$4,100,966
2024-2026	12	1901	Windsor	SH-392 Widening	Highland Meadows Pkwy	Colorado Blvd	Widen from 2 lanes to 4 lanes	\$29,076,047
2027-2030	12	505	Weld County	SH-392 Widening	WCR-21	WCR-23	Widen from 2 lanes to 4 lanes	\$5,248,347
2027-2030	12	389	Windsor	SH-392 Widening	Colorado Blvd	17th Street		\$1,887,039
2024-2026	13	201	Loveland	SH 402 Widening	St. Louis	Boise	Widen from 2 lanes to 4 lanes	\$7,024,914
2024-2026	13	481	Evans / Greeley	WCR-54 / 37th St Widening	47th Ave	Stampede Dr	Widen from 2 lanes to 4 lanes	\$0
2027-2030	13	413	Loveland	SH 402 Widening	Boyd Lake Ave	I-25	Widen from 2 lanes to 4 lanes	\$14,176,936
2031-2040	13	415	Loveland	SH 402 Widening	US 287	St. Louis	Widen from 2 lanes to 4 lanes	\$7,176,317
2031-2040	13	479	Greeley	WCR-54 / 37th St Widening	WCR 17	SH257	Widen from 2 lanes to 4 lanes	\$26,897,776
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	\$60,254,999
2024-2026	14	331	Loveland	LCR Paving	US 34	Croassroads Blvd	Paving Unpaved Road	\$14,949,297
2027-2030	14	1215	Johnstown	High Plains Blvd Widening	US 34	Ronald Reagan	Widen from 2 lanes to 4 lanes	\$3,855,304
2027-2030	14	1217	Johnstown	High Plains Blvd New Road	LCR20C	LCR18	Widen from 2 lanes to 4 lanes	\$19,276,521
2031-2040	14	1218	Johnstown	High Plains Blvd New Road	LCR18	LCR16	New 4 lane road	\$19,740,460
2027-2030	14	1219	Johnstown	High PlainsBlvd New Road	LCR16	2500 ft N of LCR14	New 4 lane road	\$7,710,609
2024-2026	14	1220	Johnstown	High Plains Blvd New Road	2500 ft N of LCR14	LCR14	New 4 lane road	\$5,836,747
2024-2026	14	1221	Johnstown	High Plains Blvd Widening	Juniper	SH60	Widen from 2 lanes to 4 lanes	\$6,985,431
2024-2026	14	1222	Johnstown	High Plains Blvd New Road	SH60	2500 ft S of SH 60	New 4 lane road	\$7,708,000
2031-2040	14	1223	Johnstown	High Plains Blvd New Road	2500 ft S of SH 60	WCR46	New 4 lane road	\$9,870,231
2041-2050	14	1224	Johnstown	High Plains Blvd New Road	WCR46	WCR44	New 4 lane road	\$25,269,458
2027-2030	14	320	Berthoud/Weld County	WCR-9.5 New Road	WCR 44 / SH 56	WCR32	New 2 lane road	\$37,788,096
2027-2030	15	968	Loveland	Centerra Parkway Widening	Crossroads Blvd	0.5 miles south	Widen from 2 lanes to 4 lanes	\$4,852,801
2027-2030	15	1907	Windsor	LCR 5 Widening	LCR 30	SH 392	Widen from 2 lanes to 4 lanes	\$5,349,086
2031-2040	15	421	Loveland	N Fairgrounds Ave Widening	Rodeo Rd.	71st St. (CR 30)	Widen from 2 lanes to 4 lanes	\$22,555,500

