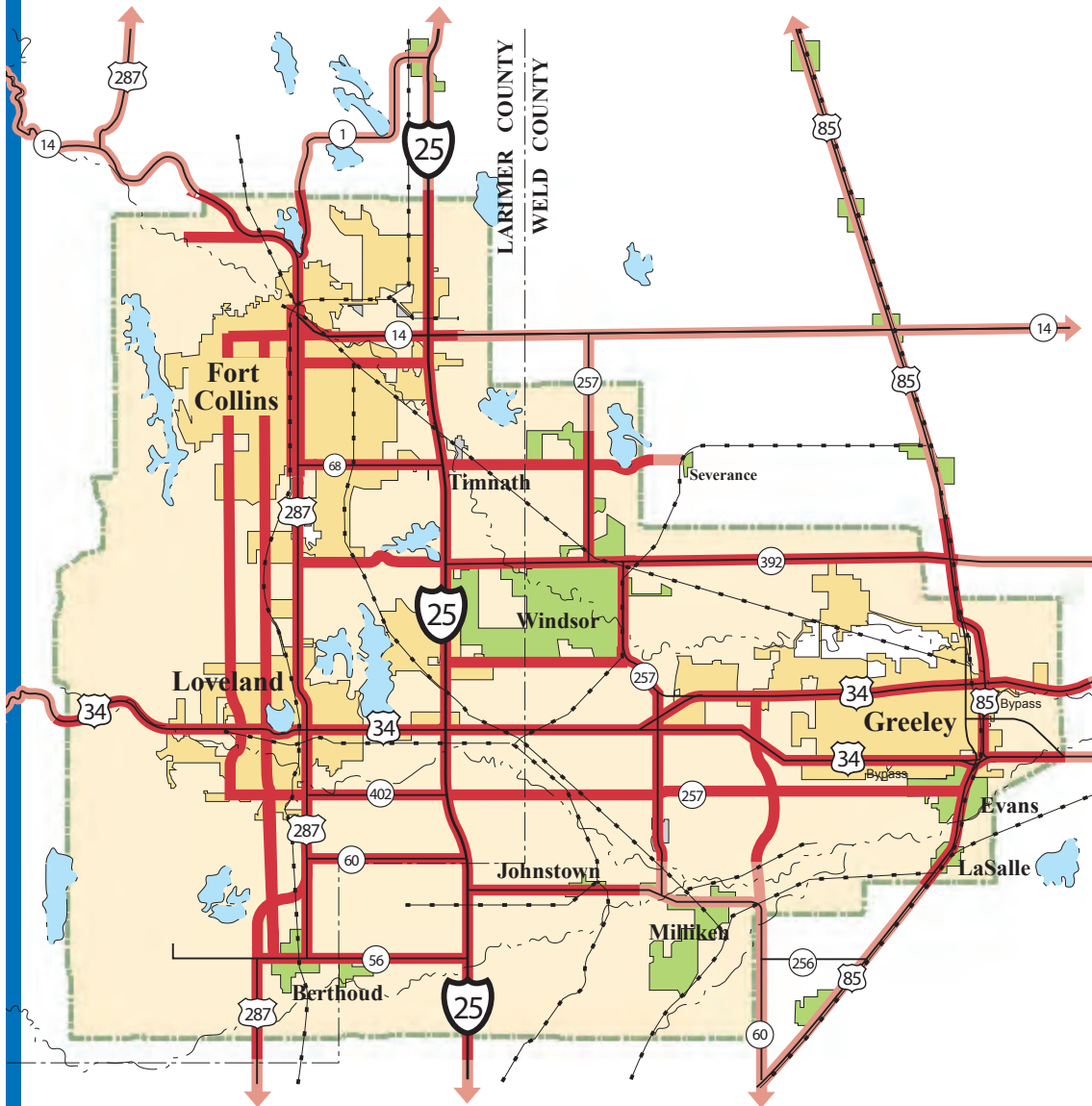


# North Front Range 2030 Regional Transportation Plan



The North Front Range  
2030 Regional  
Transportation Plan



Prepared by:  
North Front Range Metropolitan Planning Organization

With Assistance From:  
Felsburg Holt & Ullevig

**October 2004**

Envisioning Transportation Solutions for  
Colorado's North Front Range



**THE NORTH FRONT RANGE  
2030 REGIONAL TRANSPORTATION PLAN**

**Prepared by:**

North Front Range  
Metropolitan Planning Organization  
235 Mathews Street  
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**With Assistance From:**

Felsburg Holt & Ullevig

October 2004



**RESOLUTION 2004-25  
OF THE NORTH FRONT RANGE TRANSPORTATION AND  
AIR QUALITY PLANNING COUNCIL ADOPTING  
THE 2030 REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 and the Statewide Rules and Regulations for Transportation Planning require the development of a long range multi-modal transportation plan with at least a twenty year horizon; and

WHEREAS, the North Front Range Transportation and Air Quality Planning Council as the Metropolitan Planning Organization in the North Front Range area is the agency responsible for developing the Regional Transportation Plan (RTP) in accordance with the above-stated regulations; and


WHEREAS, 49 CFR PART 613 §450.322 requires that long and short range transportation strategies for reducing single occupant vehicles in non-attainment areas be identified within the Regional Transportation Plan; and

WHEREAS, the North Front Range Transportation and Air Quality Planning Council must find that the 2030 Regional Transportation Plan conforms with the State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL, as follows:

- SECTION 1. The North Front Range Transportation and Air Quality Planning Council hereby affirms the approval of the year 2030 Regional Transportation Plan for the North Front Range urban area.
- SECTION 2. The North Front Range Transportation and Air Quality Planning Council hereby approves the year 2030 Regional Transportation Plan as being consistent with the adopted transportation goals and objectives of the North Front Range region.
- SECTION 3. The North Front Range Transportation and Air Quality Planning Council hereby approves the year 2030 Regional Transportation Plan as being and in conformance with the State Implementation Plan.
- SECTION 4. This Resolution shall become effective immediately upon passage and approval.

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 7th day of October, 2004.

  
\_\_\_\_\_  
Glenn W. Gibson, Chair

ATTEST:

  
\_\_\_\_\_  
Cliff Davidson, Executive Director



**RESOLUTION NO. 2004-26  
OF THE NORTH FRONT RANGE TRANSPORTATION  
AND AIR QUALITY PLANNING COUNCIL  
ADOPTING THE CONFORMITY DETERMINATION  
ON THE 2030 REGIONAL TRANSPORTATION PLAN AND  
FY05-10 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Transportation Equity Act for the 21<sup>st</sup> Century and the Statewide Rules and Regulations for Transportation Planning require the development of a long range, multi-modal transportation plan with at least a twenty year horizon; and


WHEREAS, the North Front Range Transportation and Air Quality Planning Council as the Metropolitan Planning Organization in the North Front Range is the agency responsible for developing the Regional Transportation Plan (RTP) and Transportation Improvement Programs (TIP); and

WHEREAS, the Planning Council is required to determine if the 2030 Regional Transportation Plan and Transportation Improvement Program conforms with the State Implementation Plan for air quality;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL, that:

The Planning Council finds that the 2030 Regional Transportation Plan and FY 05-10 TIP, as a direct subset of the Plan, is in conformance with the State Implementation Plan.

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 7th day of October, 2004.

  
Glenn W. Gibson, Chair

ATTEST:



Cliff Davidson, Executive Director



# TABLE OF CONTENTS

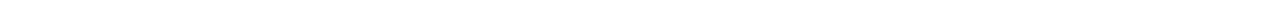
	<u>Page</u>
PREFACE .....	i
I. INTRODUCTION .....	1
A. Values, Vision, Goals And Strategies .....	1
B. Project Background .....	3
C. Planning Process .....	5
D. Other Studies .....	7
E. Summary of Public Participation Process .....	9
II. EXISTING TRANSPORTATION SYSTEM .....	12
A. Regionally Significant Corridors .....	12
B. Roadway System .....	15
C. Freight Corridors .....	32
D. Rail System .....	34
E. Bicycle And Pedestrian System .....	36
F. Transportation Demand Management Program .....	36
G. Aviation Facilities .....	37
H. Intelligent Transportation System (ITS) .....	39
I. Transit System .....	48
III. SOCIO-ECONOMIC/ENVIRONMENTAL PROFILE .....	80
A. Socio-Economic Data .....	80
B. Population Characteristics .....	91
C. Environmental Profile .....	97
IV. TRAVEL DEMAND ANALYSIS .....	103
A. Overview .....	103
B. Travel Demand Growth .....	103
V. VISION PLAN .....	110
A. Corridor Visions .....	110
B. Project Prioritization Process .....	114
C. Project Lists and Priorities .....	116
VI. 2030 FISCALLY CONSTRAINED PLAN .....	157
A. Funding Estimates .....	157
B. Restricted and Committed Funding .....	159
C. Resource Allocation .....	161
D. Fiscally Constrained Plan .....	162
E. Cross Category Prioritization .....	168
F. CDOT Programs .....	179

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## TABLE OF CONTENTS (Continued)

	<u>Page</u>
VII. CONGESTION MANAGEMENT SYSTEM -----	181
A. Introduction -----	181
B. Background Information -----	181
C. Framework -----	182
D. Next Steps -----	185
VIII. FUTURE PLANNING PROCESS -----	186
A. Regional Transportation Plan -----	186
B. Plan Amendment Process -----	186
C. Transportation Improvement Programs-----	187
APPENDIX A STRATEGIC ACTION PLAN	
APPENDIX B PUBLIC INVOLVEMENT	
APPENDIX C. AIR QUALITY CONFORMITY	
APPENDIX D CORRIDOR VISIONS	







# LIST OF FIGURES

	<u>Page</u>
Figure I-1	North Front Range Planning Area----- 4
Figure I-2	Plan Development Process----- 6
Figure II-1	Regionally Significant Corridors - Roadways----- 13
Figure II-2	Regionally Significant Corridors – Bike Paths and Rail Lines----- 14
Figure II-3	2000 Average Daily Traffic Volumes in the North Front Range ----- 18
Figure II-4	Roadway Surface Conditions ----- 20
Figure II-5	National Highway System ----- 22
Figure II-6	Hazardous and Nuclear Materials Routes ----- 23
Figure II-7	Bridges with Deficiencies----- 26
Figure II-8	Property Damage Only Accident Locations----- 30
Figure II-9	Injury and Fatality Accident Locations ----- 31
Figure II-10	Truck Traffic ----- 33
Figure II-11	Rail System ----- 35
Figure II-12	Airports----- 38
Figure II-13	ITS Study Area----- 40
Figure II-14	CDOT ITS Inventory ----- 43
Figure II-15	City of Fort Collins ITS Inventory ----- 44
Figure II-16	City of Greeley ITS Inventory----- 45
Figure II-17	City of Loveland ITS Inventory ----- 46
Figure II-18	Town of Windsor ITS Inventory----- 47
Figure II-19	Transfort Transit Routes----- 49
Figure II-20	FoxTrot Regional Bus Route ----- 51
Figure II-21	COLT Service Area ----- 54
Figure II-22	COLT Transit Routes----- 55
Figure II-23	The Bus Transit Service Area ----- 59
Figure II-24	The Bus Transit Services----- 60
Figure II-25	Rocky Mountain National Park Service ----- 64
Figure II-26	Rural Transit Service ----- 66
Figure III-1	North Front Range Modeling Boundary----- 81
Figure III-2	Future Land Use----- 83
Figure III-3	2000 Employment ----- 84
Figure III-4	2030 Employment Forecasts ----- 85
Figure III-5	2000 Households----- 86
Figure III-6	2030 Household Forecasts ----- 87
Figure III-7	2000 Major Employers ----- 90
Figure III-8	Larimer County Age Distribution----- 91
Figure III-9	Weld County Age Distribution----- 92
Figure III-10	Minority Populations ----- 94
Figure III-11	Low Income Households ----- 96
Figure III-12	8-Hour Ozone Non-attainment Area----- 98



## LIST OF FIGURES (Continued)

	<u>Page</u>
Figure IV-1	2000 Roadway System LOS ----- 104
Figure IV-2	2030 No Build Roadway System LOS ----- 105
Figure IV-3	2030 Build Roadway System LOS ----- 105
Figure IV-4	2000 Base Level of Service----- 106
Figure IV-5	2030 No Build Level of Service ----- 107
Figure IV-6	2030 Build Level of Service----- 108
Figure V-1	East-West Corridors ----- 111
Figure V-2	North-South Corridors----- 112
Figure V-3	Bike and Rail Line Corridors----- 113
Figure VI-1	Flexible Funding Allocation ----- 162
Figure VI-2	Restricted & Committed Funds ----- 163
Figure VI-3	Total Funds ----- 163
Figure VI-4	Fiscally Constrained Plan in Fort Collins Area----- 164
Figure VI-5	Fiscally Constrained Plan in the Greeley Area----- 165
Figure VI-6	Fiscally Constrained Plan in Loveland Area----- 166
Figure VI-7	Fiscally Constrained Plan Outside of the City Areas ----- 167

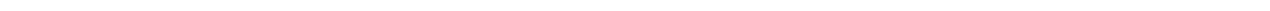
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# LIST OF TABLES

	<u>Page</u>
Table II-1	Lane Miles by Functional Classification in the North Front Range Region ----- 17
Table II-2	Lane Miles by Functional Classification for Regionally Significant Corridors ----- 17
Table II-3	Roadway Surface Conditions of State Highways ----- 19
Table II-4	Bridges with Deficiencies----- 24
Table II-5	Accidents on State Highways in the North Front Range ----- 27
Table II-6	Accident Rates on State Highway Segments in the North Front Range ----- 28
Table II-7	Total Accidents on State Highway Segments in the North Front Range ----- 29
Table II-8	Existing Commodity Flows (1998) ----- 32
Table II-9	ITS Element Inventory ----- 41
Table II-10	2003 Transfort Route Information ----- 50
Table II-11	Transfort Fixed-Route Operating Statistics - 1999-2003 ----- 52
Table II-12	Transfort Dial-A-Ride Operating Statistics - 1999-2003 ----- 52
Table II-13	Transfort Performance Measures ----- 52
Table II-14	COLT 2003 Ridership by Route ----- 56
Table II-15	COLT Fixed-Route Operating Statistics - 1999-2003 ----- 56
Table II-16	COLT Mini Bus Operating Statistics - 1999-2003 ----- 57
Table II-17	COLT Performance Measures ----- 57
Table II-18	The Bus Ridership by Route ----- 61
Table II-19	The Bus Fixed-Route Operating Statistics - 1999-2003 ----- 62
Table II-20	The Bus Paratransit Operating Statistics - 1999-2003 ----- 62
Table II-21	The Bus Performance Measures ----- 62
Table II-22	RMNP Performance Measures ----- 65
Table II-23	BATS Operating Statistics (Demand Response) 1999-2003 ----- 67
Table II-24	BATS Performance Measures ----- 68
Table II-25	Ridership and Level of Service in Estes Park ----- 69
Table II-26	Fixed-Route Performance Measures ----- 73
Table II-27	Demand Response Performance Measures ----- 73
Table II-28	VanGo Service Levels and Capacities ----- 74
Table II-29	Greyhound/TNM&O Schedule ----- 76
Table III-1	Household Size and Income Data – Year 2000 ----- 88
Table III-2	Household Size and Income Data – Year 2030 ----- 88
Table III-3	Classification of Employment ----- 89
Table III-4	Percent of Vehicles Available by Household ----- 92
Table III-5	Commute to Work by Mode ----- 93
Table III-6	Low Income Thresholds ----- 95
Table III-7	State and National Historic Sites ----- 99
Table III-8	Agricultural Production Statistics ----- 101
Table III-9	Listing of Federal and State Threatened and Endangered Species (obtained from USFWS and CNHP) ----- 102
Table IV-1	Growth in Vehicle Miles of Travel ----- 103
Table IV-2	Existing and Forecasted Commodity Flows ----- 109





## LIST OF TABLES (Continued)

	<u>Page</u>
Table V-1	Transit Projects ----- 119
Table V-2	Bike/Pedestrian ----- 125
Table V-3	Highway/HOV ----- 128
Table V-4	Transportation System Management----- 149
Table V-5	Transportation Demand Management ----- 152
Table V-6	Passenger and Freight Rail----- 153
Table V-7	North Front Range 2030 Aviation Projects----- 155
Table VI-1	Available Funding Sources (in millions) ----- 157
Table VI-2	Funding Restrictions and Commitments (in millions)----- 160
Table VI-3	Resource Allocation (in millions) ----- 161
Table VI-4	Cross Category Prioritization ----- 169

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## PREFACE

*The North Front Range Metropolitan Planning Organization (NFRMPO) is a federally-designated transportation planning organization and state-designated air quality planning agency. Federal transportation funding to a region's governments requires the organization of an MPO whenever an urbanizing area reaches a population of 50,000 or more. There are two urbanized areas in the North Front Range – Fort Collins / Loveland / Berthoud and Greeley / Evans / Garden City / LaSalle.*

*The NFRMPO is comprised of 13 member governments (Larimer County, Weld County, Fort Collins, Greeley, Loveland, Windsor, Berthoud, Evans, Johnstown, Milliken, La Salle, Garden City and Timnath), covering 1600 square miles and working on behalf of almost 350,000 northern Colorado residents. Membership is also held by the Colorado Transportation Commission and the Colorado Air Quality Control Commission.*

*The MPO's objective is to provide the information, tools and public input needed for improving the regional transportation system's performance in the North Front Range. The MPO engages in cooperative decision-making through working relationships and financial partnerships among the member governments, the Colorado Transportation Commission, the Colorado Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Colorado Air Quality Control Commission.*

## Background

Eight out of ten people in the United States reside in 385 federally-defined metropolitan areas. These metropolitan areas produce more than 85 percent of the nation's economic output. They also generate 84 percent of America's jobs. Unfortunately, these crucial economic engines of the nation also have some of the worst urban problems:

- ▶ Growing congestion as regional economies expand in low-density growth patterns.
- ▶ Increasing dependency on the car in order to accommodate sprawl.
- ▶ Growing regional mismatch between the location of jobs and residences of workers as employment continues to decentralize.
- ▶ Americans are now spending more on transportation than ever before; sprawling metropolitan communities require families to drive longer and more often to satisfy their daily needs.

- Brookings Institution Report "TEA-21 Reauthorization: Getting Transportation Right for Metropolitan America"



## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



The growing mismatch between the location of jobs and worker residences is also reflected in the 2001 North Front Range Household Survey. This research indicates that 17% of Fort Collins' workforce is employed outside the city, while 30% of Greeley's workforce leaves for employment outside the city and 45% of Loveland's workforce leaves Loveland every workday. That figure climbs to over 90% for many of the smaller communities in the North Front Range. The "regionalization" of the housing market has begun in earnest as many families "drive to qualify" by purchasing homes in communities such as Evans, Berthoud, Eaton, Ault, Johnstown, Windsor, etc.

These new residents then take to the highways each workday, driving an average of 18 miles each way for employment. Only about 6% of these workers drive to Denver. Another 6% drive to the Longmont-Boulder area. So the majority of North Front Range residents crisscross the region each workday for their jobs, and many do so for shopping and medical services as well. A metropolitan planning organization is the most appropriate type of institution for dealing with these kinds of issues since it is truly regional in scope and formation.

### Strategic Action Plan

The MPO Planning Council has adopted a Long-Range Strategic Action Plan to guide the functions and activities of the NFRMPO. This process was initiated so that the locally-elected officials of this region, sitting as members of the MPO Planning Council, have a clear frame of reference for the direction they want their organization to take in the future.

The cities and towns of the North Front Range are all growing together; the resulting growth patterns increase this region's dependency on the private automobile. Regional perspectives have become more necessary in the provision of transportation improvements and services. The 2001 Household Travel Survey showed the interconnection of this region's cities and towns. North Front Range residents travel back and forth across the North Front Range to get to jobs, medical appointments, shopping and recreation. This region has come to fully realize how "connected" individual jurisdictions are to one another.

### Envision the North Front Range

As part of the Long-Range Strategic Action Plan, a new initiative entitled "Envision the North Front Range" has been advanced. MPOs have historically ignored, or perhaps misunderstood, the fundamental connections between land use, housing and transportation (*Brookings Institution Report "TEA-21 Reauthorization: Getting Transportation Right for Metropolitan America"*). Transportation providers have usually been placed in a position where they merely react to facility demands created by land use decision-making. This has been particularly true for state departments of transportation (DOTs) as they "react" to incremental local land use decisions by increasing capacities of highways and major arterials through purchases of residential front yards or through the process of buying out adjacent homeowners and businesses altogether.



States and local governments that cooperate and collaborate on such issues can avoid these incredibly expensive “fixes.” This is where MPOs can be most effective – in building collaborative “bridges” between localities and DOTs. It is very difficult to create collaborative relationships on a one-by-one basis, but on a regional basis it has been shown to work quite well – where governmental entities are willing.

Nationwide, transportation advocates have begun to realize that it is impossible to “build our way out of congestion” through road and highway improvements alone. A combination of solutions is necessary. MPOs are multi-modal planning organizations working at the local level and are, therefore, in the best position to use transportation planning in tandem with land use, housing, workforce, and economic development policies.

This is where the MPO Planning Council can truly make a difference – by “envisioning” a future state of the region and then expanding its role by becoming ambassadors to the rest of the elected and appointed officials of the North Front Range regarding facts, trends and understandings gained from the “Envision the North Front Range” process.

## Designation as Transportation Management Agency (TMA)

As of October 1, 2002, the North Front Range MPO became a Transportation Management Agency (TMA) by way of the U.S. Census creating one huge “urbanized area” out of Fort Collins, Loveland, Berthoud and parts of Larimer County, putting that urbanized area’s population over the 200,000 mark – an important population threshold for MPOs.

The federal requirements for a TMA-type of MPO are the same as they are for a small MPO, but with some additional responsibilities. The most important change that occurs when a small MPO becomes a “big” MPO – like the Denver Regional Council of Governments (DRCOG) and the Pikes Peak Area Council of Governments (PPACG) – is that the North Front Range MPO is now evaluated in a Certification Review every three years. This MPO will now be judged on its performance as an MPO as per federal regulations by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency.

The North Front Range MPO’s Certification Review will be in July of 2005. The Federal Highway Administration performed a “mock” certification review during the summer of 2004 to help prepare the staff for the following year.

## Congestion Management System (CMS)

The Federal Highway Administration (FHWA) requires a congestion management system for all TMAs. FHWA defines a CMS as:

“...a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.”





The purpose of the CMS is to define congested corridors in the region, develop strategies to mitigate the congestion, and provide a way to monitor the effectiveness of the strategies. FHWA requires that consideration be given to strategies that reduce single occupancy vehicle (SOV) travel and that improve the efficiency of the existing system. All reasonable strategies must be analyzed before a capacity increase is proposed as a mitigation technique.