Fiscally Constrained Capacity Projects on RSCs

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2031-2040	15	1019	Timnath	Timnath Bypass/Parkway New Road	N of LCR 40	LCR 38	New 2 lane road	\$4,036,884
2024-2026	16	352	Fort Collins	Timberline New Road 1	Giddings	Mountain Vista	New 2 lane road	\$8,420,131
2027-2030	16	420	Loveland	Boyd Lake Extension	SH 402	LCR 20C	New 2 lane road	\$8,472,800
2027-2030	16	1013a	Loveland	Boyd Lake Extension	Hwy 402	E County Rd 16	New 2 lane road	\$6,052,000
2027-2030	16	1014b	Loveland	Boyd Lake Extension	E County Rd 16	Hwy 60	New 2 lane road	\$3,410,145
2031-2040	16	313	Loveland	Boyd Lake Widening 3	LCR 20C	US 34	Widen from 2 lanes to 4 lanes	\$3,834,478
2031-2040	16	356	Fort Collins	Timberline Widening 3	Mountain Vista	N of Vine	Widen from 2 lanes to 4 lanes	\$16,954,911
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	\$58,876,151
2031-2040	17	329	Larimer	LCR 17 Widening	LCR 32	LCR 30	Widen from 2 lanes to 4 lanes	\$8,073,767
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	\$11,792,542
2031-2040	17	446	Fort Collins	Shields Widening	Harmony	Hilldale	Widen from 2 lanes to 4 lanes	\$11,875,145
2031-2040	17	418	Loveland	Taft Ave Widening 2	23rd St. SW	28th St SW / LCR 16	Widen from 2 lanes to 4 lanes	\$17,422,529
2024-2026	18	442	Fort Collins	Taft Hill Widening	Harmony	Brixton	Widen from 2 lanes to 4 lanes	\$10,341,566
2031-2040	18	330	Larimer	LCR 19 Widening	LCR 32	LCR 30	Widen from 2 lanes to 4 lanes	\$8,073,767
2031-2040	19	1909	Windsor	WCR-13 Widening	Kaplan Dr	Crossroads	Widen from 2 lanes to 4 lanes	\$6,956,839
2027-2030	19	1503	Timnath	LCR 1 Widening	Harmony Rd	South GMA	Widen from 2 lanes to 4 lanes	\$13,986,626
2031-2040	19	1908	Windsor	WCR-13 Widening	SH-392	Kaplan Dr	Widen from 2 lanes to 4 lanes	\$5,567,840
2041-2050	19	1207	Johnstown	WCR-13 Widening	WCR 46	WCR 44	Widen from 2 lanes to 4 lanes	\$14,633,357
2031-2040	20	1914	Windsor	WCR-17 Widening	WCR-62 / Crossroads	US-34	Widen from 2 lanes to 4 lanes	\$7,729,821
2031-2040	21	1601	Severance	WCR 27 New Road	SH 14	WCR 74	New 2 lane road	\$9,310,619
2031-2040	22	102	Evans	35th Ave New Road	49th Street	WCR 35 / WCR 394	New 4 lane road	\$68,925,552
2031-2040	22	1020	Evans / Weld County	35th Ave Widening	WCR-394	US-85	Widen from 2 lanes to 4 lanes	\$24,345,892
2024-2026	23	1900	Windsor	Harmony Road Widening	WCR-15	SH-257	Widen from 2 lanes to 4 lanes	\$5,337,175
2027-2030	23	205	Fort Collins	Harmony Road Widening	College	Boardwalk	Widen from 4 lanes to 6 lanes	\$13,342,416

**Fiscally Constrained Capacity Projects on RSCs**

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2027-2030	23	1504	Timnath	Harmony Widening	I-25	LCR-1	Widen from 4 lanes to 6 lanes	\$7,992,358
2027-2030	25	355	Evans	65th Avenue Widening	WCR-54/37th St	49th St	Widen from 2 lanes to 4 lanes	\$9,093,446
2024-2026	26	312	Loveland	Crossroads Blvd Widening	Centerra	LCR 3	Widen from 2 lanes to 4 lanes	\$12,411,177
2027-2030	26	1904	Windsor	Crossroads Widening	LCR 3	WCR 13	Widen from 2 lanes to 4 lanes	\$4,100,966
2024-2026	28	348	Fort Collins	Prospect Widening	Summit View	I-25	Widen from 2 lanes to 4 lanes	\$9,460,821
2024-2026	28	1507	Fort Collins	Prospect Widening	Sharp Point	Summit View	Widen from 2 lanes to 4 lanes	\$3,169,829
2031-2040	29	448	Greeley	4th St New Road	WCR 17	83rd Ave.	New 2 lane road	\$87,417,774
2031-2040	22, 26	506	Weld County	WCR-35 (35th Ave) Widening	SH 392	O Street	Widen from 2 lanes to 4 lanes	\$21,793,599
<b>Total Constrained</b>								<b>\$1,419,047,818</b>