## North Front Range Transportation Funding

The Colorado Transportation Commission needs \$2.3 billion a year to keep up with the costs of maintenance and congestion. This year they have \$790 million, which is expected to decrease annually. Most of the state's future federal funds have already been mortgaged for TRANS-funded projects. The fuel user fee, or so-called "gas tax," has not been raised in Colorado for over a decade. Since 1957, the gas tax has lost over 800% of its purchasing power. It has been estimated that state legislatures across the country would have to immediately raise the gas tax 11 cents per gallon to re-capture the purchasing power of 1957. The Colorado legislature has shown no inclination to do this.

Therefore, Rural Transportation Authorities, local and municipal improvement districts, and other locally-created revenue generators will be necessary to make needed transportation improvements in the North Front Range, as well as in the rest of the state. This region will have to have incredibly sound transportation data to develop the necessary consensus among cooperating groups with competing needs trying to decide on what to do, how to do it, and who pays what part.

## Outlook

There have been many changes at the North Front Range Metropolitan Planning Organization (MPO) since the last RTP was completed three years ago. In July 2001, the Planning Council hired its first, full time Executive Director, who was given a clear mandate to make the MPO a more independent organization. In July 2002, the MPO was designated a Transportation Management Agency (TMA) by the United States Department of Transportation as a result of the 2000 Census. With that designation came new responsibilities for the MPO along with some limited, new funding from the Federal government.

There are many changes to come at the North Front Range MPO as the move toward independence and progress toward certification as a TMA continue. At the same time, transportation funding from the State has dwindled, yet the needs of local governments for transportation solutions have grown. Challenges and opportunities abound, and the MPO is in a strong position to respond to both.





## I. INTRODUCTION

### A. *Values, Vision, Goals And Strategies*

#### VALUE STATEMENT

**Recognizing the unique character of the region, we will provide an environmentally, socially and economically sensitive multi-modal transportation system, for all users, that protects and enhances the region's quality of life.**

#### Vision

- ▶ Assure that residents have adequate access to the process of transportation and air quality planning and project selection.
- ▶ Foster a transportation system that will effectively address the current and future needs of the region within fiscal constraints.
- ▶ Encourage local governments to work together as a council to develop a balanced approach to providing:
  - System capacity
  - Alternative transportation choices
  - Interconnectivity with other regions
  - Integration of transportation, land use and air quality planning

#### Goals

- ▶ To provide a safe, balanced, multi-modal transportation system that can move people, goods and information quickly and efficiently.
- ▶ To foster regional coordination and transportation system continuity.
- ▶ To connect modal systems.
- ▶ To minimize congestion on the transportation system.
- ▶ To address the needs of the transportation disadvantaged.
- ▶ To ensure adequate maintenance of the transportation system.
- ▶ To minimize negative environmental impacts and improve air quality.



- ▶ To support land use consistent with comprehensive plans.
- ▶ To provide a positive economic impact.
- ▶ To identify funding needs and to explore and support all potential approaches to fulfill those needs.

## Strategies

- ▶ **Land Use/Transportation Connection** - Land use and transportation planning need to be integrated. Counties, cities, and towns in the MPO should have land use policies and patterns that support and are supported by efficient and cost-effective local and regional transportation systems. All local governments should have transportation impact fees or a similar program, and should have adopted an adequate public facilities regulation.
- ▶ **Multi-Modal Options** - Residents should be able to choose from a number of regional and inter-regional transportation options, including passenger rail and air transportation. All modes of transportation should be inter-connected, and travel and transfers should be accomplished without inconvenient delays.
- ▶ **Regionally Significant Corridors** - A network of Regionally Significant Corridors should be established based upon travel demand and connections between major North Front Range and surrounding communities and activity centers. Regional planning and transportation investments should focus on maintaining efficient, multi-modal mobility along these strategic corridors. All corridors should be multi-modal, and mobility should be facilitated through connectivity and movement.
- ▶ **Corridor Visioning** - All corridors, as identified in the Regionally Significant Corridors Report, should have a vision which describes the desired future of transportation within the corridor. Corridors should have performance objectives, indicating progress toward the vision, and strategies which assist in meeting corridor objectives.



## ***B. Project Background***

In 1991, Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA), directing each state to prepare a multi-modal transportation plan, and this directive was continued with the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). For this effort, the Colorado Department of Transportation (CDOT) has divided the state into fifteen transportation planning regions (TPRs), each of which is required to prepare a Regional Transportation Plan (RTP). These RTPs are then used as the basis for the formulation of Colorado's 25-Year Transportation Plan.

The North Front Range (NFR), with a planning area as shown on Figure I-1, is one of the fifteen TPRs. It is surrounded on three sides by the Upper Front Range TPR and is bordered on the south by the Greater Denver Region TPR. The NFR region includes the more populous portions of Larimer and Weld Counties. There are eleven incorporated communities within the TPR, including the cities of Fort Collins, Greeley, Evans, and Loveland and the Towns of Berthoud, Garden City, Johnstown, Milliken, LaSalle, Timnath, and Windsor, and the two counties of Weld and Larimer.

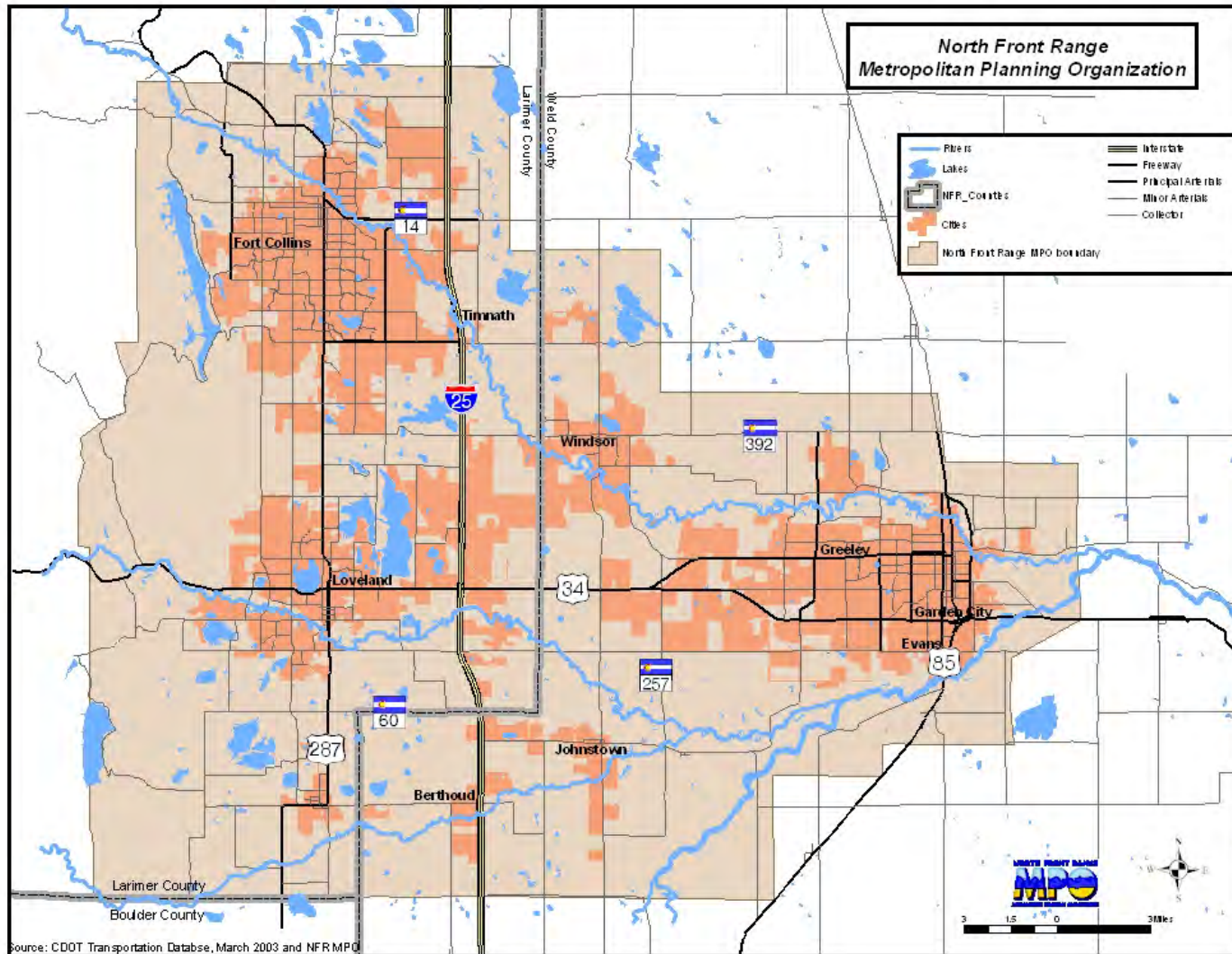
The North Front Range Transportation and Air Quality Planning Council, also known as the North Front Range Metropolitan Planning Organization (NFR MPO), is responsible for long range transportation planning in the region. The NFR MPO completed and adopted the North Front Range 2015 Regional Transportation Plan in 1994. The 2020 Regional Transportation Plan was completed and adopted in 1998, and then in 2001, the 2025 Regional Transportation Plan was completed and adopted. The NFR MPO has undertaken this current effort to update and refine the 2025 RTP, expanding the time horizon to the year 2030. With two air quality maintenance areas, Greeley and Fort Collins, the MPO is required to update its long range plan every three years.

This planning process was conducted under the direction of the MPO Planning Council, which is comprised of a representative from each of the two counties, from each of the eleven communities in the region, from the Colorado Transportation Commission, and from the Colorado Air Quality Control Commission. A Technical Advisory Committee (TAC) made up of representatives from the jurisdictions within the region, CDOT, and the Colorado Air Pollution Control Division assists the Council, as does a Transit Advisory Group (TAG), made up of representatives from transit providers across the region. This Plan was developed by MPO staff, with technical input from the TAC and TAG, which make recommendations to the Council.

A number of changes have occurred in the planning process with the designation of the NFR MPO as a Transportation Management Agency (TMA). This designation came about as the result of the 2000 Census which identified an expanded Fort Collins urbanized area, including most of Loveland and Berthoud, with a population of 206,000. The TMA designation brings with it additional planning responsibilities, including development of a Congestion Management System, preparation for a triennial Certification Review by the Federal Highway Administration and CDOT, and more transit planning responsibilities in cooperation with the urbanized areas. In order to adequately respond to these new responsibilities, the MPO went through a strategic planning process. The results of this process are found in Appendix A.



Figure I-1 North Front Range Planning Area







## C. Planning Process

The long range planning process is guided by the Federal transportation legislation, TEA-21. This document contains seven planning factors that “shall be considered in developing projects and strategies:

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety and security of the transportation system for motorized and non-motorized users;
- (C) increase the accessibility and mobility options available to people and for freight
- (D) protect and enhance the environment, promote energy conservation, and improve quality of life;
- (E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (F) promote efficient system management and operation; and
- (G) emphasize the preservation of the existing transportation system.”

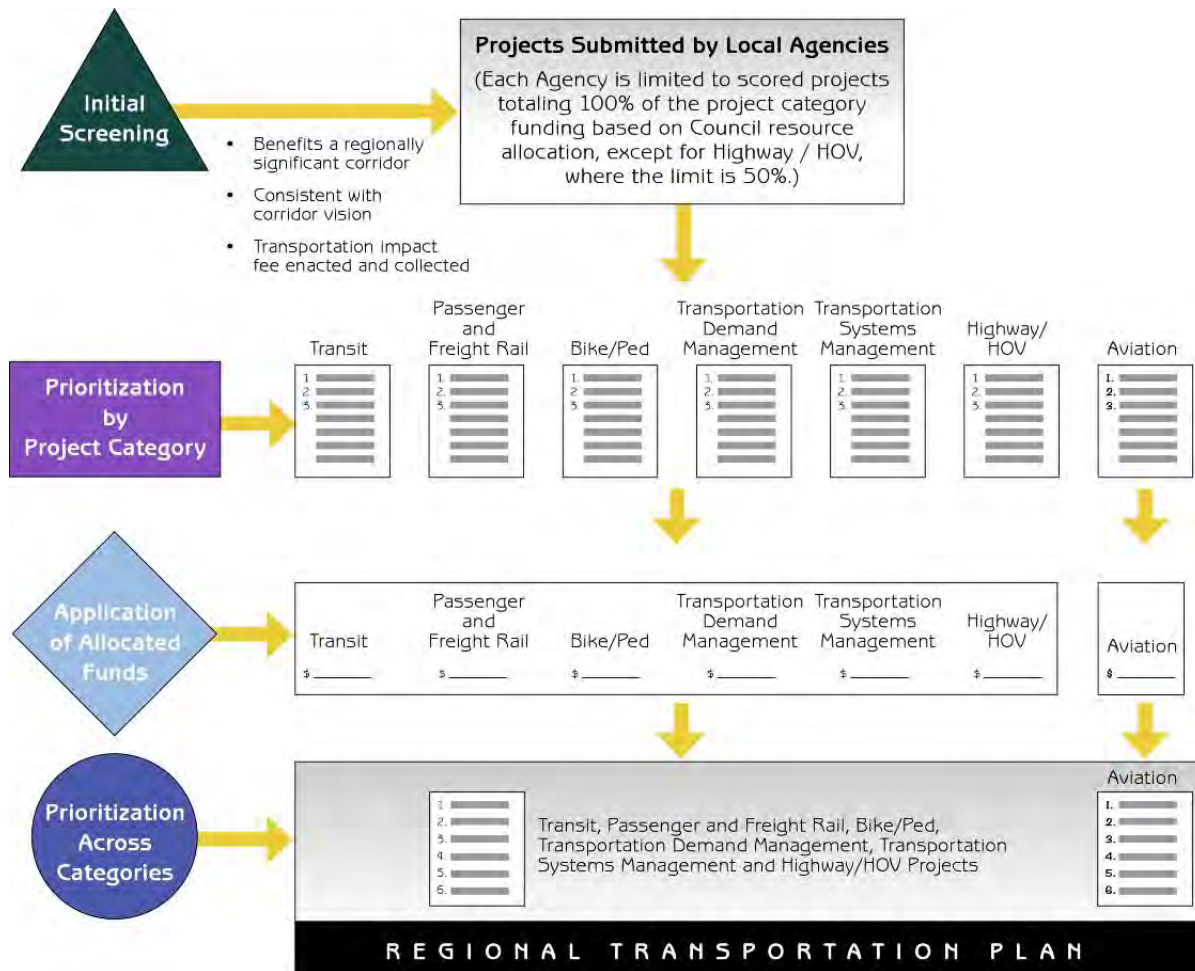
The NFR MPO’s 2030 planning effort includes consideration of these planning factors, along with a review of the goals of the 2025 RTP and a new look at resource allocation, particularly given the State’s decreased funding levels. An updated inventory of existing transportation conditions, a strengthened and revised projection of growth and environmental conditions throughout the region to a 2030 horizon year, and identification of the current and projected travel demand were developed. Changes to the planning process include a refinement of the methodology to prioritize projects and the cross prioritization of projects among categories. The other changes include the establishment of a Congestion Management System Framework and the development of corridor visions, goal/objectives, and strategies in response to new CDOT requirements. All of these work tasks have been done within the context of a fiscally constrained plan as well as a vision plan.

The process, as shown in Figure I-2, involves the melding of two primary elements:

1. Project Prioritization: ranking of projects within each of six project categories, and then cross prioritization among categories by the TAC.
2. Resource Allocation: allocation of available funding to the different project categories by the MPO Planning Council.



Figure I-2 Plan Development Process



The NFR 2030 RTP includes a Vision Plan, a Fiscally Constrained Plan, and a Short Range Fiscally Constrained Plan for Aviation. The Vision Plan is a list of transportation needs within the region as projected over the next 25 years. The Fiscally Constrained Plan contains the high priority projects from the Vision Plan that are likely to be funded within the projected financial resources available to the region over that same time period. The Short Range Fiscally Constrained Plan for Aviation reflects a six year plan for aviation projects.

The projects included in the Financially Constrained Plan will be used by the NFR MPO in developing the six-year Transportation Improvement Program (TIP) for the region. This, in turn, is the project list that must be included in the Statewide Transportation Improvement Program (STIP) developed by the Colorado Department of Transportation.





## D. Other Studies

Subsequent to the adoption of the 2025 Regional Transportation Plan, there have been a number of other transportation planning efforts in the region which have had an influence on the development of the new RTP. Numerous transportation plans have been and are being developed by individual counties, cities and towns within the NFR. All of these plans serve as input for this plan. Several of the more recent and ongoing transportation plans that are regional or inter-jurisdictional in nature are described below.

The North Front Range Transportation Alternatives Feasibility Study (TAFS) was an inter-regional study aimed at developing improvements for transportation between major North Front Range communities and the Denver metropolitan area. Phase I of the TAFS, completed in 1999, examined the purpose and need for transportation improvements and developed and evaluated conceptual alternatives. Phase II, completed in 2000, involved detailed evaluation of the short-list of improvement alternatives developed in Phase I, and culminated in a vision plan. The vision plan included development of a passenger rail system from Denver, along the I-25 corridor, connecting to Fort Collins and Greeley; as well as a set of highway and bus service improvements for the I-25, US 287 and US 85 corridors.

An outgrowth of the TAFS was the Regional Transportation Services and Funding Feasibility Study. It was conducted to address the gap that is projected to exist between available funding and regional transportation needs as identified in the TAFS. The Feasibility Study, completed in March 2001, recommended that formation of a Rural Transportation Authority be pursued.

The I-25 Corridor Plan is a cooperative effort among eight jurisdictions (two counties and six municipalities) to prepare a plan for the 30 mile long Northern Colorado segment of the interstate corridor. Local officials hope that the I-25 Plan will result in quality development through a regional approach to design standards. In addition, the plan reflects a framework for a multi-modal transportation network, and recognition of natural areas and open lands along the corridor.

The Crossroads Sub-area Transportation Study was a cooperative effort involving the City of Loveland, the Town of Windsor, CDOT, Larimer County, the NFR MPO, and the development community. The study developed a transportation improvement plan to support the rapidly developing six square-mile area surrounding the I-25/Crossroads Boulevard (Larimer County Road 26) interchange. Recommendations included improvements to I-25 interchanges, along with development of a parallel arterial roadway network. Potential funding sources were identified.

The US 85 Access Control Plan was developed to look at access along US 85 from I-76 to Weld County Road 80. The purpose of the Plan was to work closely with residents, property owners, local governmental agencies, and highway users to develop a detailed, long-range access control plan. The Plan addressed how each access in the corridor was to be treated, the cost associated with any modifications, and a relative priority of the improvement. This Plan was completed in December 1999.

A more recent study effort was the development of an access control plan and a corridor optimization plan for approximately 26 miles of US 34, from I-25 east to the Town of Kersey.



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



The US 34 Access Control Plan is a document that identifies all future driveways, cross-streets, signal locations, and grade-separated interchanges/overpasses. The US 34 Corridor Optimization Plan identifies the most appropriate means of maximizing the US 34 corridor's ability to serve the movement of people and goods. These plans were completed in early 2003.

The Front Range Commuter Bus Study, completed in October 2003, examined the feasibility of operating commuter bus services to Denver from Fort Collins and Greeley at the north end and from Pueblo at the south end. The goal of the study was to provide a framework for commuter bus service that would operate seamlessly with local transit systems and that would be run through a partnership with all of the communities, CDOT, the Regional Transportation District, and private providers. This service could be a precursor to commuter rail by demonstrating significant demand for this type of transportation option.

The MPO has completed several other region-wide studies in the past year which have a direct bearing on the 2030 RTP. First was a "Forecast of Jobs and Population for the NFR Modeling Area," which forecast data to the year 2030. The information developed in this report is the basis for input to the Land Use Allocation model which then distributes the data geographically. The Allocation model supplies the transportation analysis zone level information to the Travel Demand Model.

The second study, "Regionally Significant Corridors," was undertaken at the direction of the MPO Planning Council, which recognizes that the region needs to maximize use of its limited resources. The study process developed a definition of "regionally significant," established criteria for identifying corridors, and then applied these criteria to the 2025 RTP's transportation categories (highway/HOV, bike/pedestrian, passenger and freight rail, travel demand management, transit and transportation systems management). The result was a list and maps of regionally significant corridors to be included in the 2030 RTP.

The third effort was an update to the MPO's Travel Demand Management (TDM) Plan. This update was needed in light of a shift in MPO staff resources from the TDM program to modeling and data collection. The designation of the MPO as a Transportation Management Agency (TMA), which brings added responsibilities, and the need to reflect policy direction from the MPO's recently developed Strategic Action Plan also required updating the TDM Plan.

In addition, there are two other planning studies that started in the fall of 2003. One of these is the North I-25 Environmental Impact Statement. This work will analyze potential environmental impacts and prepare the environmental decision document required under the National Environmental Policy Act. The study will address roadway widening, roadway upgrades, new roadway alignments, interchange modifications and transit alternatives between the Denver Metropolitan Area and Northern Colorado.

The second effort, a pilot study that will be using the North Front Range as the model, was initiated by the Federal Highway Administration. The Colorado Department of Transportation (CDOT) received a \$250,000 grant from the Federal Highway Administration to determine how to incorporate environmental issues early in a Regional Transportation Plan development. This project will identify, develop, and test tools to achieve environmental goals during the transportation planning process by coordinating land use, transportation, and environmental planning on a regional level. This project will also develop a methodology for cumulative impact analysis.



## E. Summary of Public Participation Process

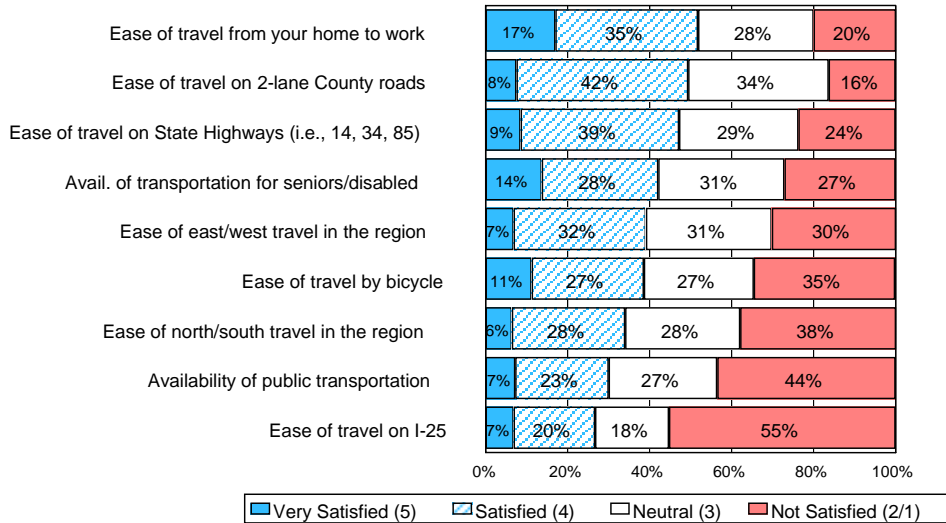
The principal public involvement goal of this RTP was to give people in the North Front Range the opportunity to learn about and to participate in the transportation planning process. This goal was achieved in three phases: 1) public input prior to the “call for projects,” 2) public review and comment on the DRAFT RTP, and 3) public comment during the 30-day public comment period. During all three phases, the NFRMPO Public Involvement Plan processes were followed.