**Table 4: DRAFT 2050 RTP Roadway Project List as of 6/13/2023 - Unconstrained**

<b>Unconstrained Capacity Projects on RSCs</b>								
<b>Staging Period</b>	<b>RSC</b>	<b>Project ID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Extent N/W</b>	<b>Extent S/E</b>	<b>Improvement Type</b>	<b>YOE Cost in 2024+</b>
2031-2040	1	467a	CDOT	I-25 GP Widening Segment 5	SH56	WCR 38	Widen from 2 to 3 general purpose lanes (each direction)	\$77,982,936
2031-2040	1	475	CDOT	I-25 GP Widening Segment 6	SH402	SH56	Widen from 2 to 3 general purpose lanes (each direction)	\$155,965,872
2031-2040	1	468b	CDOT	I-25 GP Widening Segment 7&8	SH14	SH402	Widen from 2 to 3 general purpose lanes (each direction)	\$148,879,193
2027-2030	1	9006	CDOT	Prospect Road and I-25 Park and Ride	N/A	N/A	PNR	\$5,943,429
	1	9008	CDOT	Mulberry and I-25 Park and Ride	N/A	N/A	PNR	\$8,607,857
2027-2030	2	496	Greeley	US34 and 83rd Ave Interchange	N/A	N/A	New interchange	\$35,660,573
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
2031-2040	2	497	Greeley	US34 and 65th Ave SPUI or interchange	N/A	N/A	New interchange	\$114,121,370
2031-2040	2	495	Greeley	US34 and Promontory Parkway SPUI or interchange	N/A	N/A	New interchange	\$44,515,820
2041-2050	2	494	Greeley	US34 and WCR17 Interchange	N/A	N/A	New interchange	\$58,434,001
2041-2050	2	9007	Greeley	US34 and WCR17 Park and Ride	N/A	N/A	PNR	\$860,786
2041-2050	6	424	Fort Collins	US 287 / College Widening	Fossil Creek	Trilby	Widen from 4 lanes to 6 lanes	\$21,425,800
2041-2050	6	425	Fort Collins	US 287 / College Widening	Harmony	Fossil Creek	Widen from 4 lanes to 6 lanes	\$16,556,300
2041-2050	8	439	Fort Collins	Mulberry Widening	Timberline	Summit View	Widen from 4 lanes to 6 lanes	\$4,134,042
2041-2050	8	440	Fort Collins	Mulberry Widening	Riverside	Timberline	Widen from 4 lanes to 6 lanes	\$33,072,335

### Unconstrained Capacity Projects on RSCs

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2041-2050	8	441	Fort Collins	Mulberry Widening	Summit View	I-25	Widen from 4 lanes to 6 lanes	\$20,670,210
2024-2026	10	404	Johnstown/CDO T	SH-60 Widening	I-25	WCR-15	Widen from 2 lanes to 4 lanes	\$22,449,734
2031-2040	12	432	Fort Collins	Carpenter Widening	Lemay	Timberline	Widen from 2 lanes to 4 lanes	\$7,307,781
2031-2040	12	433	Fort Collins	Carpenter Widening	Timberline	County Road 9	Widen from 2 lanes to 4 lanes	\$7,307,781
2041-2050	12	426	Fort Collins	Carpenter Widening	County Road 9	I-25	Widen from 2 lanes to 4 lanes	\$8,268,084
2041-2050	12	438	Fort Collins	Carpenter Widening	College	Lemay	Widen from 2 lanes to 4 lanes	\$12,402,126
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	\$35,842,367
2031-2040	13	406	Johnstown	LCR-18 / WCR-54 Widening	I-25	WCR-17	Widen from 2 lanes to 4 lanes	\$22,429,313
2027-2030	14	1216	Johnstown	High Plains Parkway Widening	Ronald Reagan	LCR 20C	Widen from 2 lanes to 4 lanes	\$7,710,609
2027-2030	15	1500	Timnath	Main St Widening	Harmony Rd	South GMA	Widen from 2 lanes to 4 lanes	\$13,986,626
2041-2050	15	1505	Timnath/ Larimer	LCR-5 Widening	SH-14	Realigned Main Street	Widen from 2 lanes to 4 lanes	\$68,173,001
2041-2050	15	10190	Timnath	Timnath Bypass/Parkway New Road	N of LCR 40	LCR 38	Widen from 2 lanes to 4 lanes	\$18,809,891
2031-2040	16	427a	Fort Collins	Timberline Widening and overpass	N of Vine	S of Vine	Widen from 2 lanes to 4 lanes	\$16,954,911
2031-2040	16	444a	Fort Collins	Timberline Widening	Mulberry	Prospect	Widen from 2 lanes to 4 lanes	\$29,231,125
2031-2040	16	428	Fort Collins	Timberline Widening	Drake	Horsetooth	Widen from 4 lanes to 6 lanes	\$11,875,145
2031-2040	16	429	Fort Collins	Timberline Widening	Horsetooth	Harmony	Widen from 4 lanes to 6 lanes	\$11,875,145
2041-2050	16	431	Fort Collins	Timberline Widening	S of Vine	Mulberry	Widen from 2 lanes to 4 lanes	\$31,005,314
2041-2050	16	430	Fort Collins	Timberline Widening	Prospect	Drake	Widen from 4 lanes to 6 lanes	\$23,770,741