### Phase 1: Gain upfront public input for possible transportation improvement projects to submit for the 2030 RTP.

In November 2002, residents throughout the region were surveyed to learn their opinions and attitudes towards transportation needs in general. Through this statistically valid research of over 1,200 households, information about transportation priorities was identified. Below are two of the questions and their responses which are most relevant to the RTP.

### Satisfaction with Various Components of Region's Transportation System

by percentage of respondents (excluding don't know responses)

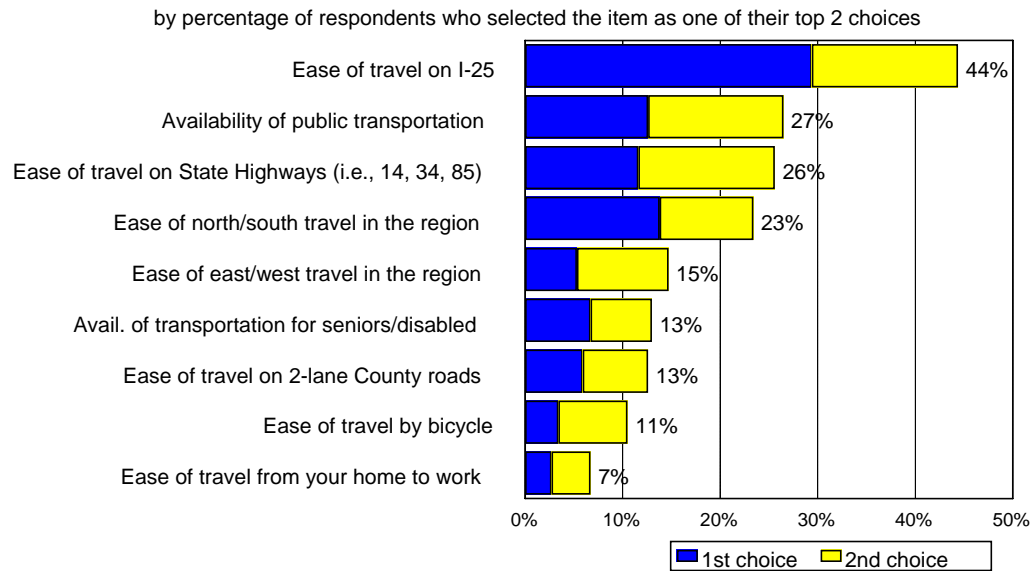


Source: ETC Institute Survey (Nov 2002)

Participants were first asked to rate the transportation system in Larimer and Weld Counties; only 25% gave the system a “good” or “excellent” rating. Next, all participants were asked their level of satisfaction with the components within the transportation system (see chart above). More than 50% of the responses fell into the “neutral” or “not satisfied” categories for each of the components.



## Areas of Transportation That Residents Think Are Most Important to Emphasize in the Region Over the Next 5-10 Years



Source: ETC Institute Survey (Nov 2002)

The importance that residents placed on different transportation issues did not vary significantly by community. The issues that residents thought should be emphasized most over the next 5-10 years based on the sum of the top two choices given by respondents are:

- ▶ Ease of travel by car on Interstate 25 (44%)
- ▶ Availability of public transportation (27%)
- ▶ Ease of travel by car on State Highways, such as Highways 14, 34, & 85 (26%)
- ▶ Ease of north/south travel in the region (23%)

Upon completion of the transportation system inventory, public input was again garnered through a series of workshops held around the region. The workshops covered the 2030 RTP process, an understanding of funding and its sources, and a review of the existing transportation system. After a short presentation, attendees were asked to work in small groups to create a list of project ideas. Additionally, attendees were asked to respond to the Draft Key Strategies, which would later be formalized into the Visions, Goals and Strategies for the 2030 RTP.



Workshop attendance was promoted through invitations mailed to a wide variety of citizen advisory boards such as transportation, youth, seniors, and affordable housing. Press releases were sent to newspapers around the region. Additional outreach included poster sessions at senior centers and a 30-minute interview with KFKA Radio.

### **Phase 2: Receive feedback and reaction to the DRAFT 2030 RTP**

Phase 2 of the public involvement process involved over 30 outreach activities. First, presentations were made to all city councils and county commissions. Next, poster displays were placed in libraries and/or community centers within the 13 NFRMPO communities. Citizen advisory groups and community groups were solicited for input. Open house forums were held at malls and community activity centers, such as the Jesus Rodarte Center.

Some additional outreach techniques were to create a special section within the NFRMPO website, which gives the public a complete overview of the RTP process. This includes a power point presentation with audio. Many of the materials were also posted in Spanish on the website. One additional outreach effort to help fully engage the Hispanic community was to hold a focus group with this audience.

During this phase of public involvement, citizens had an opportunity to review the draft plan, including resource allocation and the proposed projects for the 2030 RTP.

The public comments can be categorized into three areas:

- a) Questions and comments about the NFRMPO as well as the process for developing the RTP and the statewide plan.
- b) The public supported projects in the plan that would enhance mobility to the Denver area. Similar to the results of previous surveys, there was a lot of mention about the need for passenger rail between the NFR and Denver. Additionally, comments were made about the need for transit services within the region. On the other hand for every person that supported transit (bus and rail), there was a comment supporting widening of I-25 and other major thoroughfares around the NFR.
- c) The third area of comment was directed more to the local governments. These were typically questions about specific needs within the communities.

### **Phase 3: 30-day Public Comment Period**

During the final 30-day Public Comment period two public open houses were held. These were done in conjunction with the Upper Front Range and CDOT in order to show the coordination between the three groups. To generate interest and attendance the NFR partnered with the Northern Colorado Business Report. This partnership included a story giving a thorough overview of the RTP and its process, as well as distributing 10,000 invitations to the open houses. Additional invitations were sent directly to residents that had previously shown interest in transportation. Public comments are included in Appendix B.





## II. EXISTING TRANSPORTATION SYSTEM

Inventoried the existing transportation systems within the region is an integral step in the planning process, as it is used to identify areas in need of improvement over the twenty-five year planning period. A variety of documents and plans were researched to develop an accurate, up-to-date database of existing transportation facilities and services. CDOT currently maintains a Geographic Information System (GIS) Transportation Planning Data Set, and the MPO is in the process of developing a regional data base. Together, these two sources serve as the basis for much of the information presented in this section, along with data included in the land use allocation and the travel demand models.

### A. Regionally Significant Corridors

In the 2025 RTP, the NFR Council identified a network of regionally significant corridors that provided important links between major communities and destinations within or outside of the NFR. Since that time, the regional corridor network has received additional attention in light of the Planning Council's direction to focus MPO resources on this corridor concept.

A technical committee was formed to assist MPO staff with the development of a Regionally Significant Corridors Report. This report defined 'regionally significant' (RS) corridors as transportation corridors that connect communities by facilitating the timely and safe movement of people, goods, information and services. This definition was developed in response to considerations of connection, facilitation, and movement.

Some key points from the report:

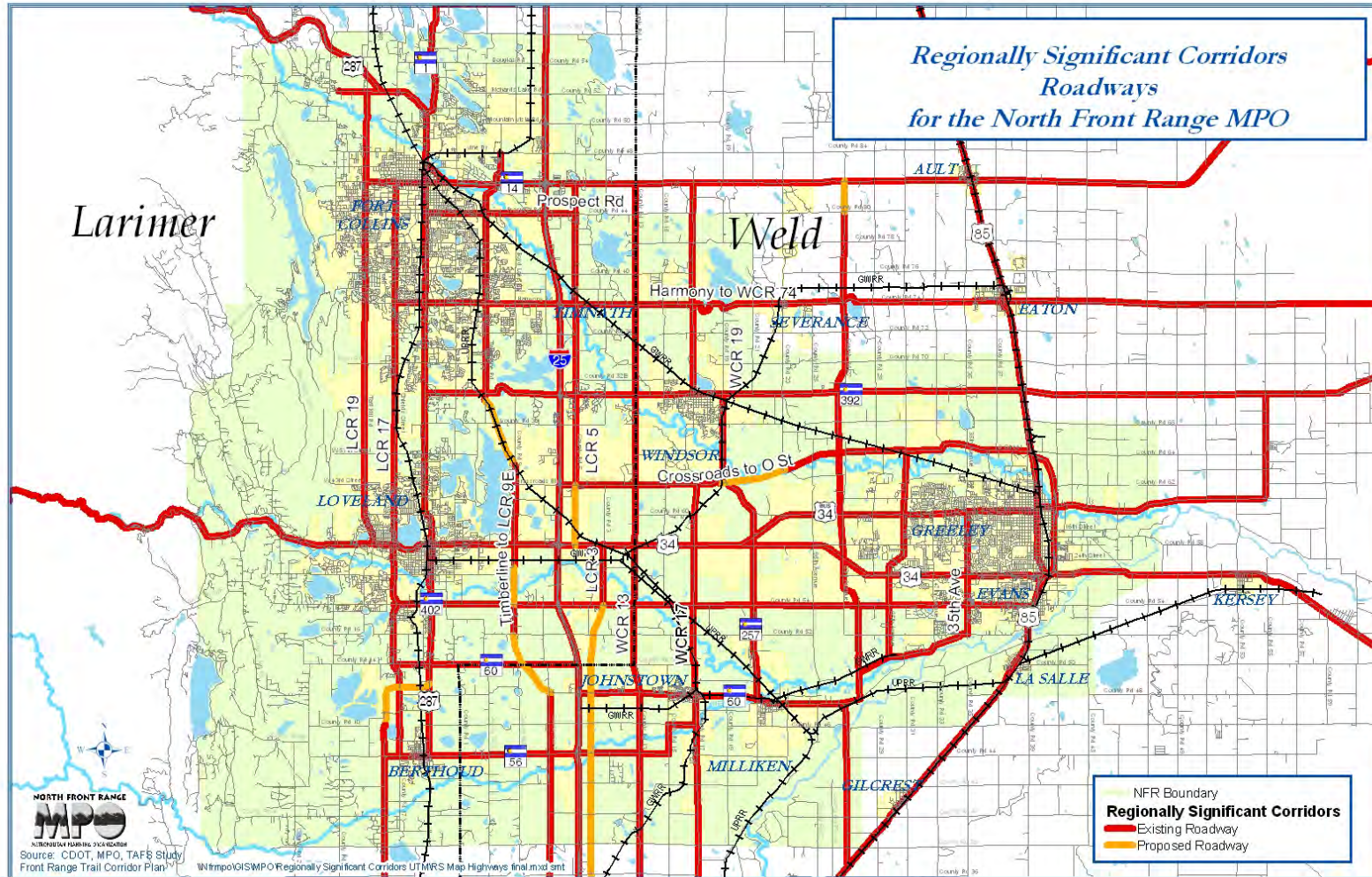
- ▶ The identified corridors are based on a 25 year horizon.
- ▶ All corridors are multi-modal.
- ▶ Transit corridors are based on regionally significant routes, not regionally significant roadways.
- ▶ Transportation Demand Management and Transportation Systems Management projects must show a benefit to a regionally significant corridor.

Criteria used to distinguish RS corridors included high levels of current and projected travel demand between residential areas and activity centers in the region. The types of corridors identified are roadway, bicycle/pedestrian, freight rail, and passenger rail. The NFR MPO has adopted the routes shown on Figure II-1 and Figure II-2, as RS Corridors. Included in this network are nearly all segments of the 12 State or U.S. Highways in the region, along with a number of existing and future county or city arterial roads, bicycle and pedestrian trails, and railroad alignments that were judged to meet the conditions of regional significance. The bicycle/pedestrian trails that act as commuter routes through the communities (shown in purple on Figure II-2) are included in the Regionally Significant corridors; however, the bicycle/pedestrian routes that function as recreational trails between the communities (shown in blue of Figure II-3) are not RS corridors.





Figure II-1 Regionally Significant Corridors - Roadways





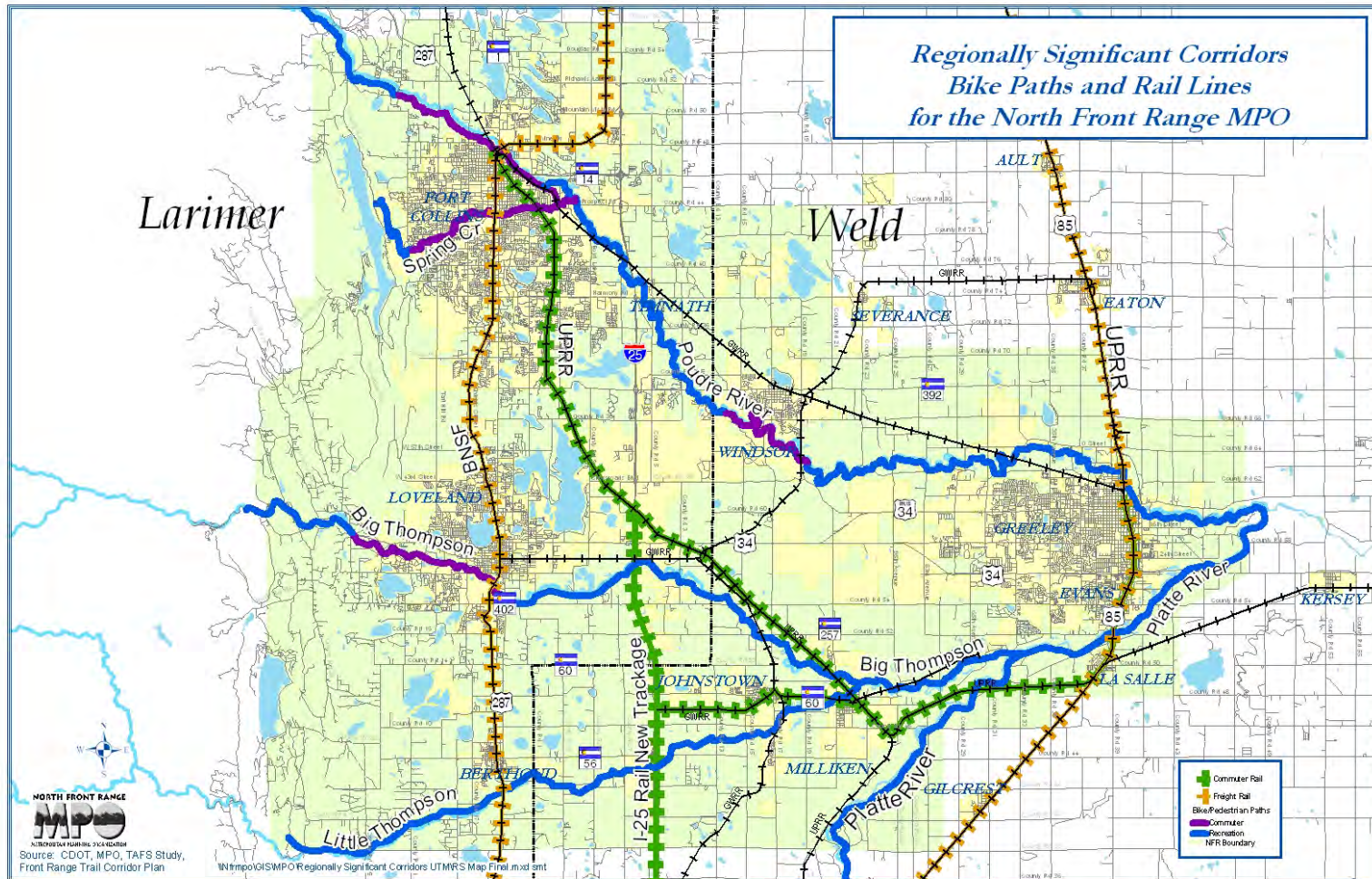


# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Figure II-2 Regionally Significant Corridors – Bike Paths and Rail Lines





The RS corridors form the foundation for the Congestion Management System and for the Corridor Visioning process, as described in Sections VII and V-A, respectively. These corridors also play a key role in shaping the project eligibility and project scoring process. For projects to be eligible for the 2030 RTP, they must provide mobility, safety, or system quality benefits for an RS corridor. Furthermore, projects with strong regional benefits received a higher score than those with lesser or more localized benefits.

### **B. Roadway System**

The roadway system is currently the principal transportation component within the North Front Range TPR. Not only does it provide a network for vehicular traffic, such as cars and trucks, but it also provides infrastructure for bicycle use and transit service.

#### **Functional Classification**

The roadway network is comprised of a hierarchy of roadways defined by their functional classification and how they serve the mobility and access needs of the users. As mobility increases on a roadway, access decreases; and conversely, as access increases, mobility decreases.

The functional classification described below is based on the North Front Range travel demand model. The functional classification of each roadway reflects its role in the system of streets and highways. Functional classification has specific implications with regard to the administration of federal aid highway programs. Transportation planning agencies use functional class as a means to identify corridor preservation, access management, and roadway design requirements.

- ▶ **Freeway:** A divided, limited access facility with no direct land access and no at-grade crossings or intersections. Freeways are intended to provide the highest degree of mobility, serving higher traffic volumes and longer-length trips. Freeways can have four, six, or possibly more travel lanes. All Interstate facilities are freeways. The only facility in the North Front Range region that is designated as a freeway is I-25.
- ▶ **Freeway Ramp:** Provide connections between freeways and other roadway facilities. Freeway to freeway movements are also handled using freeway ramps and possibly a collector/distributor system.
- ▶ **Expressway:** These facilities permit traffic flow through urban areas and between major activity centers. They are similar to freeways but can include some at-grade intersections at cross streets. Access may be either full or partial control with small amounts of direct land access. Expressways are intended to provide higher levels of mobility rather than local property access. They typically have between four and six travel lanes. State and U.S. Highways are often designated as expressways. Currently, portions of U.S. 34, Highway 14 (Mulberry), Harmony Road, and U.S. 85 are classified as expressways. Expressways have a tendency to evolve into either the higher type freeway classification or the lower type arterial classification over time.



- ▶ **Expressway Ramp:** Provide connections between expressways and other roadway facilities. Generally, expressways only have ramps where access management techniques have been employed and/or grade separations occur.
- ▶ **Major Arterial:** Major arterials allow for traffic flow through urban areas and between major destinations. They are of great importance in the transportation system since they connect major traffic generators, such as central business districts and universities, to other major activity centers. Containing up to six travel lanes, major arterials carry a high proportion of the total urban travel on a minimum of roadway mileage. In urban areas, a grid pattern of major arterials is often recommended with one-mile spacing. Major arterials typically receive priority in traffic signal systems, have turn lanes at intersections, medians or center turn lanes, and sometimes contain grade separations and other higher-type design features. State and U.S. highways are often designated as major arterials unless they contain access management and grade separated features, in which case they may be expressways or freeways.
- ▶ **Frontage Road:** Frontage roads serve several different functions, depending on their location and adjacent land use. They run parallel to, and in close proximity to, a higher classification facility and can be used in conjunction with both freeways and arterial streets. With freeways, the primary function of frontage roads is to distribute and collect traffic between local streets and freeway interchanges. They often provide access to local land uses along freeways. When accompanying arterials, they can be used to control access to the arterial, to function as a street facility serving adjoining property, and to maintain circulation of traffic on each side of the arterial. Frontage roads can be constructed in one-way and two-way configurations. Frontage road systems can have one or two travel lanes in each direction.
- ▶ **Minor Arterial:** Minor arterials collect and distribute traffic from major arterials, freeways, and expressways to streets of lower classification and, in some cases, allow traffic to directly access destinations. They serve secondary traffic generators such as community business centers, neighborhood shopping centers, multi-family residential areas, and traffic between neighborhoods. Access to local activities is generally permitted, but should be consolidated, shared, or limited to larger-scale users. Minor arterial street spacing is often recommended to be at 1/2-mile intervals.
- ▶ **Collector Street:** Collectors provide for local property access and traffic circulation within and between residential neighborhoods and commercial and industrial areas. They distribute traffic movements from these areas to the arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances. In areas where arterial streets are adequately spaced, collector streets should penetrate but not necessarily completely traverse through residential areas. Individual access from residential lots should be discouraged, particularly where bicycle lanes or routes are provided. The cross section of a collector street may vary widely depending on the scale and density of adjacent land uses and the desired character of the local area. Left turn lanes should be considered on collector streets adjacent to non-residential development. Collector streets should be limited to two lanes, but sometimes have a four lane section.
- ▶ **Local Roadway:** The primary function of local roads is to provide access to adjacent land uses, in both urban and rural areas.





Table II-1 summarizes the classification and the associated lane miles of roads within the North Front Range, and Table II-2 summarizes the same information for Regionally Significant Corridors.

**Table II-1 Lane Miles by Functional Classification in the North Front Range Region**

Functional Class	NFR Lane Miles
Freeway	108
Expressway	131
Major Arterial	558
Minor Arterial	490
Collector	1,123
Ramps	12
Frontage Road	73
<b>Total</b>	<b>2,495</b>

Source: North Front Range 2000 Base Year Regional Travel Model, MPO boundary

**Table II-2 Lane Miles by Functional Classification for Regionally Significant Corridors**

Functional Class	RSC Lane Miles
Freeway	108
Expressway	131
Major Arterial	408
Minor Arterial	226
Collector	153
Ramps	0
Frontage Road	0
<b>Total</b>	<b>1,026</b>

Source: North Front Range 2000 Base Year Regional Travel Model, MPO boundary

### Existing Daily Traffic Volumes

Figure II-3 presents the existing (2000) daily traffic volumes on major roadways in the North Front Range.

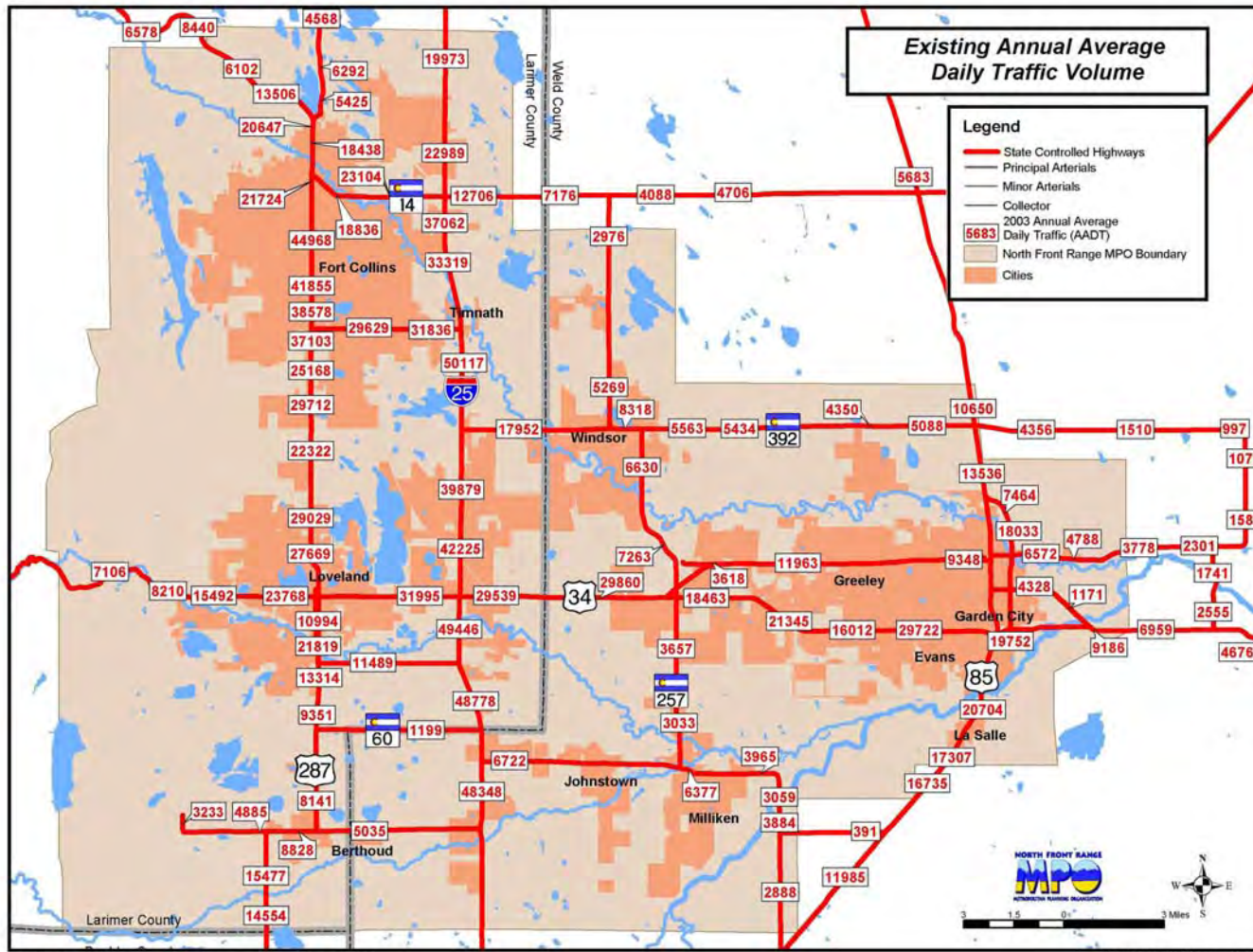


# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Figure II-3 2000 Average Daily Traffic Volumes in the North Front Range







## Roadway Surface Condition

CDOT monitors roadway conditions on the State Highway system on a yearly basis. Roadways are given a rank based on the roughness and rutting of the roadway, as well as the amount of cracking and patching. A “good” surface condition corresponds to a remaining service life greater than 11 years, a “fair” surface condition corresponds to a remaining service life between 6 and 11 years, and a “poor” surface condition corresponds to a remaining service life less than six years. Roadway conditions are illustrated in Figure II-4.

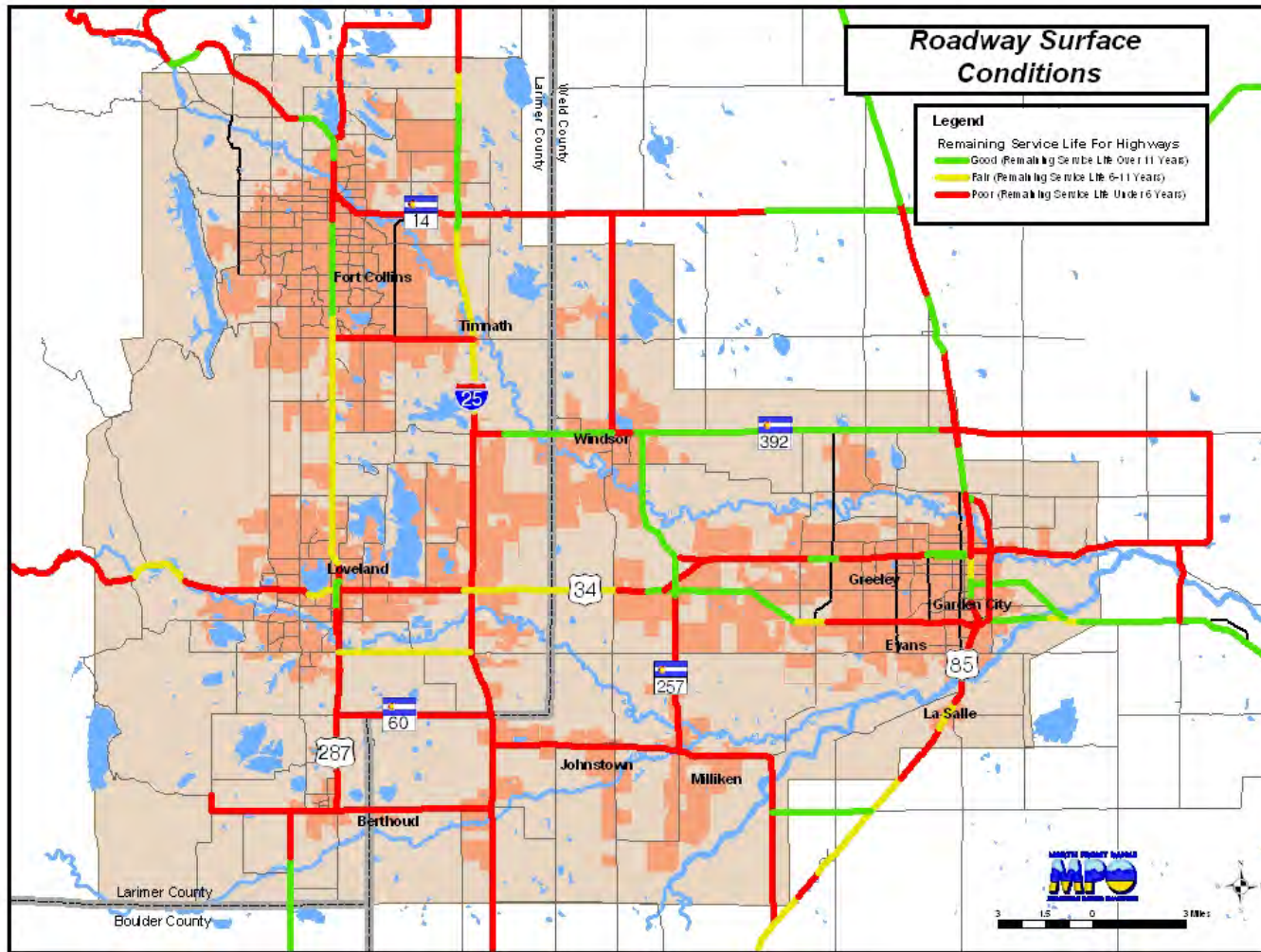
Table II-3 shows a comparison between the conditions of the State Highways in the North Front Range and those in the entire state. Overall, the North Front Range TPR has a larger percentage of roadways, approximately 62 percent, with poor classification, as compared to the statewide average of 45 percent. Since the last Regional Transportation Plan, the poor category percentage has increased for both the State and the Region, by 10 percent and 17 percent, respectively.

**Table II-3 Roadway Surface Conditions of State Highways**

	Surface Condition		
	Good	Fair	Poor
North Front Range	23%	15%	62%
Statewide Total	34%	21%	45%
Source: CDOT's 2030 Transportation Planning Data Set			



Figure II-4 Roadway Surface Conditions



SOURCE: CDOT Transportation Database, March 2003 and NFR MPO

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## Special Roadway Corridors

The following section describes roadway corridors which have special designations, serve a special purpose, or can be characterized by the nature of their use.

### National Highway System

The National Highway System (NHS) includes the interstate highway system as well as a portion of the urban and rural major arterial system. There are approximately 100 miles within the North Front Range MPO on the National Highway System, as shown on Figure II-5.

### Scenic and Historic

The State of Colorado has identified over 2,000 miles of roadway as Scenic Byways. The Cache La Poudre - North Park (SH 14 and US 287) is the only Scenic Byway in the North Front Range. Only a few miles of this byway are within the northern part of the North Front Range.

### Hazardous and Nuclear Materials

The transportation of hazardous and nuclear materials is limited to designated roadways. Figure II-6 illustrates the roadways in the North Front Range which are designated by the State of Colorado for transport of hazardous and nuclear materials. As shown, nuclear materials are restricted to I-25. Hazardous materials can be transported on US 85, on SH 14, and on US 34 east of I-25.



Figure II-5 National Highway System

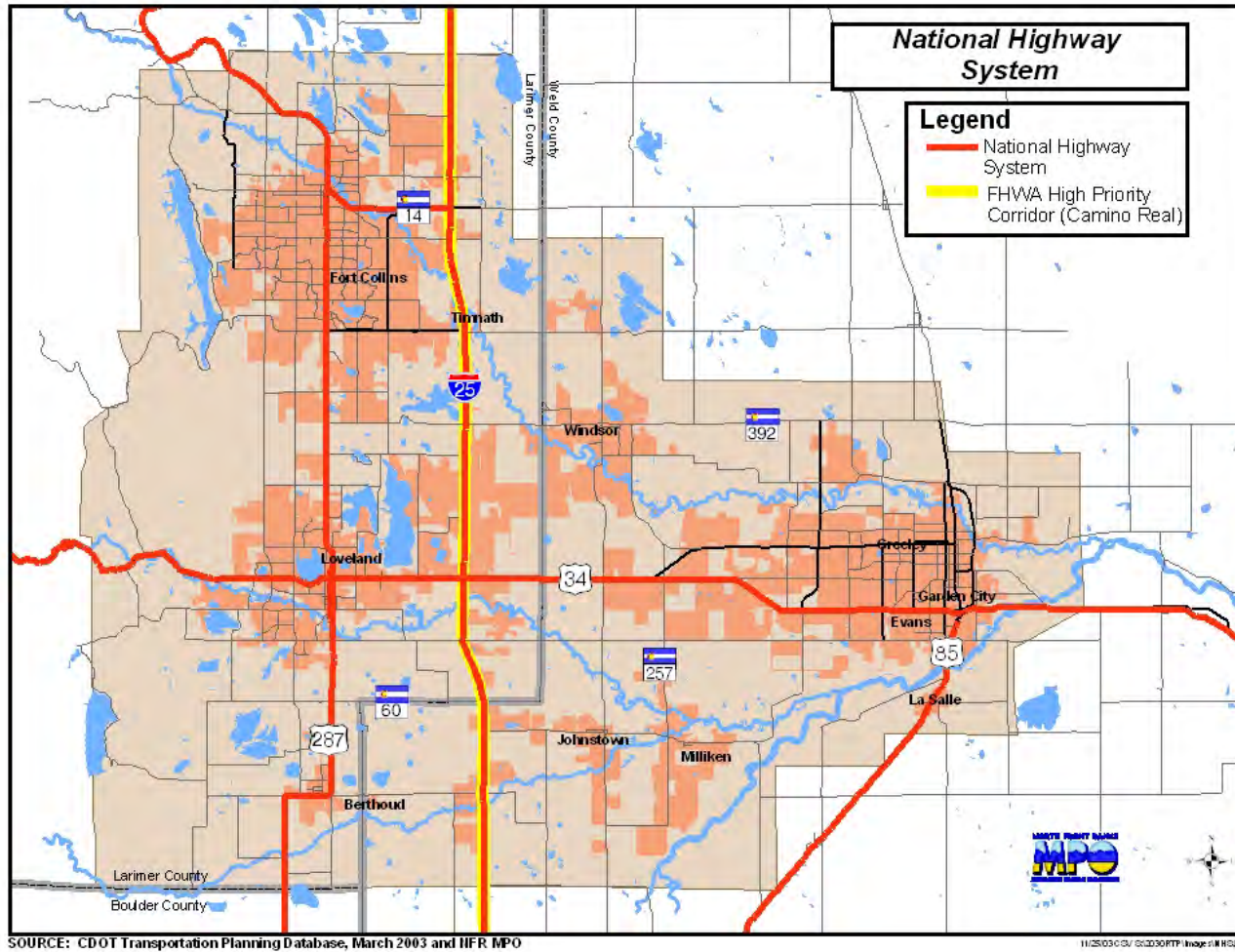
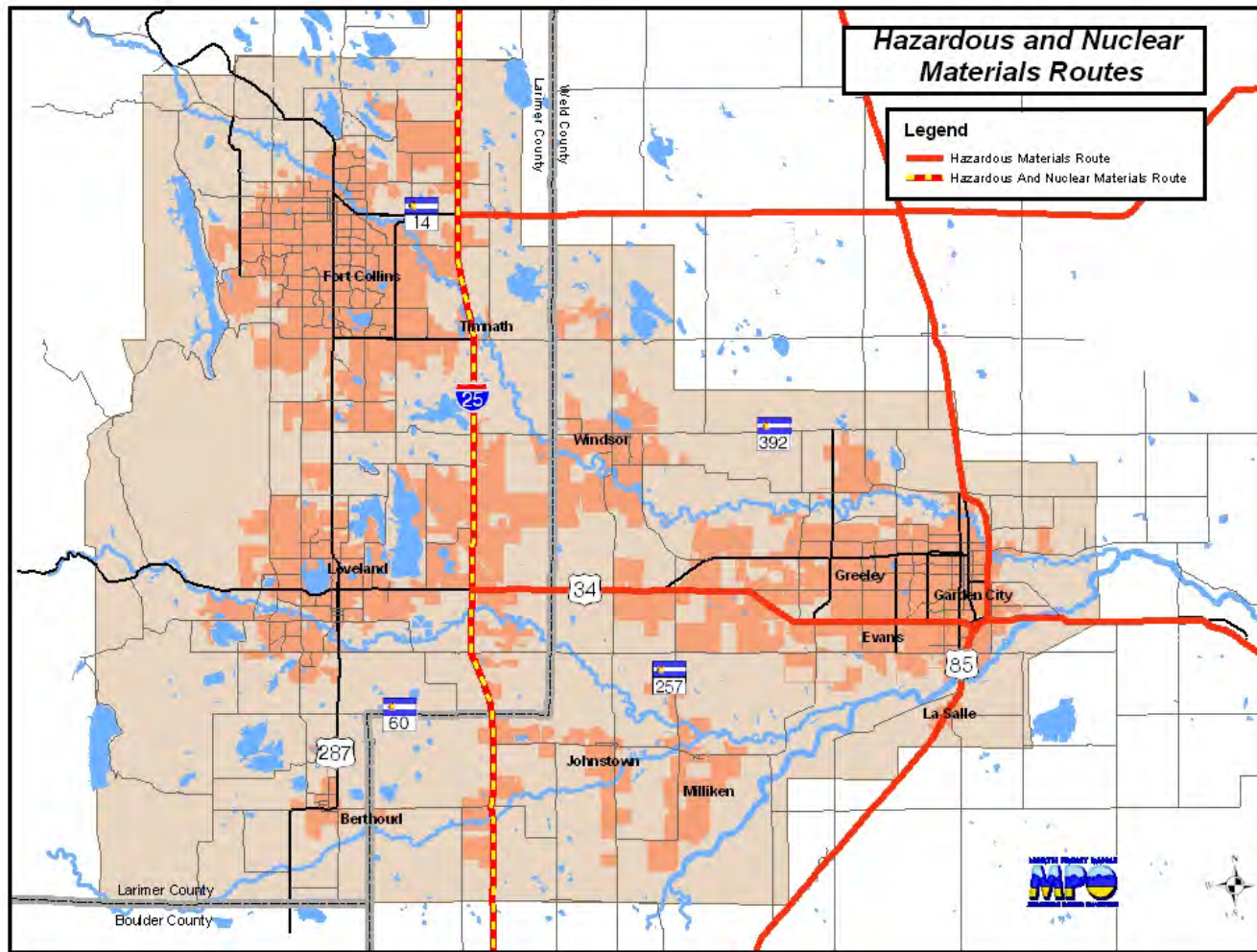






Figure II-6 Hazardous and Nuclear Materials Routes



SOURCE: CDOT Transportation Database, March 2003 and NFR MPO





## Bridge Conditions

Bridges comprise an important element of the roadway network, as inadequate bridges can cause various capacity and safety problems on roadways. CDOT regularly inspects and evaluates all bridges on the State Highway system and gives them a sufficiency rating so that structurally deficient and functionally obsolete bridges are identified. The definitions used by the Federal Highway Administration for these categories are as follows:

- ▶ **Structurally Deficient:** Those bridges which are in advanced stages of deterioration, or are in marginal condition, but still function at a minimum level. Also included in this category are bridges which do not have desired load carrying capacities.
- ▶ **Functionally Obsolete:** Those bridges which have acceptable load carrying capacity, but impose unacceptable physical restrictions (narrow width, restricted vertical clearance, limited sight distances, speed reducing curves, or insufficient waterway adequacy).

There are 174 bridges on the State Highway system in the North Front Range. Of these, 49 have documented deficiencies, 31 of which are located in Larimer County and 18 in Weld County. Table II-4 presents the bridges in the NFR with documented deficiencies and Figure II-7 depicts the bridge locations.

**Table II-4 Bridges with Deficiencies**

Highway	Bridge Structure No.	Location	Bridge Condition
<b>Larimer County</b>			
SH 1	B-16-AL	Larimer County Canal	Structurally Deficient
SH 14	B-16-EX	I-25 ML	Structurally Deficient
I-25	C-17-G	Draw	Structurally Deficient
SH 68	B-16-EJ	Fossil Creek Res. Inlet	Structurally Deficient
US 287	C-16-D	Dry Creek	Structurally Deficient
SH 14	B-16-ap (minor)	Lake Canal	Functionally Obsolete
SH 14	B-16-EW	I-25 ML	Functionally Obsolete
I-25	B-16-FJ	Windsor Res, Canal	Functionally Obsolete
I-25	B-17-BC	Great Western RR	Functionally Obsolete
I-25	C-17-EE	LCR 16	Functionally Obsolete
I-25	C-17-EI	LCR 16	Functionally Obsolete
I-25	C-17-EL	Draw	Functionally Obsolete
I-25	C-17-ES	LCR 26 Crossroads Blvd.	Functionally Obsolete
I-25	C-17-ET	LCR 26 Crossroads Blvd.	Functionally Obsolete
I-25	C-17-j (minor)	LCR	Functionally Obsolete
US 34	C-16-AA	Big Thompson River	Functionally Obsolete
US 34	C-16-AG	Home Supply Ditch	Functionally Obsolete
US 34	C-16-AH	Handy Ditch	Functionally Obsolete
US 34	C-16-AI	Draw	Functionally Obsolete
US 34	C-16-k (minor)	Buckingham Ditch	Functionally Obsolete
US 34	C-16-R	Louden Ditch	Functionally Obsolete
US 34	C-16-Z	Big Thompson River	Functionally Obsolete

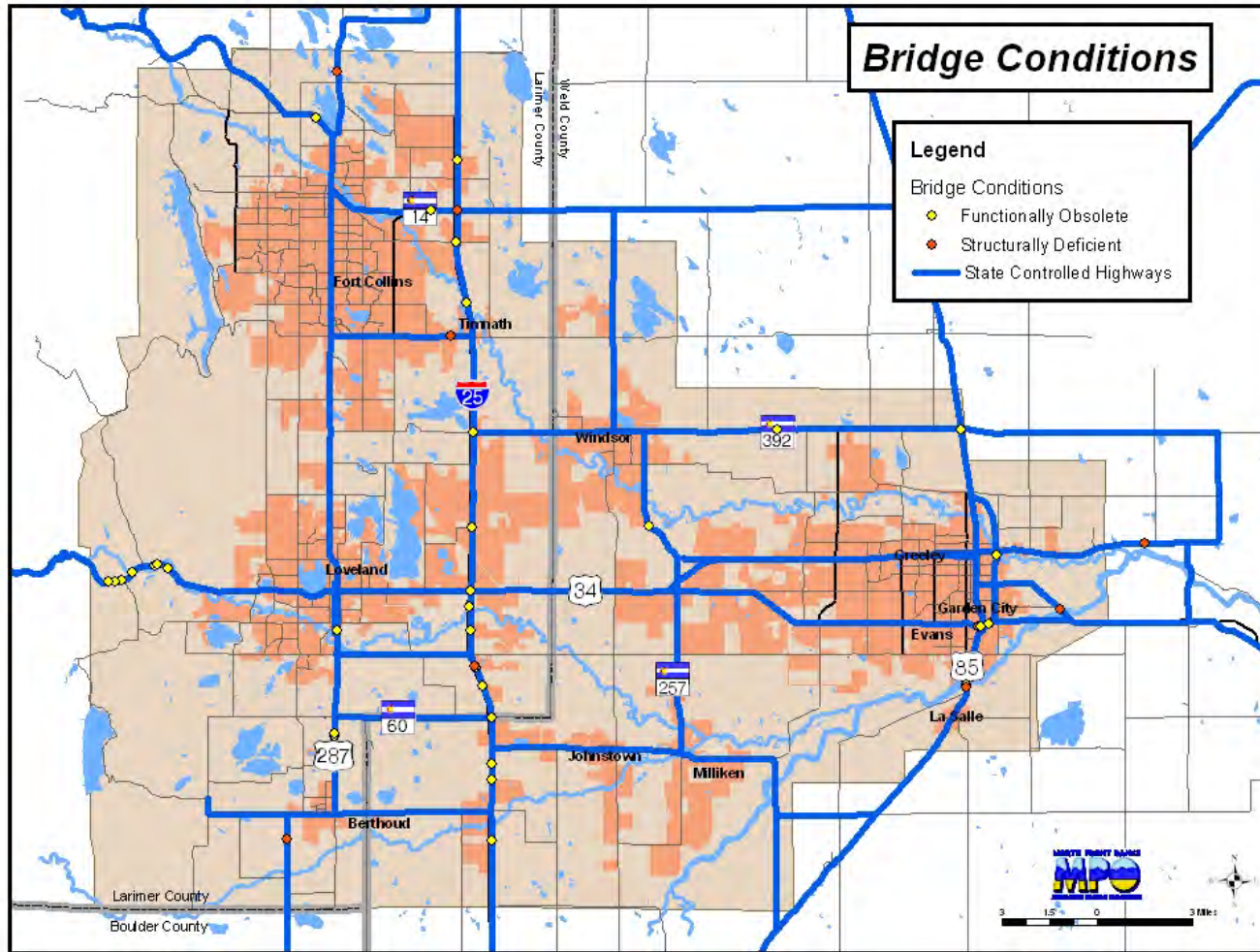


**Table II-4 Bridges with Deficiencies(Continued)**

Highway	Bridge Structure No.	Location	Bridge Condition
US 34	C-17-EG	I- 25 ML	Functionally Obsolete
US 34	C-17-EH	I- 25 ML	Functionally Obsolete
US 287	B-16-AE	Draw	Functionally Obsolete
US 287	C-16-e (minor)	Handy Ditch	Functionally Obsolete
US 287	C-16-i (minor)	Farmers Ditch	Functionally Obsolete
US 287	C-16-S	Home Supply Ditch	Functionally Obsolete
SH 392	C-17-ER	I-25 ML	Functionally Obsolete
I-25	B-16-AM	I-25 ML	Functionally Obsolete
I-25	C-17-EK	I-25 ML	Functionally Obsolete
<b>Weld County</b>			
US 34	C-18-J	South Platte River	Structurally Deficient
US 85	C-18-N	Latham Canal	Structurally Deficient
US 34	C-18-AV	Ramp To US 85 Southbound	Structurally Deficient
I-25	C-17-AS	WCR 42	Functionally Obsolete
I-25	C-17-AT	WCR 42	Functionally Obsolete
I-25	C-17-BR	SH 60	Functionally Obsolete
I-25	C-17-CB	Great Western RR	Functionally Obsolete
I-25	C-17-CE	Great Western RR	Functionally Obsolete
I-25	C-17-DH	WCR 46	Functionally Obsolete
I-25	C-17-DY	WCR 46	Functionally Obsolete
US 85	C-18-AG	South Platte River	Functionally Obsolete
US 85	C-18-BN	Cache La Poudre River	Functionally Obsolete
US 85	C-18-CA	Greeley Canal No.2	Functionally Obsolete
US 85	C-18-K	South Platte River	Functionally Obsolete
SH 257	C-17-CZ	Draw	Functionally Obsolete
SH 392	C-17-CS	Greeley Canal No.2	Functionally Obsolete
US 34	C-18-BB	US 85 Business Route	Functionally Obsolete
US 34	C-18-BH	Union Pacific RR	Functionally Obsolete
Source: CDOT database, March 2003			



Figure II-7 Bridges with Deficiencies





## Accident History

The Colorado Department of Transportation provides accident information on the State Highway system. The accidents are divided into three categories: Property Damage Only (PDO), Injury, and Fatality. Table II-5 shows the number of accidents in the North Front Range by the three categories.