### Unconstrained Capacity Projects on RSCs

Staging Period	RSC	Project ID	Agency	Project Name	Extent N/W	Extent S/E	Improvement Type	YOE Cost in 2024+
2031-2040	17	436	Fort Collins	Shields Widening	Trilby	Carpenter / LCR 32	Widen from 2 lanes to 4 lanes	\$7,307,781
2031-2040	17	437	Fort Collins	Shields Widening	Hilldale	Trilby	Widen from 2 lanes to 4 lanes	\$7,307,781
2041-2050	17	1800	Berthoud	LCR 17 Widening	LCR 14	US 287	Widen from 2 lanes to 4 lanes	\$9,739,000
2041-2050	17	1506	Loveland/ Larimer	LCR-17 Widening	LCR-30	LCR-28/57th Street	Widen from 2 lanes to 4 lanes	\$51,129,750
2031-2040	18	443	Fort Collins	Taft Hill Widening	Brixton	GMA	Widen from 2 lanes to 4 lanes	\$12,918,028
2031-2040	19	1205	Johnstown	WCR-13 Widening	WCR 50	SH 60	Widen from 2 lanes to 4 lanes	\$29,923,776
2031-2040	19	1206	Johnstown	WCR-13 Widening	SH 60	WCR 46	Widen from 2 lanes to 4 lanes	\$10,759,111
2031-2040	19	1203	Johnstown	WCR-13 Widening	WCR-60	WCR-50	Widen from 2 lanes to 4 lanes	\$24,474,150
2031-2040	20	405	Johnstown	Downtown Loop Road North	WCR-17	SH-60	New 2 lane road	\$7,981,920
2031-2040	20	1200	Johnstown	WCR-17 Widening	WCR-56	WCR-54	Widen from 2 lanes to 4 lanes	\$13,732,717
2024-2026	22	101	Evans	35th Ave Widening	37th St / WCR 54	49th St	Widen from 2 lanes to 4 lanes	\$8,320,800
2027-2030	23	600	Severance	WCR-74 Widening	SH-257	WCR-21	Widen from 2 lanes to 4 lanes	\$13,493,812
2041-2050	23	601	Severance	WCR-74 Widening	WCR-21	WCR-27	Widen from 2 lanes to 4 lanes	\$31,066,541
2027-2030	26	498	Windsor	Crossroads Blvd New Road	SH 257	WCR 23	New 4 lane road	\$21,396,344
2041-2050	28	473	Fort Collins	Prospect Widening	Overland	Taft Hill	Widen from 2 lanes to 4 lanes	\$13,435,636

**Total Unconstrained**

**\$1,795,217,366**

**EXECUTIVE SUMMARY of the  
North Front Range Transportation and Air Quality Planning Council  
June 1, 2023**

**Agenda and Minutes**

Stephens **moved** to *APPROVE THE JUNE 1 2023, MEETING AGENDA*. The motion was **seconded** by Olson and **passed** unanimously.

Olson **moved** to *APPROVE THE MAY 4, 2023, MEETING MINUTES*. The motion was **seconded** by Heid and **passed** unanimously.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA**

**ACTION ITEMS:**

2023 Congestion Management Process (CMP) – Gordon noted a change to the draft 2023 CMP showing a smaller number of crashes based on an incorrect geography. An updated version of the plan was linked in the handouts.

Stephens **moved** to approve *RESOLUTION NO. 2023-10 ADOPTING THE 2023 CONGESTION MANAGEMENT PROCESS (CMP)*. The motion was **seconded** by Rennemeyer and **passed** unanimously.

May 2023 TIP Amendment – Cunningham stated there were eight revision requests from CDOT Region 4, the City of Greeley, and the RAQC to the FY2023-2026 TIP. The 30-day public comment period opened on May 10 and will close on June 8.