**Table II-5 Accidents on State Highways in the North Front Range**

Year	PDO	Injury	Fatality	Total
1999	1,769	831	14	<b>2,614</b>
2000	1,711	834	14	<b>2,559</b>
2001	2,177	979	16	<b>3,172</b>
<b>3 Year Average</b>	<b>1,886</b>	<b>881</b>	<b>15</b>	<b>2,782</b>

Source: CDOT database, March 2003

The information in Table II-6 and Table II-7 shows the accident rates and total number of accidents on the State Highway system by segment and corridor. This information is derived from the Accidents and Rates on State Highways reports produced by the Colorado Department of Transportation, Transportation Safety and Traffic Engineering Branch for 1999, 2000, 2001.

The accident rates are determined using a formula that incorporates the number of accidents, the annual traffic volume, the length of the segment, and a weight multiplier. The number of accidents is multiplied by the weight factor (which emphasizes fatal accidents) and divided by the annual traffic volume and segment length.

The results are such that, given equal traffic volumes, five accidents on a ten mile roadway segment would result in a higher accident rate than five accidents on a fifty mile segment. Similarly, given equal segment lengths, five accidents on a road that only carries vehicles annually would have a higher rate than one with ten million vehicles in a year.

The segments in Tables II-6 and II-7 correspond to the corridors that are identified in the Corridor Visioning section of this report. Table II-6 shows injury, fatality and total accident rates in the North Front Range. By way of comparison, the statewide average accident rate for urban State Highways is 2.21. Table II-7 shows the actual number of accidents by corridor segments.

Figure II-8 and Figure II-9 illustrate the geographic distribution of total accidents by Property Damage Only, Injury, and Fatality.





**Table II-6 Accident Rates on State Highway Segments in the North Front Range**

Corridor	SH#	Injury Accident Rates			Fatal Accident Rates			Total Accident Rates		
		1999	2000	2001	1999	2000	2001	1999	2000	2001
1	287C	1.29	1.38	1.38	1.43	1.43	0.93	4.46	4.63	4.88
	287Z	1.05	1.97	1.45	0.00	0.00	0.00	4.19	4.45	3.81
2	001A	0.51	0.00	0.51	0.00	0.00	0.00	2.56	1.03	2.03
3	025A	0.28	0.25	0.41	2.05	0.68	2.08	1.01	0.80	1.28
4	025A	0.32	0.30	0.20	0.00	1.98	3.13	0.95	0.77	0.77
5	257A	0.48	0.59	0.34	3.21	3.11	0.00	1.64	1.87	1.56
7	034D	1.49	2.79	1.80	0.00	0.00	0.00	3.54	5.95	4.49
	085C	0.79	0.62	0.78	0.00	2.19	0.00	2.06	1.64	2.07
	085G	2.29	0.40	2.03	13.49	0.00	0.00	7.29	4.23	5.46
	085H	1.30	0.64	1.29	0.00	0.00	0.00	1.94	2.07	3.88
	256A	0.00	2.17	4.45	0.00	0.00	222.44	0.00	2.17	8.90
8	014C	1.11	0.78	1.42	2.57	0.00	0.00	3.01	2.31	4.53
9	014C	0.43	0.57	0.34	0.00	0.00	0.00	0.71	0.99	0.75
	392B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.26	0.63
11	068A	0.84	0.59	1.05	0.00	0.00	0.00	2.91	2.92	3.94
	392A	0.27	0.31	0.43	0.00	0.00	0.00	1.37	0.99	1.98
	392B	0.55	0.61	0.72	0.00	0.00	0.00	1.26	1.38	2.10
12	034A	0.76	0.53	0.81	0.00	0.00	0.00	2.13	1.29	2.87
13	034A	0.57	0.64	0.68	0.51	1.53	2.58	1.62	1.65	1.83
	034D	0.88	1.02	0.88	0.00	0.00	0.00	2.14	2.31	2.56
	034Z	2.09	1.14	0.77	0.00	0.00	0.00	5.32	4.54	6.55
	263A	0.46	0.00	0.00	0.00	0.00	0.00	2.01	0.00	0.00
	402A	0.94	0.72	0.71	0.00	1.08	1.89	2.01	1.87	2.07
14	034A	0.16	0.00	0.00	0.00	0.00	0.00	0.66	0.00	0.00
15	056A	0.25	0.00	0.00	0.00	0.00	0.00	3.26	0.00	0.00
	056B	0.75	0.00	0.00	0.00	0.00	0.00	1.87	0.00	0.00
	060A	1.27	0.00	0.00	0.00	0.00	0.00	5.08	0.00	0.00
	060B	0.34	0.00	0.00	0.00	0.00	0.00	1.45	0.00	0.00
	287C	1.04	0.58	0.52	0.00	0.00	0.00	2.96	1.89	2.11

Notes:

- Due to the structure of the database, the north-south section of SH 60 in Corridor 6 (the only State Highway in Corridor 6) is included in the accident rate data for Corridor 15.
- There are no State Highways in Corridor 10.





**Table II-7 Total Accidents on State Highway Segments in the North Front Range**

Corridor	SH#	Injury Accident			Fatal Accident			Total Accident		
		1999	2000	2001	1999	2000	2001	1999	2000	2001
1	287C	270	289	297	3	3	2	935	972	1051
	287Z	8	15	11	0	0	0	32	34	29
2	001A	2	0	2	0	0	0	10	4	8
3	025A	124	110	177	9	3	9	445	350	552
4	025A	16	15	13	0	1	2	48	39	49
5	257A	15	19	11	1	1	0	51	60	51
7	034D	8	15	10	0	0	0	19	32	25
	085C	71	57	71	0	2	0	184	150	189
	085G	17	3	16	1	0	0	54	32	43
	085H	8	4	7	0	0	0	12	13	21
	256A	0	1	2	0	0	1	0	1	4
8	014C	43	30	48	1	0	0	117	89	153
9	014C	6	8	5	0	0	0	10	14	11
	392B	0	0	0	0	0	0	0	2	1
11	068A	45	33	54	0	0	0	156	163	202
	392A	6	7	11	0	0	0	31	22	51
	392B	10	11	13	0	0	0	23	25	38
12	034A	10	7	9	0	0	0	28	17	32
13	034A	112	125	158	1	3	6	319	325	426
	034D	45	52	48	0	0	0	109	118	140
	034Z	11	6	4	0	0	0	28	24	34
	263A	5	0	0	0	0	0	22	0	0
	402A	15	200	226	0	3	6	32	518	657
14	034A	2	0	0	0	0	0	8	0	0
15	056A	1	0	0	0	0	0	13	0	0
	056B	6	0	0	0	0	0	15	0	0
	060A	3	0	0	0	0	0	12	0	0
	060B	8	0	0	0	0	0	34	0	0
	287C	6	26	23	0	0	0	17	85	94

Notes:

- Due to the structure of the database, the north-south section of SH 60 in Corridor 6 (the only State Highway in Corridor 6) is included in the accident rate data for Corridor 15.
- There are no State Highways in Corridor 10.

Source: CDOT database, March 2003



Figure II-8 Property Damage Only Accident Locations

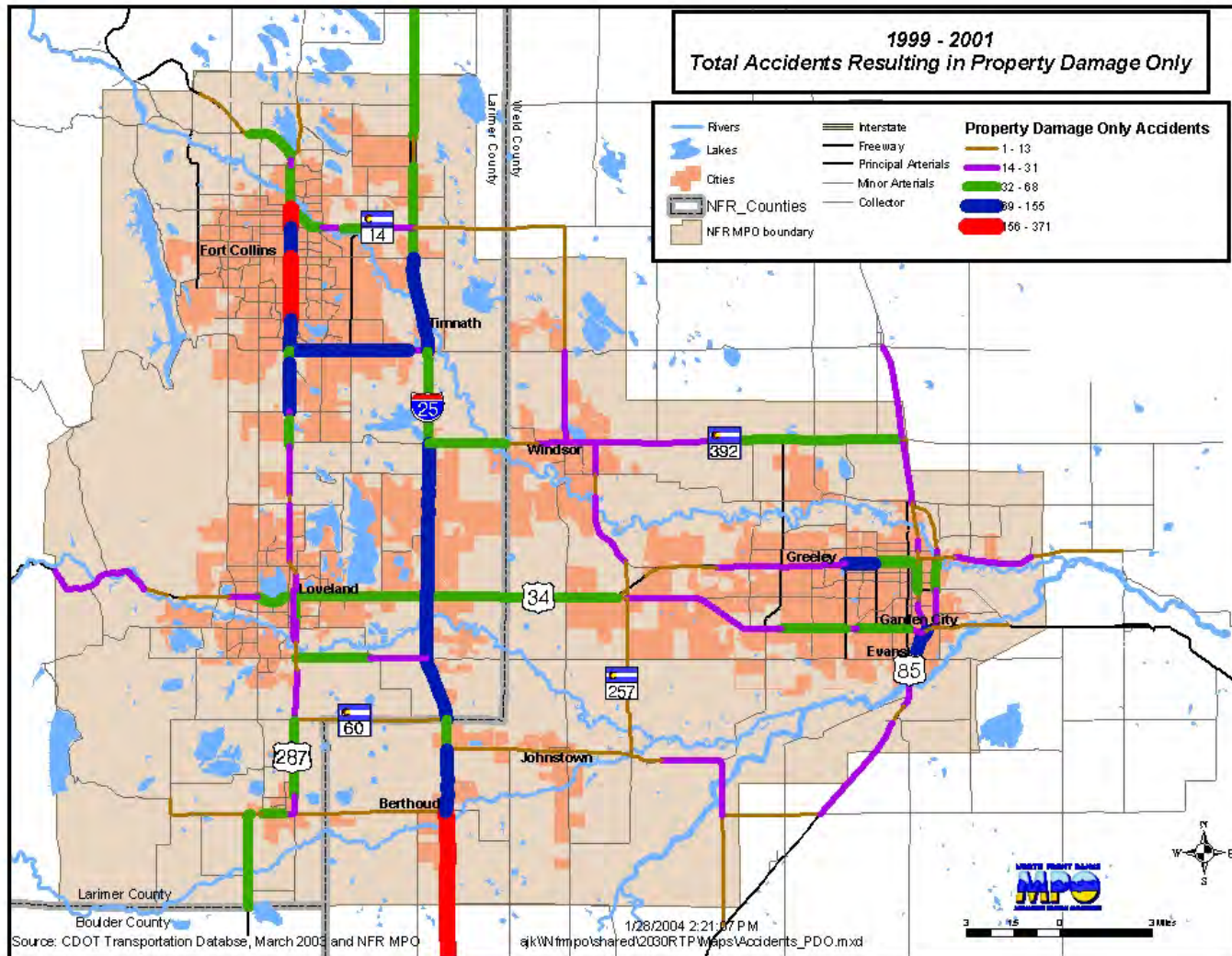
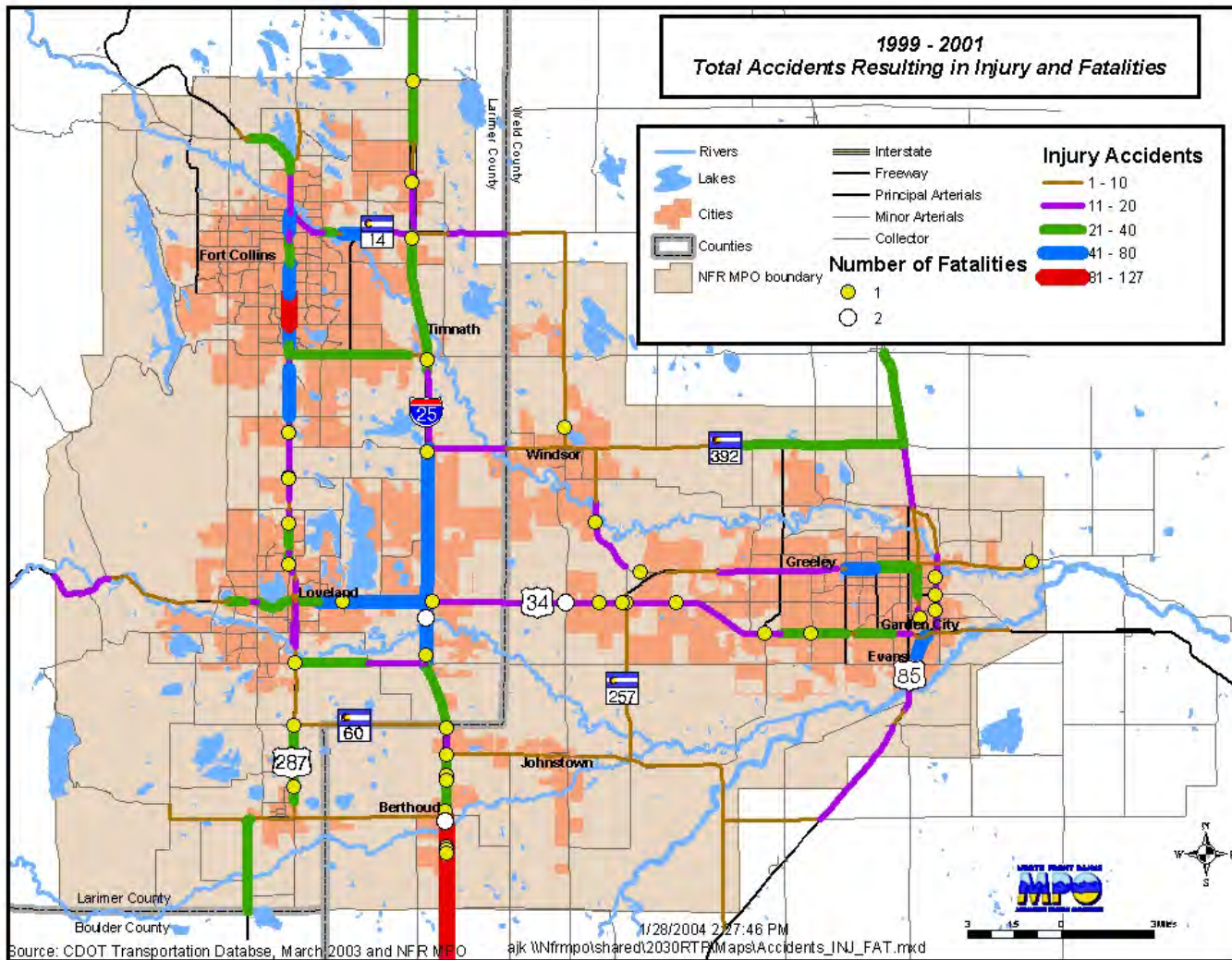




Figure II-9 Injury and Fatality Accident Locations







### C. Freight Corridors

The Eastern Colorado Mobility Study (FHU, 2002) was undertaken to assist the Colorado Department of Transportation in making investment decisions regarding infrastructure improvements to enhance freight mobility in eastern Colorado. It includes limited data for the two counties in the North Front Range, Larimer and Weld.

Freight movement in the North Front Range is primarily truck and rail. The most heavily used truck routes in the NFR are I-25, US 85, US 34, and SH 14. Figure II-10 identifies the State Highways that carry a higher percentage of trucks than the statewide average. Overall, the State Highway system in the NFR carries 7.4% truck traffic, compared to the statewide average of 6.8%. The Port-of-Entry on I-25 south of Prospect Road has been automated, and handles an annual volume of between 300,000 to 600,000 trucks. Rail freight is primarily on the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroad lines, which carry an average of 8 and 15 trains per day, respectively. The BNSF carries annual gross tons per mile (in millions) between 10.0 and 19.9 and UPRR carries annual gross tons per mile (in millions) between 20.0 and 39.9.

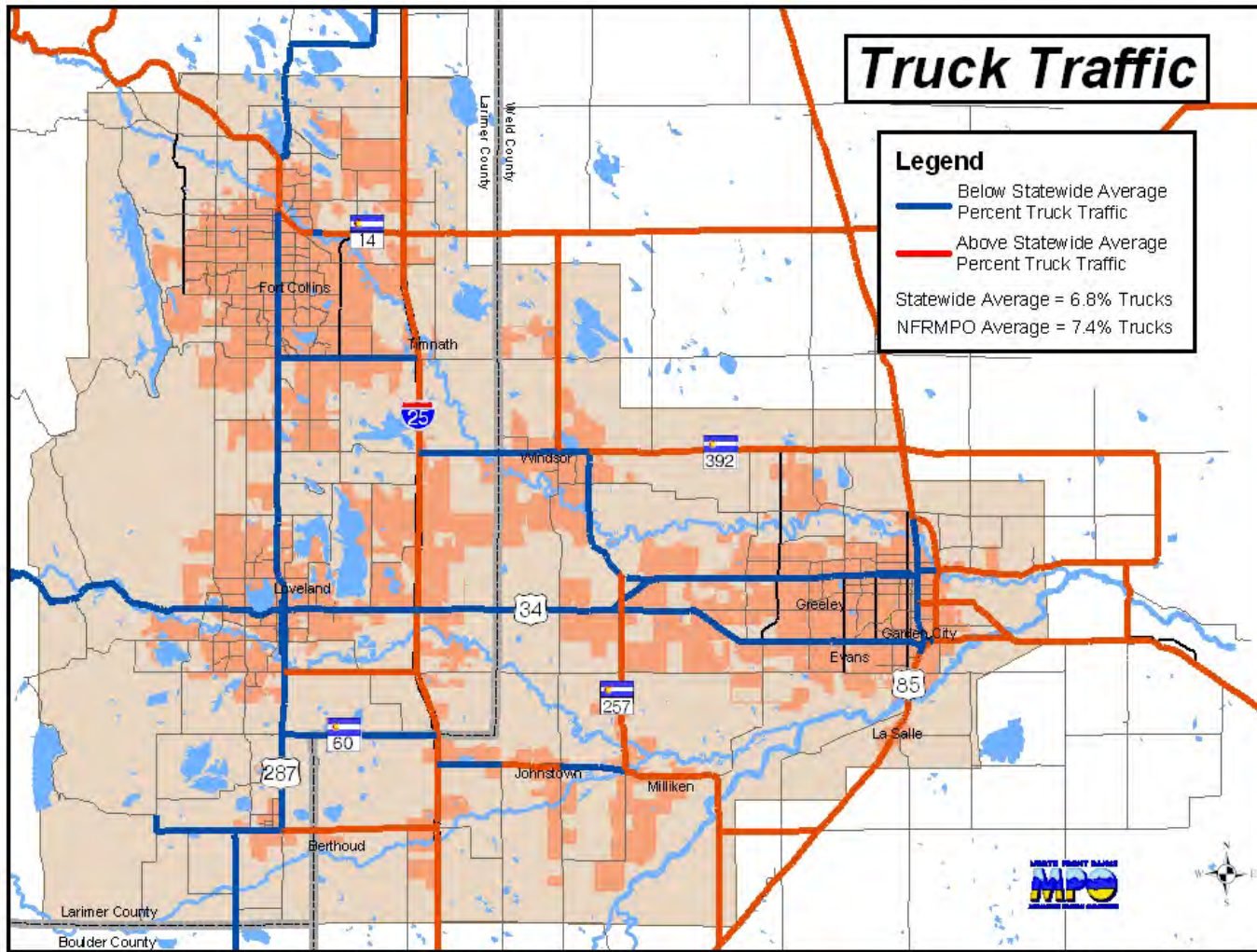
Table II-8 shows the commodity flows in Larimer and Weld Counties for a 1998 base year. These data are for the entire counties of Larimer and Weld, not just the areas within the North Front Range.

**Table II-8 Existing Commodity Flows (1998)**

County	Inbound Tonnage (thousands)	Outbound Tonnage (thousands)	Total Tonnage (thousands)
Larimer	6,056.6	3,057.4	9,114.0
Weld	6,085.8	5,638.9	11,724.7
Source:	Eastern Colorado Mobility Study, Estimates by Cambridge Systematics, Inc.		
Note:	Includes entire counties of Larimer and Weld, not just the areas within the North Front Range.		



Figure II-10 Truck Traffic







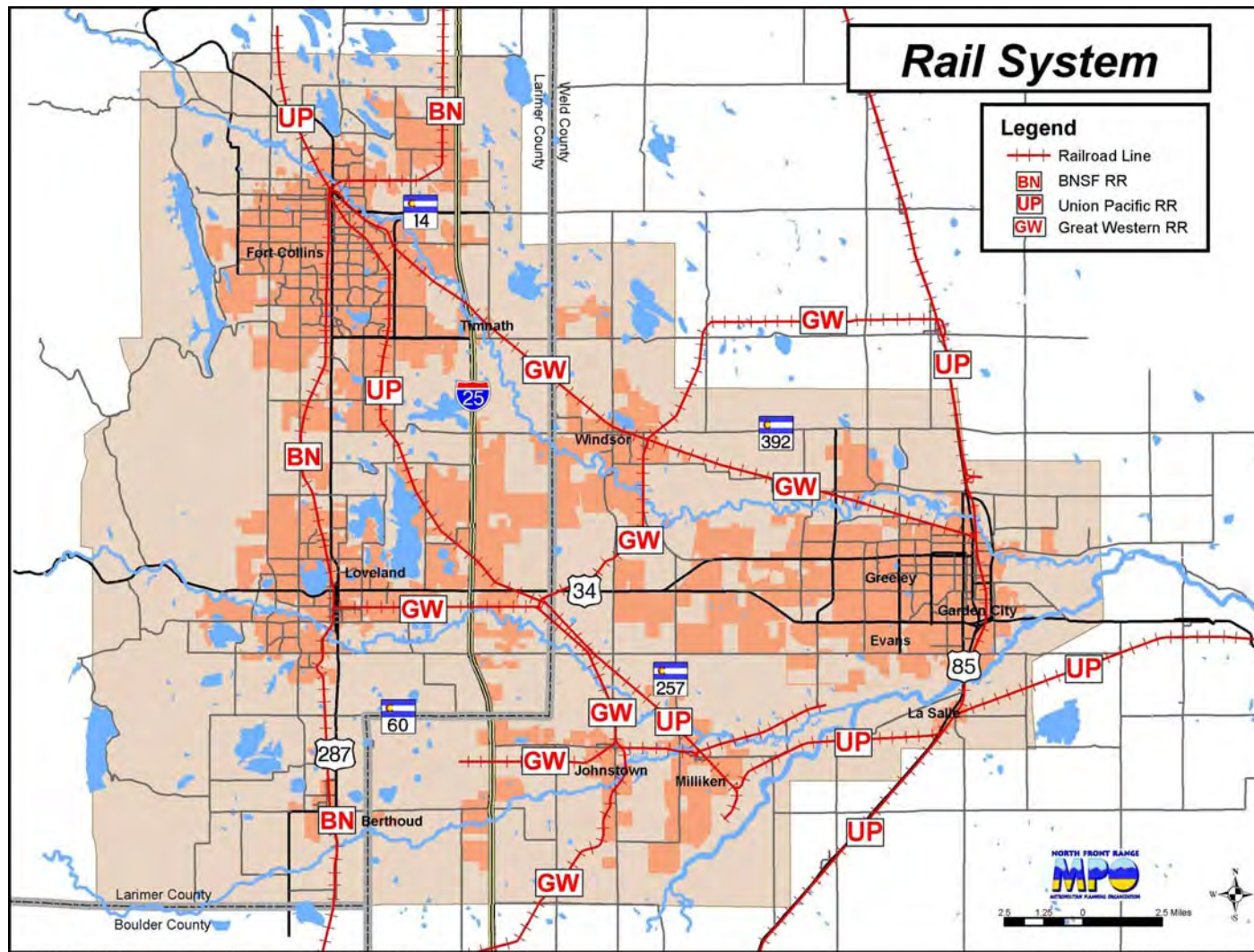
## D. Rail System

Railroads are classified according to the annual gross operating revenue from the railroad operations. A Class I railroad is one which had, in 2001, gross operating revenue of over \$266.7 million. A Local Railroad is one which had, in 2001, gross operating revenue of less than \$40 million and is engaged primarily in line-haul service. There are two Class I railroads and one Local railroad operating in the North Front Range. They are described below and depicted in Figure II-11.

- ▶ **Union Pacific Railroad (UPRR):** The UPRR is a Class I railroad which has several rail lines in the North Front Range. The north-south line runs from the Denver metro region through the North Front Range to Wyoming, generally following the US 85 corridor. The majority of the east-west line of the Union Pacific runs between Milliken and LaSalle and from Milliken into Fort Collins. There are 15 trains per day on the UPRR lines.
- ▶ **Burlington Northern Santa Fe Railroad (BNSF):** The BNSF is a Class I railroad which traverses the length of the NFR MPO, passing through Fort Collins, Loveland, and Berthoud, parallel to US 287. There are 8 trains per day on the BNSF line.
- ▶ **Great Western Railway (GW):** The GW is a Local railroad which has three lines in the North Front Range. The company operates freight service between Longmont and Loveland and from Eaton to a connection east of Loveland. GW also owns a branch line from Milliken to Welty.



Figure II-11 Rail System





## *E. Bicycle And Pedestrian System*

The report that forms the basis for this section is the Colorado Front Range Trail Corridor Plan (Colorado State Parks). It was completed in April 2000 and included a stakeholders group with participants from CDOT, Larimer and Weld Counties, Fort Collins, Greeley, and Loveland. This Plan was used in development of the Regionally Significant Corridors Report and the subsequent Corridor Visioning process. It was also used by the communities and the counties within the NFR MPO as an essential element in the identification of important local bicycle/pedestrian systems.

All Regionally Significant Corridors are considered multi-modal, which means they could be used for bicycle and pedestrian purposes. It is the intent of the NFR Council to focus bicycle and pedestrian facilities on these regional corridors. The regional bicycle and pedestrian corridors in the NFR MPO follow the major rivers and their tributaries. These include: the Poudre River, Platte River, Big Thompson River, Little Thompson River and Spring Creek. The Regionally Significant river corridor sections are within the communities of Loveland, Fort Collins, and Windsor.

## *F. Transportation Demand Management Program*

One of the key strategies adopted by the NFR Council is to effect a shift in travel behavior away from single occupant vehicles (SOVs), and to allow people to choose from a number of viable options for transportation. In 1996, the Planning Council established SMART *Trips*<sup>™</sup> as the regional transportation demand management program to provide the focus for efforts to encourage alternatives to SOVs.

The regional program focuses on connectivity among communities. Carpool and vanpool programs are offered to reduce single occupancy vehicles and congestion. Currently, the carpool matching program has over 1,600 participants in the database, with an average 5% match rate and annual VMT savings of almost 600,000. The VanGo<sup>™</sup> vanpool program, which currently operates 30 vans, services commuters from all areas of the North Front Range and saves five million VMT annually.

In addition to the regional SMART *Trips*<sup>™</sup> program, there are three community level SMART *Trips*<sup>™</sup> programs in the cities of Fort Collins, Greeley/Evans, and Loveland. Each local SMART *Trips*<sup>™</sup> organization has its own set of goals to address its community's demographics. However, all of the SMART *Trips*<sup>™</sup> programs share similar messages and programs to encourage residents to try alternatives to single occupancy vehicles. Depending on demographics and available resources, a variety of services such as carpooling, vanpooling, bicycling, busing, and telecommuting are offered and promoted to residents.



## G. Aviation Facilities

There are three airports located in the North Front Range; Greeley-Weld, Fort Collins, and Fort Collins-Loveland. Each of these facilities is described in more detail below and represented in Figure II-12. This information was provided through the CDOT Aeronautics Division.

### Greeley-Weld County

The Greeley-Weld County Airport is a major general aviation airport. There are two runways: 9/27 and 16/34. Runway 16/34 is 10,000 feet long and 100 feet wide. This runway has an asphalt surface and medium intensity runway lighting. Runway 9/27 is 5,800 feet long and 100 feet wide. This runway also has an asphalt surface with medium intensity runway lighting. The airport is equipped with a Visual Omni-directional Range (VOR), an Instrument Landing System (ILS) and a Geographic Positioning System (GPS) as aids to navigation. In 2002, the airport had 110,000 operations; in 2003 it had \$73,102,000 in economic activity, with 1,436 related jobs.

### Fort Collins Downtown

The Fort Collins Downtown Airport is an intermediate general aviation airport. It is a privately owned public use airport, which means that it does not receive any state or federal funding. There are two runways - 11/29 and East-West. Runway 11/29 is 5,300 feet long and 60 feet wide. This runway has an asphalt surface and low intensity runway lighting. The East-West runway is 3,400 feet in length and has a width of 50 feet. This is a turf runway and has no runway lights. This airport has a VOR as an aid to navigation. In 2002, the airport had 18,350 operations; in 2003 it had \$10,714,000 in economic activity with 240 related jobs.

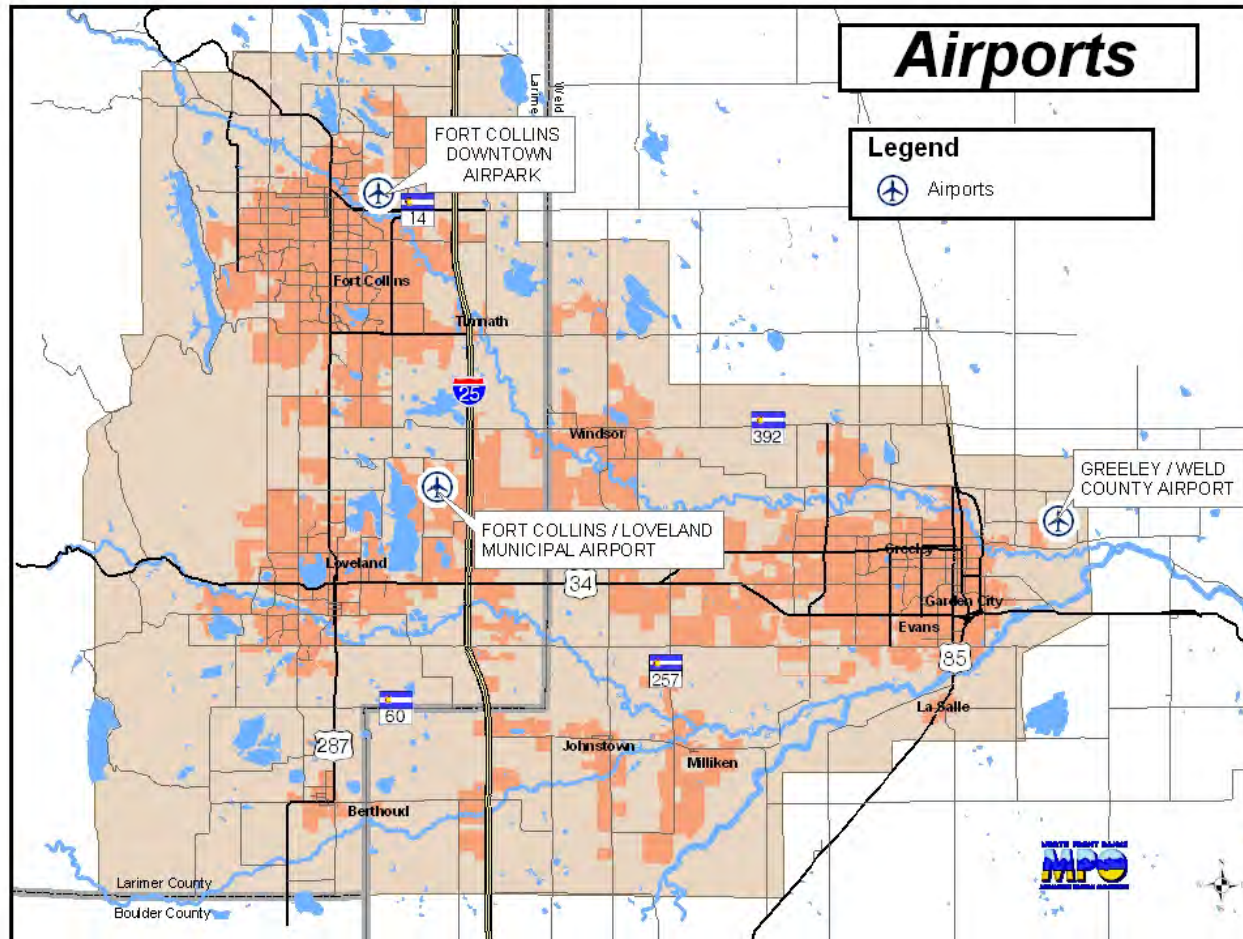
### Fort Collins - Loveland

Fort Collins - Loveland Airport is a major general aviation airport, which operates under a limited Federal Aviation Regulation (FAR) Part 139 certificate. This Regulation establishes operation procedures for commercial service. Allegiant Air serves Fort Collins - Loveland three times a week with the McConnell Douglas-80 series of aircraft. There are two runways - 15/33 and 6/24. Runway 15/33 is 8,500 feet in length and has a width of 100 feet. This runway has an asphalt surface with high intensity runway lighting. Runway 6/24 is 2273 feet in length and 40 feet in width. This runway has an asphalt surface but does not have any runway lighting. Fort Collins-Loveland has a Visual Omnidirectional Range (VOR), Instrument Landing System (ILS) and Geographic Positioning System (GPS) as navigation aids. In 2002, the airport had 110,000 operations. In 2003 it had economic activity of \$37,178,000 with 619 related jobs.





Figure II-12 Airports





## H. Intelligent Transportation System (ITS)

The CDOT Region 4 ITS – Strategic Plan (FHU and IBI Group), was adopted by the NFR Council in April, 2004. This is the first regional ITS plan, and it includes all of the North Front Range MPO, the Estes Park area, and a section in southwest Weld County that is adjacent to the Denver region. The development of this plan satisfies a federal requirement to have such plans in place by April 8, 2005.

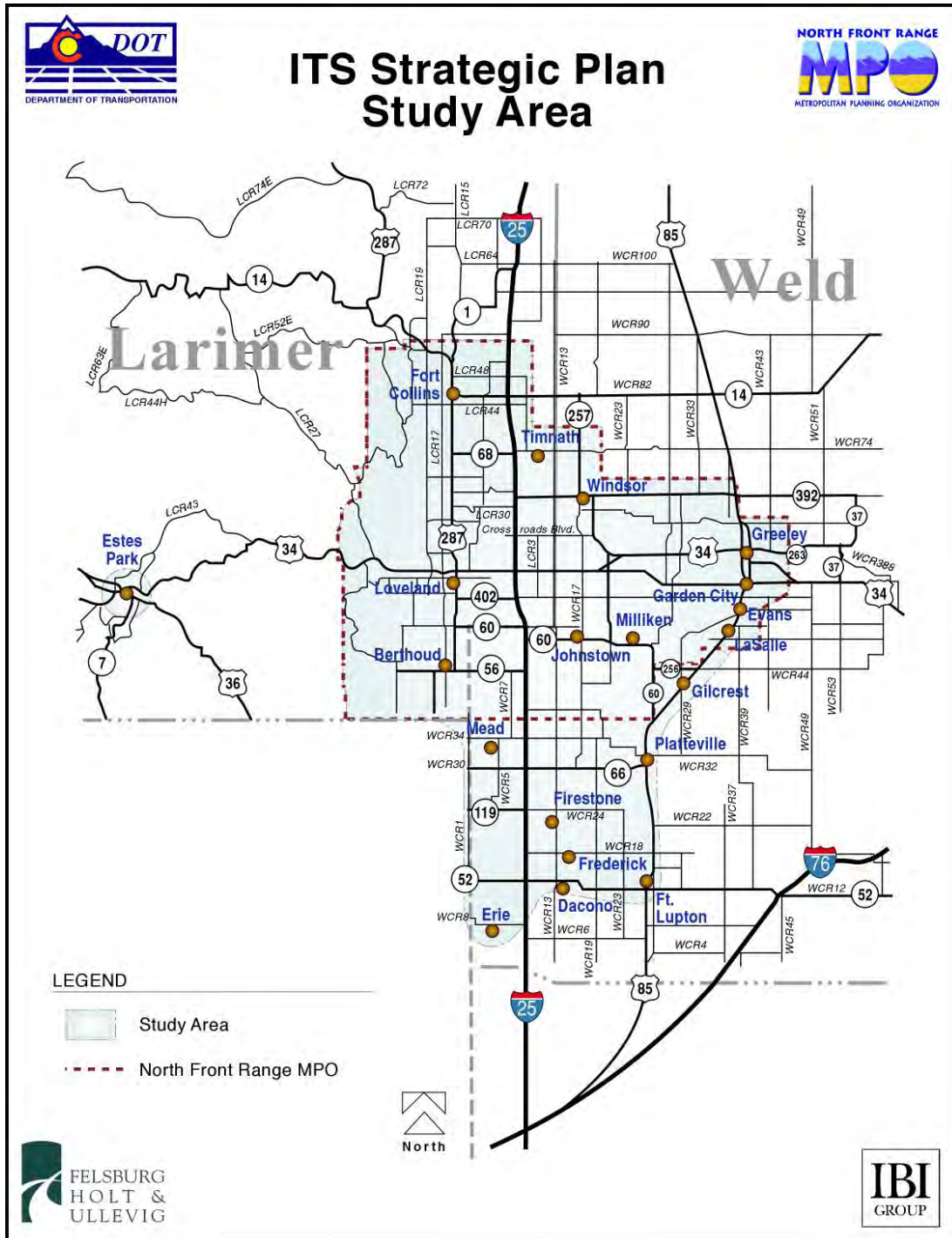
The ITS Strategic Plan was developed with the assistance of a stakeholder committee comprised of interested parties representing various government agencies across the region. The existing ITS elements in the region were inventoried, as reflected in Table II-9 and Figures II-14 to II-18. CDOT and Fort Collins have the largest inventory of ITS components in the region, followed by Greeley, Loveland, and Windsor. There were seven steps to developing the Plan.

- ▶ Develop problem statements: Based on input from the review of the planning documents, the ITS inventory review, and the stakeholder meetings, needs and problems were identified.
- ▶ Define network: The transportation network was defined within the context of the regional study area boundaries as shown on Figure II-13.
  - Identify problems on the network: Once the network and the problems were defined, a map of “trouble spots” was developed, showing the locations of problems on the network.
- ▶ Link Market Packages to problems: The complete set of the 85 market packages, defined in the National ITS Architecture, was assessed for their applicability to each of the transportation problem areas defined by the stakeholders.
- ▶ Link Market Packages to problems on the network: This involved the marriage of the previous two steps in the process.
- ▶ Develop deployment scheme: Each project on the list was then assigned a priority and a time frame for deployment (short, medium, or long-term). An overall vision for deployment was also developed in order to guide the prioritization process.
- ▶ Prepare ITS Strategic Plan Document: Culmination of all previous work.

The recommendations in the ITS plan that assigned a priority and a time frame were used in the project submittal process for this RTP update. ITS projects needed to be compatible with the Strategic Plan.



Figure II-13 ITS Study Area



Source: IBI Group and Felsburg Holt & Ullevig





**Table II-9 ITS Element Inventory**

Device Type	Agency	Location	Notes
<b>Dynamic Message Signs (DMS)</b>	<b>CDOT</b>	I-25, MM 237, North of SH 52	Southbound
		I-25, MM 239, South of SH 119-Del Camino	Northbound
		I-25, MM 244, North of SH 66-Platteville	Southbound
		I-25, MM 251, North of SH 56-Berthoud	Northbound
		I-25, MM 253, North of SH 60	Northbound
		I-25, MM 255, North of SH 402	Southbound
		I-25, MM 256, North of SH 402	Northbound
		I-25, MM 263, North of Windsor I-25, MM 264, South of Harmony Road-Fort Collins	Southbound
<b>Highway Advisory Radio (HAR)</b>	<b>CDOT</b>	I-25, MM 247, Between SH 66 and SH 56	East side of I-25
	<b>Loveland</b>	Just north of US 34 on Lincoln Avenue	
	<b>Fort Collins</b>	At CSU	No City Involvement
<b>Weigh-In-Motion</b>	<b>CDOT</b>	I-25, MM 269, North of Prospect Road	Northbound
		I-25, MM 270, North of Prospect Road	Southbound
<b>Weather Station</b>	<b>CDOT</b>	I-25, MM 241, North of SH 119-Del Camino	West side of I-25
		I-25 MM 251, North of SH 56	West side of I-25
		I-25, MM 259, North of Crossroads Blvd.	East side of I-25
	<b>Greeley</b>	10 <sup>th</sup> Street at 35 <sup>th</sup> Avenue	Includes Pavement Sensor
		3 <sup>rd</sup> Street at 12 <sup>th</sup> Avenue	Snow Emergency Center
	<b>Loveland</b>	Taft Avenue/1 <sup>st</sup> Street Intersection	Includes Pavement Sensor
		US 34/Redwood Ave. Intersection	Pavement Sensor
	<b>Fort Collins</b>	Elizabeth Street at Taft Hill Road	
		Shields Street at Harmony Road	
		Prospect Road at Timberline Road	
		Timberline Road at Carpenter Road (LCR 32)	
		College Avenue at the Poudre River	
	<b>Fort Collins</b>	Mountain Vista Drive at Busch Drive	
Timberline Road at Poudre River		Includes Automatic De-Icing Equipment	
<b>Windsor</b>	Off Parkwood Drive	Rainfall Gauge #1-COMM to Fort Collins via Radio	
	At Windsor Reservoir	Rainfall Gauge #2- COMM to Fort Collins via Radio	
<b>Stream Monitoring Station</b>	<b>Greeley</b>	US 85 at 8 <sup>th</sup> Street	Poudre River
<b>Emergency Dispatch</b>	<b>Weld County</b>	1950 "O" Street in Greeley	
	<b>Loveland</b>	Police/Fire – 810 E. 10 <sup>th</sup> Street Emergency Operations – 410 E. 5 <sup>th</sup> Street	
	<b>Estes Park</b>	170 McGregor Avenue	
	<b>Larimer County</b>	2501 Midpoint Drive Fort Collins	Sheriff Department Communication Center





**Table II-9 ITS Element Inventory (Continued)**

Device Type	Agency	Location	Notes
<b>Automatic Traffic Recorder</b>	<b>CDOT</b>	I-25, South of US 34	
		I-25, North of Fort Collins	
		US 34, 1 Mile East of SH 257	
		SH 257, North of US 34 Business	
		SH 14, West of I-25	
		US 34, East of Estes Park	
		US 36, East of Estes Park	
	<b>Fort Collins</b>	Lemay Avenue at Stuart Street	
		College Avenue at Laurel Street	
		College Avenue at Horsetooth Road	
		College Avenue at Columbia Road	
		Horsetooth Road at Meadowlark Avenue	
		Drake Road at Constitution Avenue	
		Shields Street at Rolland Moore Park	
Drake Road at Research Boulevard			
<b>Traffic Operations Center</b>	<b>CDOT</b>	1420 2 <sup>nd</sup> Street, Greeley	
	<b>Fort Collins</b>	626 Linden Street	
	<b>Greeley</b>	1300 "A" Street, Building E	
	<b>Loveland</b>	105 W. 5 <sup>th</sup> Street	
<b>Transit Operations Center</b>	<b>Fort Collins</b>	6570 Portner Road	
	<b>Greeley</b>	1200 "A" Street	
	<b>Loveland</b>	318 N. Garfield	
<b>Transit Scheduling Software</b>	<b>Fort Collins</b>	Trapeze Software	
	<b>Greeley</b>	Trapeze Software	
	<b>Loveland</b>	Trapeze Software	
<b>Paratransit AVL</b>	<b>Transfort</b>	Fleet Device	
<b>Transit Security</b>	<b>Loveland</b>	Fleet Device	
	<b>Transfort</b>	Fleet Device	
<b>Fiber-Optic Network</b>	<b>Fort Collins</b>	City-Wide	Connection of Numerous Traffic Signals
	<b>Greeley</b>	City-Wide	Circular Ring Around City
	<b>Loveland</b>	City-Wide	Mostly Owned by Platte River Power Authority
	<b>Windsor</b>	City-Wide	Connects Town Hall, Library, Public Works Shop and Six Schools
<b>Video Surveillance</b>	<b>Greeley</b>	10 <sup>th</sup> Street at 35 <sup>th</sup> Avenue	
		US 34 Bypass at 23 <sup>rd</sup> Avenue	
	<b>Loveland</b>	Taft Avenue/1 <sup>st</sup> Street Intersection	
	<b>Fort Collins</b>	College Avenue at Prospect Road	
		College Avenue at Drake Road	
		College Avenue at Foothills Parkway	
		College Avenue at Horsetooth Road	
		College Avenue at Harmony Road	
		Harmony Road at Lemay Avenue	
Harmony Road at Timberline Road			
Harmony Road at Ziegler Road			
Source: ITS Strategic Plan, FHU & IBI, February 2004			