Rennemeyer **moved** to approve *RESOLUTION NO. 2023-11 APPROVING THE MAY 2023 AMENDMENT TO THE FY2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) with the addition of the RAQC TIP Amendment*. The motion was **seconded** by Karspeck and **passed** unanimously.

2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT) – Rouser noted Planning Council approved the GOPMT in April, with additional feedback in May to create a separate safety goal with a corresponding objective.

Karspeck **moved** to approve the updated 2050 RTP Goals, Objectives, Performance Measures, and Objectives and Targets with the additional safety goal and corresponding objective. The motion was **seconded** by Olson and **passed** unanimously.

**PRESENTATIONS:**

State Demographer Presentation – Elizabeth Garner, State Demography Office, discussed trends in Colorado: the population growth rate is slowing, but the state is aging. Larimer County is seeing slowing growth, while Weld County has not seen the same changing trends. Garner explained population growth trends are tied to job growth.

NFRMPO Models Presentation – Bornhoft explained the purpose and update processes for both the Land Use Allocation Model (LUAM) and Regional Travel Demand Model (RTDM). Bornhoft explained the progress of model enhancements funded by the Transportation Commission.

**DISCUSSION ITEMS:**

2023 Call for Projects – Cunningham requested feedback on the proposed scoring matrix. Cunningham noted the proposed addition of the Discretionary Points category, which would complement the data-driven scoring in the other categories. The Call for Projects Guidebook will be approved by Planning Council in August.

NFRMPO Priorities List – Karasko reviewed the updated matrix for the 10 Year Priorities List. The US34/US85 project was removed because it was funded under the 10 Year Plan. The list will be included by reference in the 2050 RTP.

2050 RTP Fiscally Constrained Plan – Cunningham reviewed the process for developing the 2050 RTP Fiscally Constrained Plan. Cunningham stated TAC will review the expense estimates and provide feedback on their reasonableness. Cunningham asked the Council for feedback on how to allocate remaining flexible funding. Olson proposed funding capacity projects, which will include greenhouse gas strategies.

2050 RTP Projects – Bornhoft stated the 2050 RTP will include fiscally constrained projects, which she reviewed with the Planning Council. Air quality requirements define which projects are included in the plan.

NFRMPO 2050 RTP Greenhouse Gas (GHG) Transportation Report – Bornhoft reviewed the purpose of the Greenhouse Gas (GHG) Transportation Planning Standard, which needs to be applied to the 2050 RTP and the next TIP. Bornhoft noted the baseline is still the 2045 RTP, and strategies will be carried forward from the 2045 RTP Update. NFRMPO staff does not anticipate the need for GHG mitigation strategies as the budget is being met.

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

June 8, 2023

**Attendees:** Brian Metzger, Pauline Migliore, Nathalie Rachline, Brad Ragazzo, York

**Staff:** AnnaRose Cunningham

**CDOT Bustang Service Expansion**

Brian Metzger, Colorado Department of Transportation Assistant Director of Transit Planning & Delivery, explained the background of the Division of Transit and Rail within CDOT and the history of the Bustang program. Metzger reviewed the Bustang Expansion Plan which began in late 2022 and addresses CDOT's plan for how to meet the needs for statewide transit service in Colorado. Brian reviewed the stakeholder engagement, recommendations which came out of the plan, including schedule updates, stop locations, mobility hub integration, and new routing considerations.

Nathalie asked if the recommendations address supply and demand issues, specifically relating to there being limited seating and riders being unable to find seats on buses during peak commuting time. Brian noted CDOT is working on an app called Connected Colorado which would allow riders to purchase one ticket for multiple bus connections and would allow riders to reserve seats on certain routes. Brian noted the Bustang to Broncos would be resuming service, and the group noted there should be more Bustang to sporting event options to help increase awareness of utilizing Bustang regularly. Nathalie suggested Bustang partner with school districts for school outings.

Brian reviewed upcoming planning efforts including the Intercity Bus Plan which will be kicking off this summer and a long-range transit plan which is anticipated to begin in 2024, and an electric bus study. York asked if DTR could help facilitate the development of transit districts to help increase connectivity and ridership. Brian noted that could be part of the Intercity Bus Plan. Brad noted the importance of connecting smaller cities, such as Timnath, to local and regional transit services. Nathalie asked how CDOT is handling the driver shortage. Brian noted there are recommendations within the Bustang Expansion Plan such as the option of hiring drivers as CDOT employees.