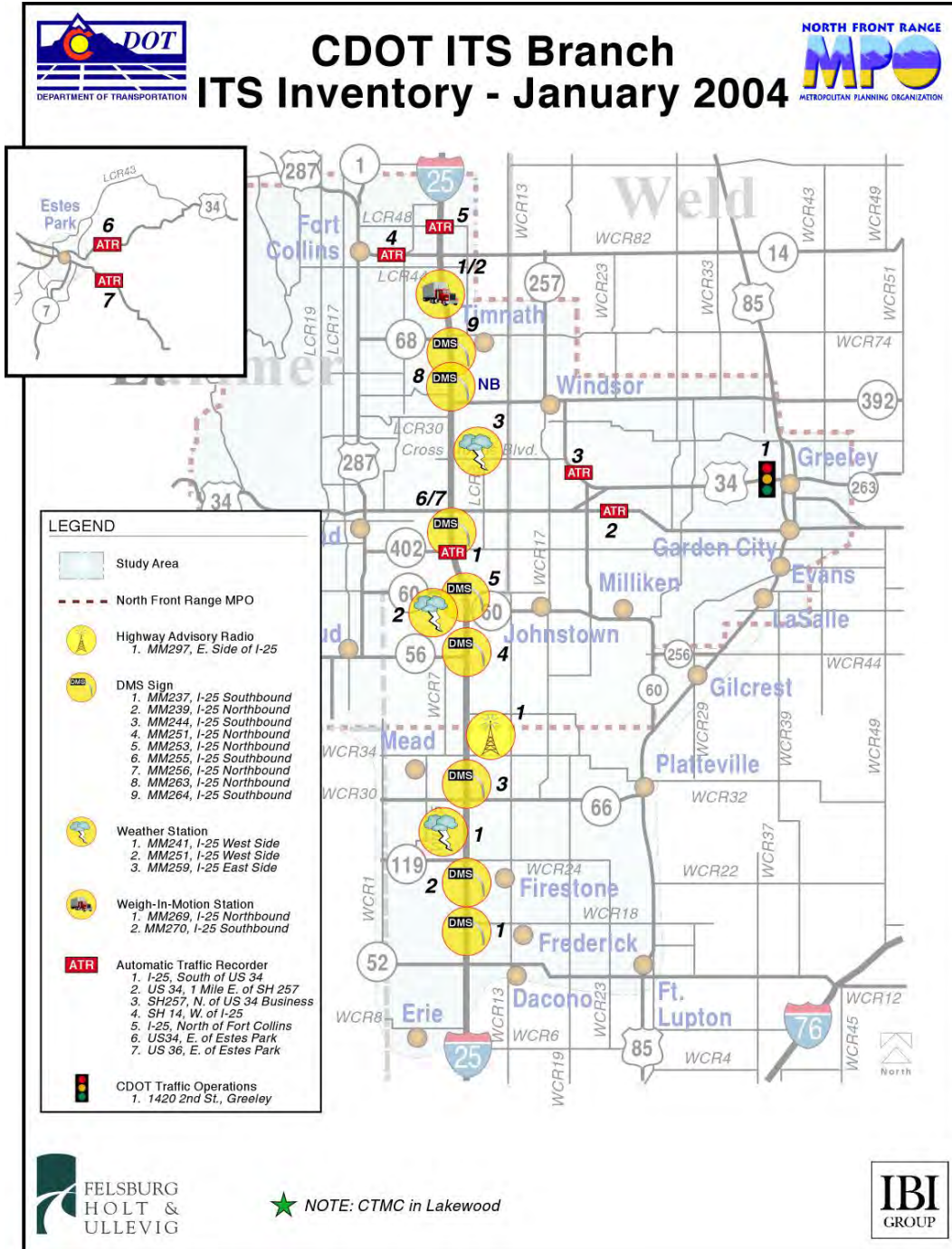


# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



Figure II-14 CDOT ITS Inventory



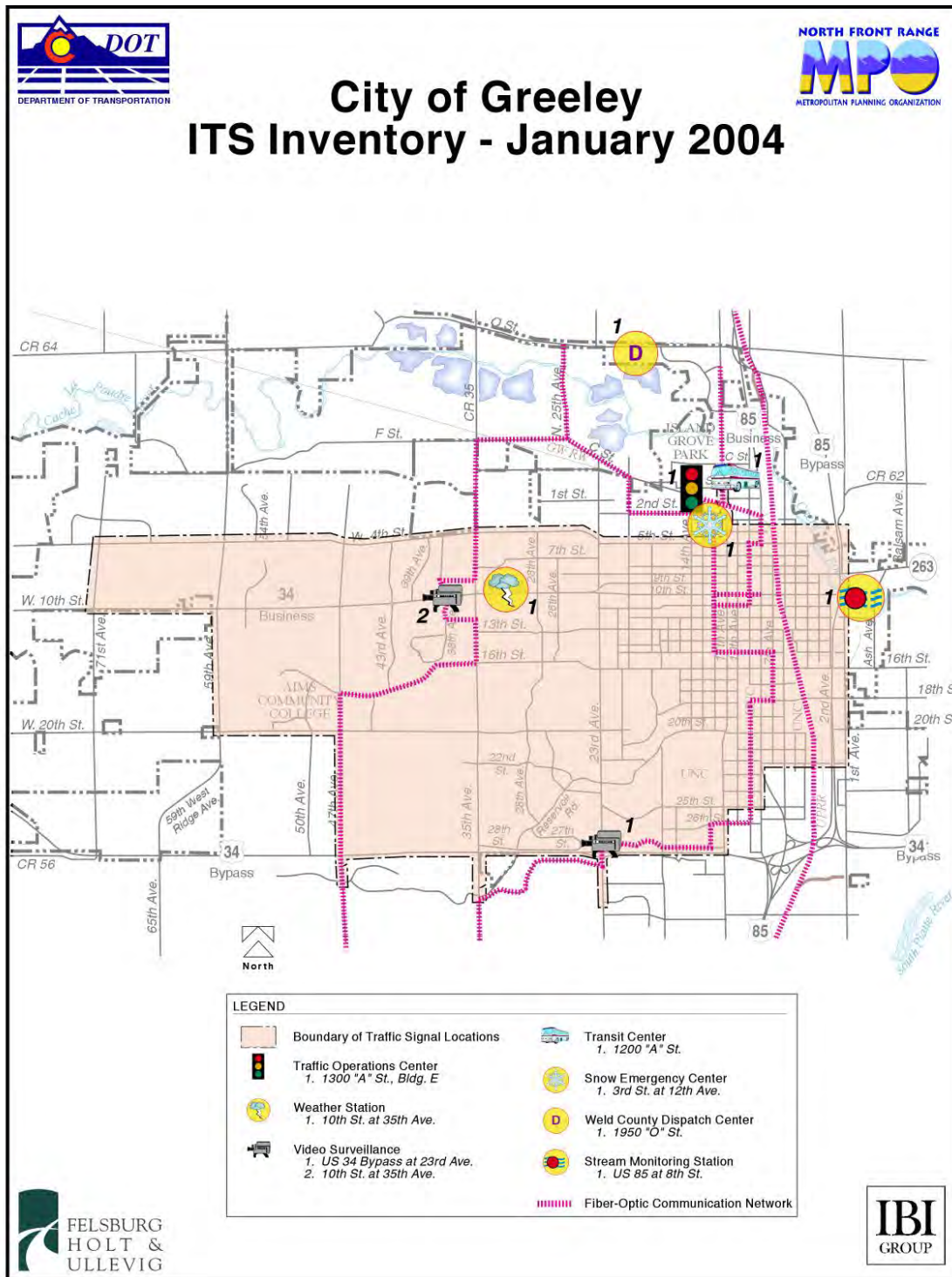
Source: ITS Strategic Plan, FHU & IBI, February 2004







Figure II-16 City of Greeley ITS Inventory

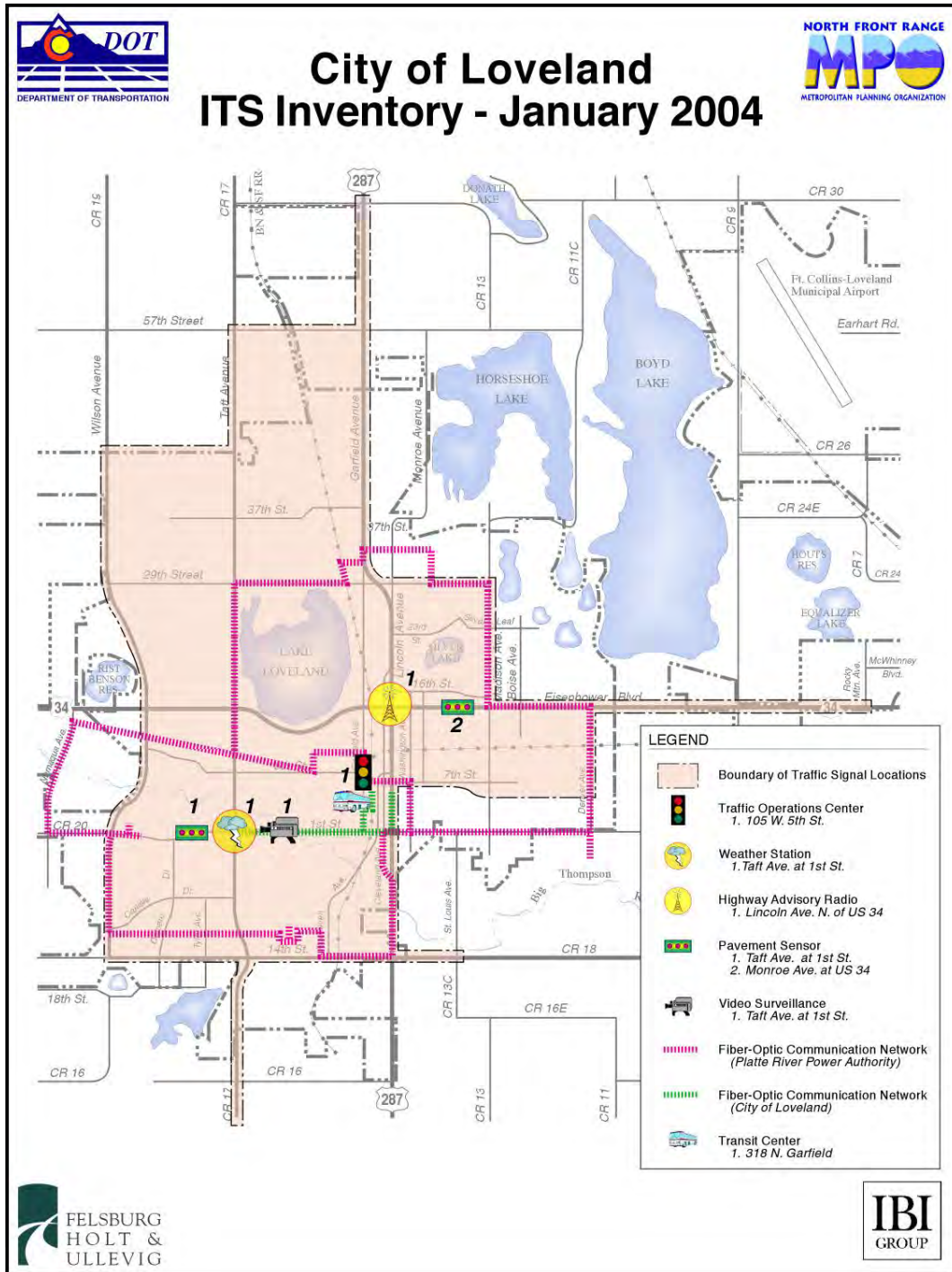


Source: ITS Strategic Plan, FHU & IBI, February 2004





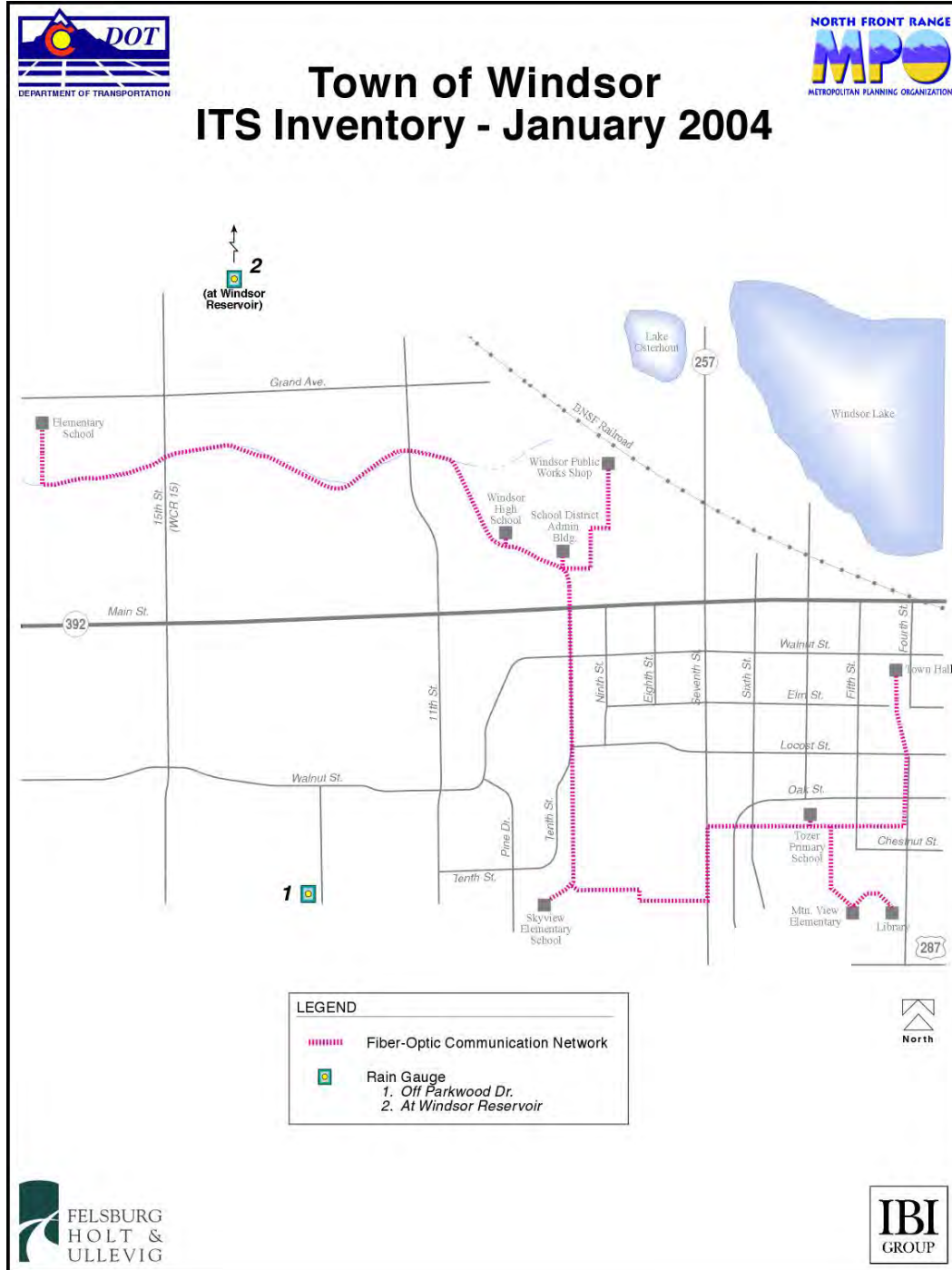
Figure II-17 City of Loveland ITS Inventory



Source: ITS Strategic Plan, FHU & IBI, February 2004



Figure II-18 Town of Windsor ITS Inventory



Source: ITS Strategic Plan, FHU & IBI, February 2004



## I. Transit System

The North Front Range Regional Transportation Element (September 2004) covers transit throughout Larimer and Weld Counties, including the portions of the counties in the Upper Front Range TPR. The following is a summary of the existing transit services in Larimer and Weld Counties.

### Public Transit Providers

Three urban fixed-route systems, with paratransit services, are operated in the region. The City of Greeley operates The Bus. The City of Fort Collins operates Transfort and Dial-A-Ride (DAR). The City of Loveland operates City of Loveland Transit, also known as COLT.

Systems that serve people in the rural areas provide a combination of general public and client specific services. These include the Berthoud Area Transportation Services (BATS) which is operated in the urban and surrounding rural area, Town of Wellington/Wellington Senior Center services, Windsor Senior Services, Estes Valley Special Transit, and the Weld County Transportation Program. In addition, Larimer County contracts with Transfort and COLT for services in rural Larimer County.

First the urban area providers are discussed. A summary of each system follows with a map illustrating the current coverage area for the fixed-route providers. Following this, the rural providers are described.

#### City of Fort Collins – Transfort/DAR

The City of Fort Collins operates fixed-route, demand responsive and paratransit services. The fixed-route system operates on a “pulse” system with vehicles meeting at a single point at regular intervals to transfer passengers. Transfort routes are illustrated in Figure II-19.

Transfort has two levels of service: CSU school year (approximately 160 days) and summer schedule (approximately 145 days). A lower level of transit service is provided during the summer schedule. Service operates Monday through Saturday, with limited Sunday and night service when CSU is in session.

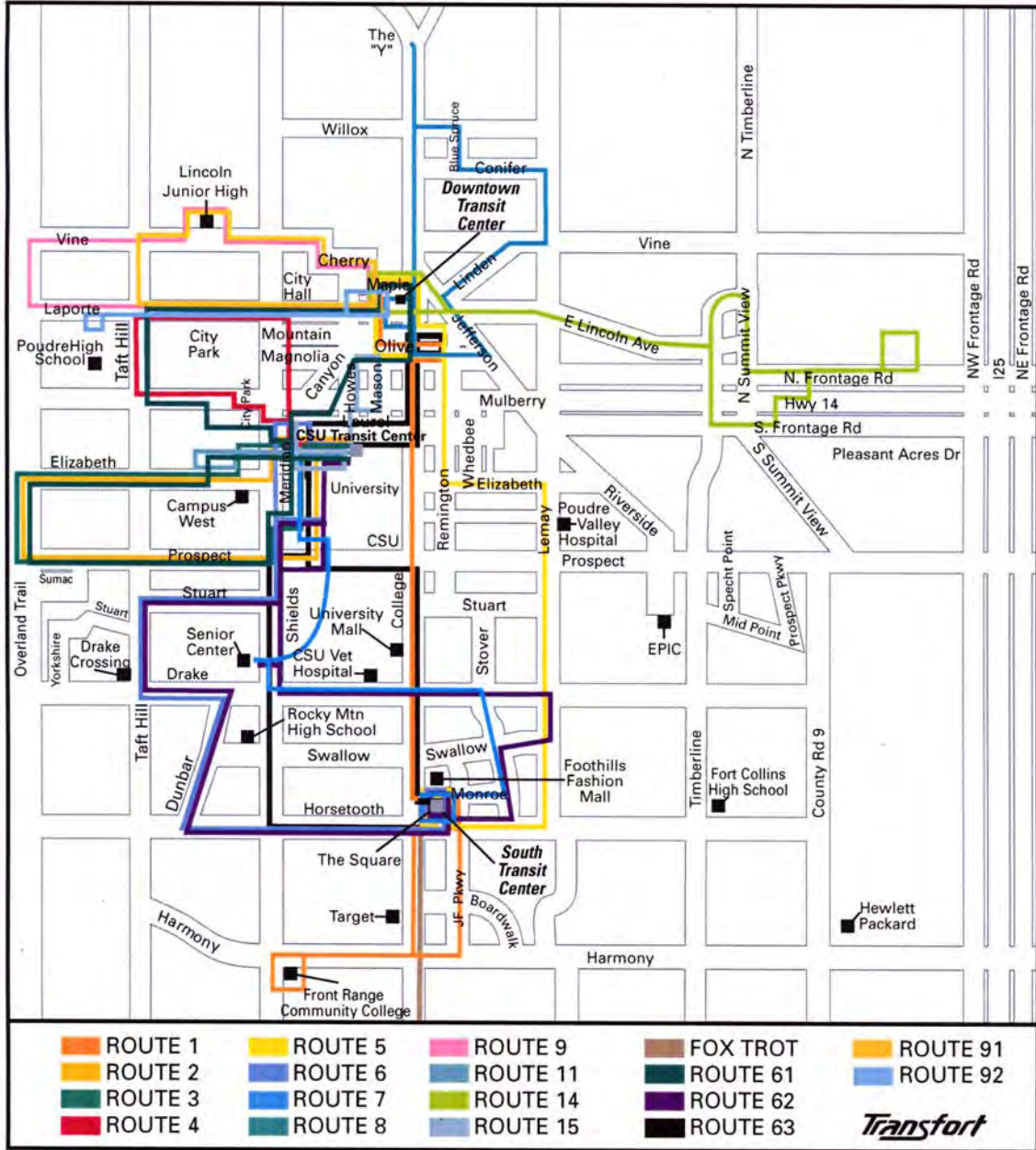
Fares for Transfort are \$1.00 per ride and \$.50 for seniors and disabled passengers. Youth (17 and younger) and CSU students presenting their CSU Student Bus Pass ride for free.

Dial-A-Ride (DAR) is a door-to-door paratransit service for individuals who, because of a disability, are prevented from using Transfort, the City's fixed-route bus service. Dial-A-Ride also provides service to senior citizens and gives priority to individuals who qualify under the American Disabilities Act. Transfort also operates a demand responsive Dial-A-Ride service open to all residents in Laporte and Wellington under contract to Larimer County. Both DAR services have fares of \$2.50 with reduced fares available for those who qualify. The hours of operation are 6:00 AM to midnight Monday through Thursday and 6:00 AM to 2:30 AM Friday and Saturday. Sunday service is also available when CSU is in session.





Figure II-19 Transfort Transit Routes



Source: Transit Element 2004





**Population Served**

Several years ago the City of Fort Collins made a strategic decision to focus its transit resources on serving the portion of the city with the densest development and the student market. This has resulted in a system that served a constrained service area with good productivity. The system carries an average of 26 passengers per hour with the routes serving the university carrying the highest numbers of passengers.

Table II-10 illustrates the 2003 ridership by route for the system. As shown, Route 1 carries the largest number of passengers annually. It connects the CSU Transit Center to the Foothills Fashion Mall and the South Transit Center via College Avenue. Route 63 carries the fewest passengers annually with fewer than 4,000 passenger trips in 2003.