**2050 RTP: Funding and Projects**

AnnaRose reviewed the 2050 Regional Transportation Plan Fiscally Constrained plan, the revenues assumed to be available over the next 26 years, what entities control the majority of the funding available in the NFRMPO region, and how the funds are able to be used within five categories: Roadway Asset Management, Intersection Improvements, Bike and Ped, Transit, and Flexible. AnnaRose reviewed how the funds have are anticipated to be used within a variety of expenditures including roadway operations and maintenance, building out the Regional Active Transportation Corridor (RATC) network, Regional Transit Network (RTC), roadway capacity projects on the Regionally Significant Corridors (RSC), and Greenhouse Gas (GHG) reduction strategies. AnnaRose noted the fiscally constrained plan outlines the

co-benefits of projects for GHG reduction. York noted the best way to reduce GHG emissions is to encourage travel other than single occupant vehicles, including increasing bike, ped, and transit options.

AnnaRose reviewed the NFRMPO Call for Projects which will be held in the Fall of 2023 and will fund projects in the first few years reflected in the 2050 RTP. The NFRMPO will be awarding approximately \$22M across four federal funding programs.

The meeting was adjourned at 7:31 p.m.

## Northern Colorado Regional Mobility Meeting —MINUTES

May 23, 2023

1:00 p.m. – 3:30 p.m.

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

#### In Person:

- Cory Schmitt, NFRMPO
- Hanna Johnson, City of Greeley
- Leiton Powell, City of Greeley
- Celeste Ewert, Envision
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Shana Cundall, Weld RE-4 School District
- Jim Pinkerton, CO Division of Vocational Rehab
- Garrett Mumma, CO Division of Vocational Rehab
- Katlyn Kelly, Transfort
- Annabelle Phillips, Transfort
- Desiree Sandoval, Weld RE-4 School District
- Steve Conaway, RAFT
- Olga Gonzalez, Weld County Department of Public Health & Environment
- Ari Edgley, Foothills Gateway
- Megan Kaliczak, zTrip

#### Virtual:

- Amy Threewitt, 60+ Ride
- Gretchen Vidergar, RTD
- Kimberly Baker, Larimer County Department of Health & Environment
- Kyle Holman, Weld Trust
- Melanie Royalty, Transfort
- Darlene Kilpatrick, N40MA
- Candice Folkers, COLT
- Brian Dubois, Town of Berthoud
- Nicole Limoges, Larimer County Office on Aging

### 2. Group Introductions, Review of Agenda, Minutes Approval and 2023 Mobility Action Plan

#### Approval

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.

Mobility Committee bylaws were briefly reviewed with clarifying questions asked regarding agencies with multiple representatives only getting one vote per agency. Conaway motioned to approve February 2023 meeting minutes; Teets seconded.



Mumma motioned to approve 2023 Mobility Action Plan, Kaliczak seconded.

### **Presentations & Activity**

#### **1) Transit Mobility and Orientation for Visually Impaired Training – Mumma**

Mumma gave a presentation and training on working with individuals with visual impairments in a transportation context. Slides can be found [here](#) and members finished the activity with a human guide demonstration.

Questions were asked regarding safely crossing roundabouts, dangers posed by the quieter engines of electric vehicles, and etiquette with guide dogs vs service animals.

#### **2) RTD Access-on-Demand Program – Vidergar**

Vidergar shared details about RTD's Access-on-Demand pilot and newly launched expanded program that allows Access-a-Ride paratransit members to register with rideshare and taxi companies to increase flexibility with scheduling trips beyond what the Access-a-Ride program can provide. Slides will be shared at a later date.

#### **3) RideNoCo Update + Roundtable – Schmitt**

Schmitt shared a brief update on RideNoCo (slides [here](#)) that included progress on the Phase 3: TDS Project, the availability of the Rider's Guide in audio format, and Call Center hours over the Memorial Day holiday.

Members discussed emerging needs in urbanizing communities that are located in both Larimer and Weld counties such as Johnstown. Johnson suggested sharing Call Center data and gaps with elected officials and town planners through avenues such as the Technical Advisory Committee and Planning Council. Members agreed that this was a great idea. Members also expressed hope that more communities can become active participants in the Mobility Committees to have a seat at the table to discuss these needs as they arise.

### **Wrap Up + Next Steps**

No organization updates were given due to time.

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC) Meeting: June 27<sup>th</sup>
- b. Larimer County Mobility Committee (LCMC) Meeting: July 25<sup>th</sup>
- c. Northern Colorado Mobility Committee: August 22<sup>nd</sup>