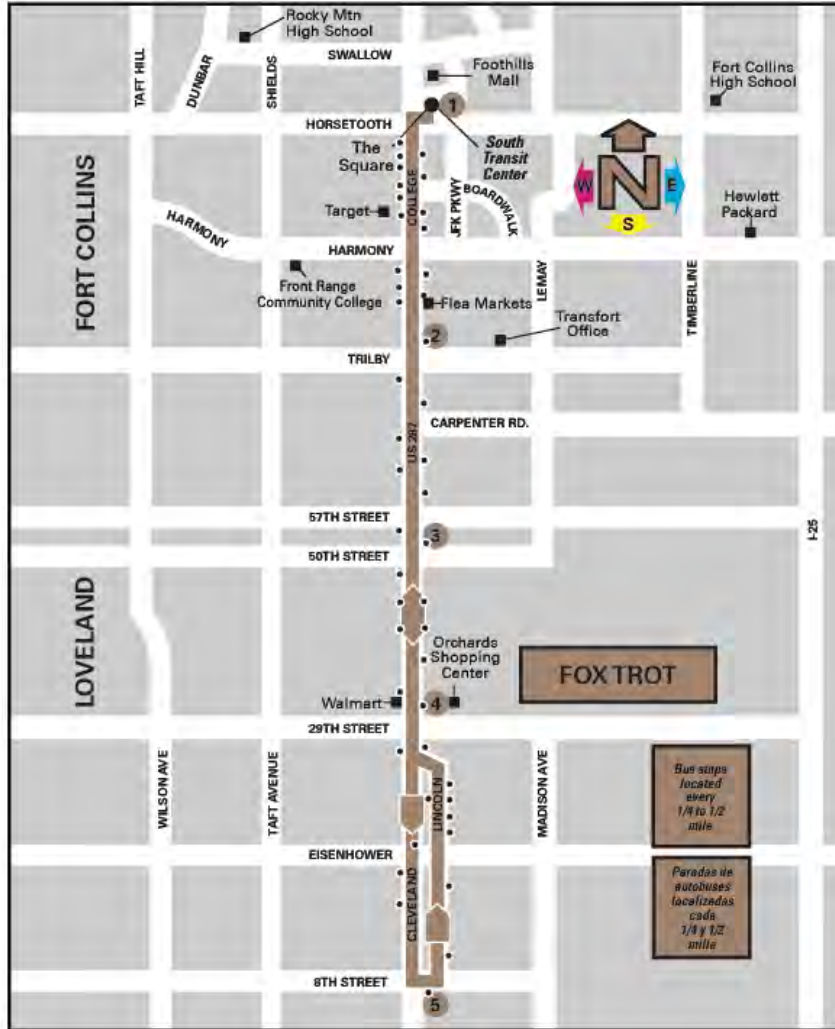
**Table II-10 2003 Transfort Route Information**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1	238,657	13,730	17.4
2	156,435	4,110	38.1
3	118,368	1,798	65.8
4	67,415	3,794	17.8
5	83,771	3,932	21.3
6	123,636	4,042	30.6
7	103,474	5,221	19.8
8	104,051	3,810	27.3
9	48,197	3,482	13.8
91&92	11,236	158	70.9
11	179,012	2,199	81.4
14	42,247	3,831	11.0
15	89,968	3,871	23.2
61	16,755	1,330	12.6
62	6,501	792	8.2
63	3,958	463	8.5
FoxTrot	102,648	3,917	26.2
Special	8,354	166	50.4

In addition to serving Fort Collins residents, Transfort is the operator of FoxTrot, the regional route connecting Fort Collins and Loveland (see Figure II-20). This route is funded by Fort Collins, Loveland, and Larimer County.



Figure II-20 FoxTrot Regional Bus Route



Source: Transit Element 2004

In 2001 the City of Fort Collins prepared a Strategic Plan to guide its future development. This plan has been adopted by the City Council and the first phase has been implemented. The plan gradually moves the system towards a grid system, extending service to many areas of town that now have little or no service. The plan extends service to the I-25 corridor and responds to planned development. In general, transit service is provided on a 1/2- to 1-mile grid, with closer spacing in the densely developed downtown area. Service improvements are focused on increased frequencies, a strategy that will make the service more attractive to a broad range of people.



### Operating Statistics

Table II-11 illustrates the operating statistics for Transfort's fixed-route system.

**Table II-11 Transfort Fixed-Route Operating Statistics - 1999-2003**

	1999	2000	2001	2002	2003
Ridership	1,431,779	1,545,672	1,616,328	1,477,735	1,504,683
Annual Vehicle Miles	739,707	801,125	793,358	705,885	729,638
Annual Vehicle Hours	54,963	60,000	59,747	56,616	60,648
Annual Operating Cost (\$)	1,071,574	3,015,812	3,400,134	3,529,564	3,689,620
Annual Fares (\$)	684,570	722,330	711,000	715,528	708,333

Source: Transfort

Table II-12 illustrates the operating statistics for Transfort's DAR system.

**Table II-12 Transfort Dial-A-Ride Operating Statistics - 1999-2003**

	1999	2000	2001	2002	2003
Ridership	65,166	73,853	74,884	76,835	73,678
Annual Vehicle Miles	332,345	363,623	385,497	430,345	419,228
Annual Vehicle Hours	27,320	32,149	34,843	35,785	31,690
Annual Operating Cost (\$)	1,071,574	1,381,902	1,510,446	1,719,764	1,686,237
Annual Fares (\$)	135,093	144,411	132,619	105,770	101,623

Source: Transfort

### Performance Measures

Table II-13 provides information on Transfort performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

**Table II-13 Transfort Performance Measures**

System-wide Performance Measures - 2003	Fixed Route	Dial-A-Ride (2002)	System Total
Cost per/Operating Hour (\$)	\$60.84	\$53.21	\$58.22
Passengers/Operating Hour	24.81	2.32	17.09
Cost/Passenger Trip (\$)	\$2.45	\$22.89	\$3.41
Subsidy/Passenger Trip (\$)	\$1.98	\$21.51	\$2.89
Farebox Recovery	19.2%	6.0%	15.0%
Ridership per Capita	12.07	0.59	12.66
Cost per Capita (\$)	\$29.60	\$13.53	\$43.13

Source: Transfort



### **Financing**

Funding for Transfort and Dial-A-Ride comes from a combination of farebox revenues, federal and local funds. Fort Collins is part of the Transportation Management Area that receives an allocation of Federal Transit Administration urban area formula funds for areas over 200,000 in population. In addition, the agency receives contract funds for services it operates that are oriented to university students and for service outside of the Fort Collins urban growth area. Contract funds from Larimer County are for the demand responsive service provided to Laporte and Wellington. In addition, the allocation formula for federal funds provides for Fort Collins to receive a portion of the urban area formula funds that Fort Collins, Loveland and Larimer County have agreed will be used to fund the Foxtrot regional route.

### **Vehicles**

Transfort has a fleet of 19 fixed-route vehicles and 15 Dial-A-Ride vehicles. A fleet roster is included in Appendix B.

### **Facilities**

The three transfer centers in Fort Collins are the Multi-Modal Downtown Transit Center in downtown; the Transit Center at Colorado State University located on campus, west of the Student Center; and in the South Transit Center, located at The Square, Horsetooth and College. Most of the fixed-route service is provided in the city limits but some extends into the urban growth area. DAR service is operated in the urban growth area.









### Population Served

The fixed-route system connects the residential areas of the City to major activity centers in the downtown area and along Eisenhower Blvd to Interstate 25. An on-board survey conducted in January of 2004 indicated that individuals, who are unable to drive because they do not have a driver's license or cannot afford a car, make up the majority of the ridership. Thirty-four per cent report incomes of less than \$15,000 annually and 50% have incomes of less than \$25,000 annually. Sixty-five per cent of COLT riders do not have a driver's license and 83% do not have a vehicle available to drive.

Ridership in 2003 is illustrated for the two main routes in Loveland in Table II-14. The Foxtrot, connecting Loveland and Fort Collins is described as part of the Transfort system.

**Table II-14 COLT 2003 Ridership by Route**

Route	Riders (estimate)	Service Hours	Riders / Hour
Jitterbus	35,437	3,684	9.6
Tango	18,000	3,684	4.9
System-wide	53,437	7,368	7.3

The City is growing towards the I-25 corridor, and major activity centers are already located at Interstate 25. Over time, service between the older portions of Loveland and the interstate will grow in importance.

### Operating Statistics

Tables II-15 and II-16 illustrate the operating statistics for Loveland's fixed-route and Mini Bus systems.

**Table II-15 COLT Fixed-Route Operating Statistics - 1999-2003**

	2001	2002	2003
Ridership	78,207	70,511	53,437
Annual Vehicle Miles	N/A	N/A	7,368
Annual Vehicle Hours	N/A	N/A	115,432
Annual Operating Cost (\$)	N/A	N/A	303,782
Annual Fares (\$)	N/A	N/A	N/A

Source: COLT and Loveland COLT Transit Plan, Tech Memo #1, LSC.

N/A = Not Available



**Table II-16 COLT Mini Bus Operating Statistics - 1999-2003**

	2001	2002	2003
Ridership	N/A	N/A	14,911
Annual Vehicle Miles	N/A	N/A	55,260
Annual Vehicle Hours	N/A	N/A	11,052
Annual Operating Cost (\$)	N/A	N/A	379,079
Annual Fares (\$)	N/A	N/A	N/A

Source: COLT and Loveland COLT Transit Plan, Tech Memo #1, LSC.  
N/A = Not Available

**Performance Measures**

Table II-17 provides information on COLT performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

**Table II-17 COLT Performance Measures**

	Fixed Route	Demand Response	System Total
Cost per/Operating Hour (\$)	\$41.23	\$34.30	\$37.07
Passengers/Operating Hour	7.3	1.3	3.71
Cost/Passenger Trip (\$)	\$5.68	\$25.42	\$9.99
Subsidy/Passenger Trip (\$)	N/A	N/A	N/A
Fare Box Recovery	N/A	N/A	N/A
Ridership per Capita	0.97	0.27	1.24
Cost per Capita (\$)	\$5.53	\$6.90	\$12.43
Population	54,975*	54,975*	54,975*

Sources: Loveland COLT Transit Plan, Tech Memo #1 by LSC  
CO Demographer's July 2002 estimates of population  
N/A = Not Available

The COLT Transit Plan indicates that the breakouts between fixed-route service and paratransit services are knowledgeable estimates and that data is now being collected separately for each type of service.





## **Financing**

Funding for COLT comes from farebox revenues, local funds, and federal funds. The City of Loveland has switched from a system that was considered rural – under 50,000 population to part of the Fort Collins/Loveland TMA (with over 200,000 population) since the 2000 Census. Loveland has taken advantage of the waiver which allows new urbanized areas over 200,000 in population to use federal transit assistance for operating expenditures.

The City of Loveland receives a variety of federal funds, including 5307 funds for service within the TMA, 5311 funds for service outside the TMA, and Older Americans Act funds for paratransit services for the elderly.

## **Vehicles**

COLT currently has nine vehicles, including two back-up vehicles. These vehicles have a capacity of three to 28 passengers. All vehicles are equipped with wheelchair lifts. A complete vehicle roster is included in Appendix B. Most vehicles operated by COLT were purchased between 1999 and 2002 and have useful lives of five to seven years.

## **Facilities**

Loveland uses 8<sup>th</sup> Street, between Cleveland and Lincoln, to serve as its transit center. Their operating facility includes offices, dispatch/reception areas, a meeting room and vehicle parking.

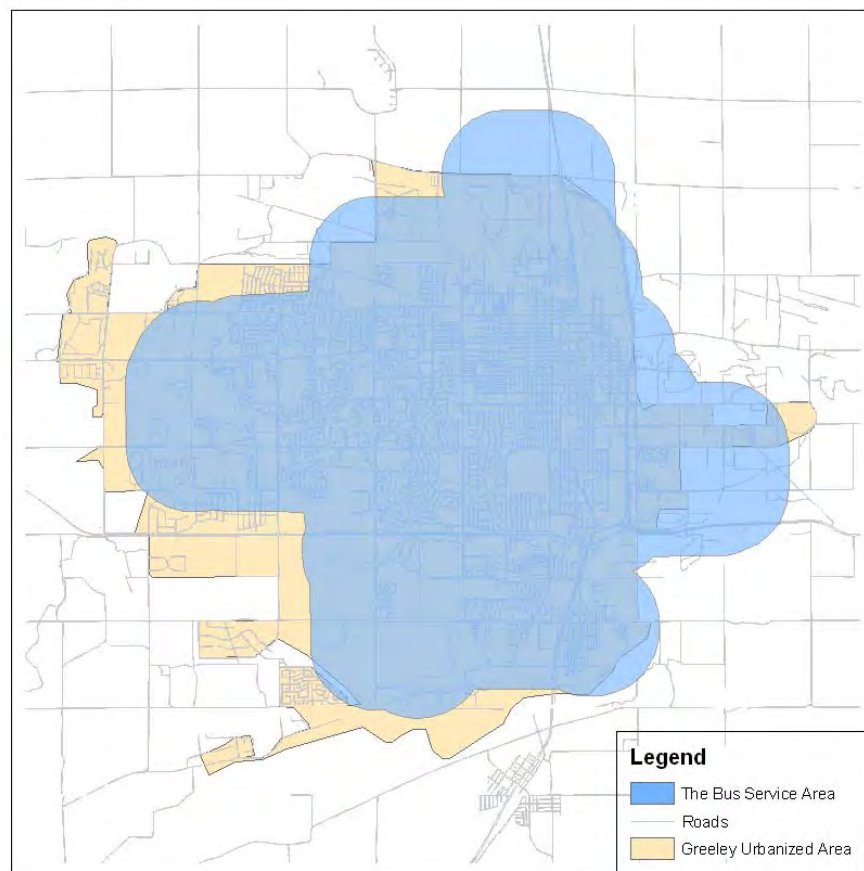


## City of Greeley – The Bus

The City of Greeley operates fixed-route service, known as “The Bus”, paratransit services, and evening demand response services. The fixed-route system serves the Greeley urban area, including the City of Evans (see Figure II-23). Seven fixed routes operate on a modified grid system, as illustrated in Figure II-24. Service operates Monday through Saturday, from 6:45 A.M. to 6:45 P.M. One route, the Boomerang, serves UNC students and operates only during fall and spring semesters when the university is in session. The remainder of the system operates year-round.

As the City of Greeley has expanded to the west, The Bus service has extended to serve major activity centers. The routes currently serve as far west as 59<sup>th</sup> Avenue and there is consideration being given to expanding to 71<sup>st</sup> Avenue as the area develops and major shopping centers open. Requests are mounting to serve the Promontory Development as the business park at the intersection of the US 34 Bypass and the US 34 Business route grows.

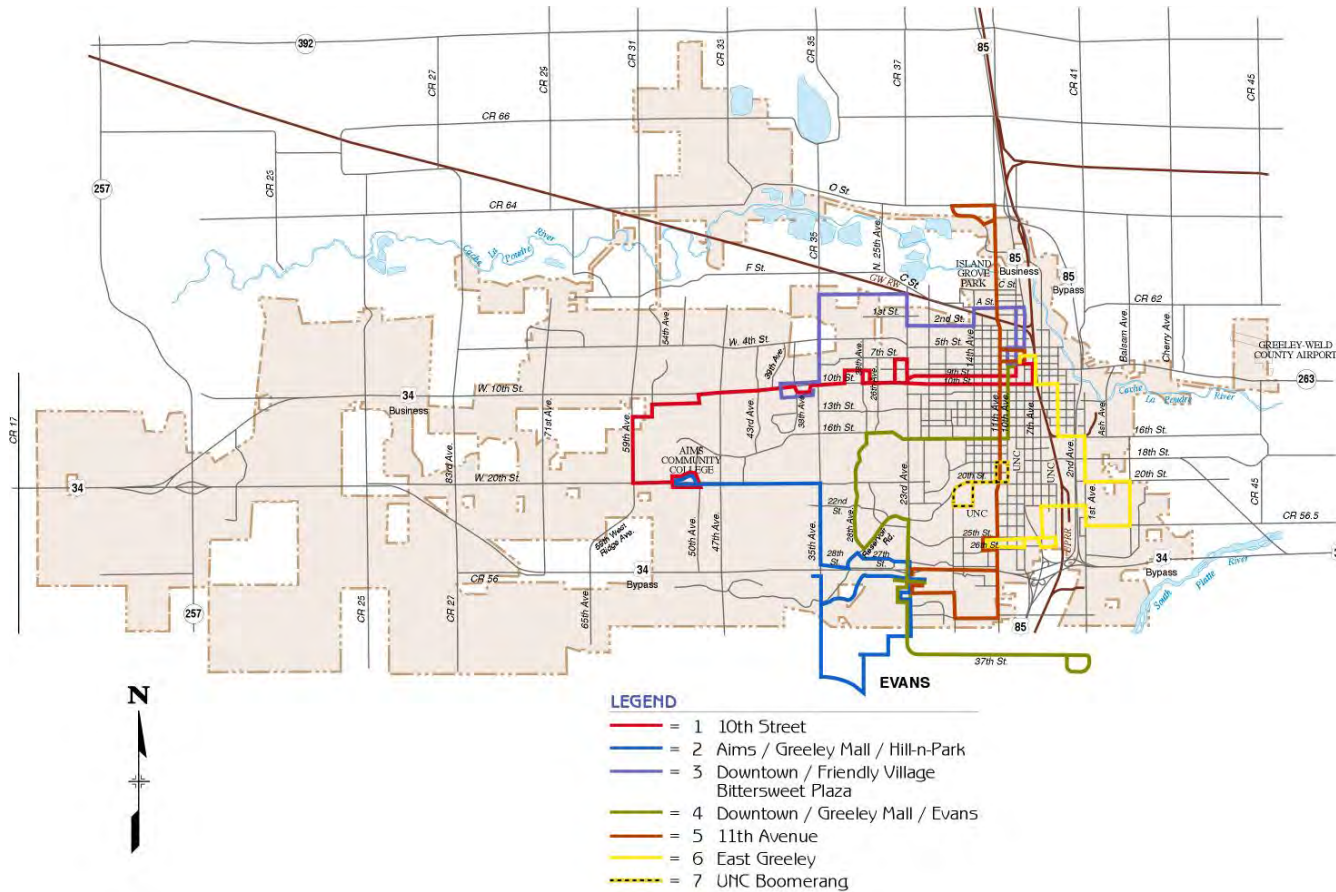
**Figure II-23 The Bus Transit Service Area**



Source: Transit Element 2004



Figure II-24 The Bus Transit Services



Source: Transit Element 2004



Longer term, it is likely The Bus will adapt to serve more regional trips and park-and-ride lots where people can access regional services. When the US 34/US 85 interchange is rebuilt it would be a good location for a park-and-ride. Another key location is at US 34 and Two Rivers Parkway. Residents of west Greeley can save twenty minutes on their trip to the airport or Denver by taking Two Rivers Parkway instead of traveling east into Greeley to US 85.

**Population Served**

In addition to serving Greeley, The Bus provides service to Evans through a intergovernmental relationship. The Bus serves many people who are transit dependent – because they do not have driver’s licenses, have disabilities that prevent them from driving, or cannot afford an automobile. As these people live throughout the City, the system makes an effort to serve most of the major areas of the city. The Bus routes serve a variety of areas including low-density residential areas, commercial areas, and the University. In addition, when the County moved its offices to the north end of Greeley, the system found it necessary to serve these facilities.

The Greeley system is known for its excellent service to people with disabilities. In addition to the active paratransit service, the fixed-route buses also carry many riders who use wheelchairs; the wheelchair lifts were used 5,439 times in 2003.

The Bus has broad-based ridership covering all age groups. With the establishment of the Boomerang route serving UNC, its student ridership increased substantially.

Ridership by route is illustrated in Table II-18, Routes 3, 4, and 6 have relatively low productivity for fixed route service, carrying fewer than eight passengers per hour. Routes 1, 2, and 5 are much stronger. These routes serve a mix of areas that serve a variety of commercial areas and other activity centers. The UNC route, while just operating when school is in session, provides an effective connection for students traveling within the university. The UNC route has significantly higher ridership than other local routes. Each of these routes serves an important purpose, connecting the residents, particularly in the areas of town with the most transit dependent population with the activity centers. In the last decade, Greeley has seen important activity centers develop on the north and west ends of town.

**Table II-18 The Bus Ridership by Route**

Route	Annual Passengers	Annual Service Hours	Passengers per Hour
1/2	35,104	3,456	10.2
2/1	34,883	3,380	10.3
3/4	27,471	3,456	7.9
4/3	26,268	3,456	7.6
5	107,256	6,785	15.8
6	27,615	3,507	7.9
UNC	147,677	2,847	51.9





## Operating Statistics

Table II-19 illustrates the operating statistics for Greeley's fixed-route system.

**Table II-19 The Bus Fixed-Route Operating Statistics - 1999-2003**

	1999	2000	2001	2002	2003
Ridership	297,844	393,769	471,921	398,841	410,299
Annual Vehicle Miles	385,302	389,469	386,213	355,472	355,268
Annual Vehicle Hours	27,820	29,199	29,621	27,305	27,090
Annual Operating Cost (\$)	1,240,969	1,286,451	1,443,379	1,468,346	1,443,943
Annual Fares (\$)	199,913	186,004	200,181	216,416	228,244

Source: The Bus

Table II-20 illustrates the operating statistics for The Bus paratransit system.

**Table II-20 The Bus Paratransit Operating Statistics - 1999-2003**

	1999	2000	2001	2002	2003
Ridership	21,879	23,691	26,800	28,544	28,657
Annual Vehicle Miles	123,492	122,298	124,118	131,349	149,642
Annual Vehicle Hours	12,140	12,257	12,513	13,254	13,918
Annual Operating Cost (\$)	377,006	405,123	407,321	491,177	535,337
Fares Revenue (\$)	30,718	38,638	37,103	39,052	52,572

Source: The Bus

## Performance Measures

Table II-21 lists The Bus performance measures. These are used to determine how well resources are being used and whether the services are cost-effective.

**Table II-21 The Bus Performance Measures**

System-wide Performance Measures - 2003	Fixed Route	Paratransit	System Total
Cost per/Operating Hour (\$)	\$53.30	\$38.47	\$48.27
Passengers/Operating Hour	15.1	2.1	10.7
Cost/Passenger Trip (\$)	\$3.52	\$18.68	\$4.51
Subsidy/Passenger-Trip (\$)	\$2.96	\$16.85	\$5.87
Farebox Recovery (%)	15.8%	9.8%	14.2%
Ridership per Capita	4.3	0.3	4.6
Cost per Capita (\$)	\$15.08	\$5.59	\$20.67

Source: The Bus



## **Financing**

Funding for The Bus comes from Federal Transit Administration urbanized area funds (Section 5309), local general funds, and farebox. The federal funds can be used for capital and operating expenses.

## **Vehicles**

The Bus operates with a fleet of 14 fixed-route vehicles and seven paratransit vehicles. The fixed-route fleet is relatively new, with an average age of seven years. Routine replacement will be needed with some of the older vehicles already 11 years old. The paratransit fleet includes three Supremes (1993, 1995, and 1996), three 1999 Goshens, and one 2002 Thomas vehicle. A vehicle roster is included in Appendix B.

## **Facilities**

Greeley has an operating and maintenance facility as well as transfer centers located at the Greeley Mall and in downtown Greeley.



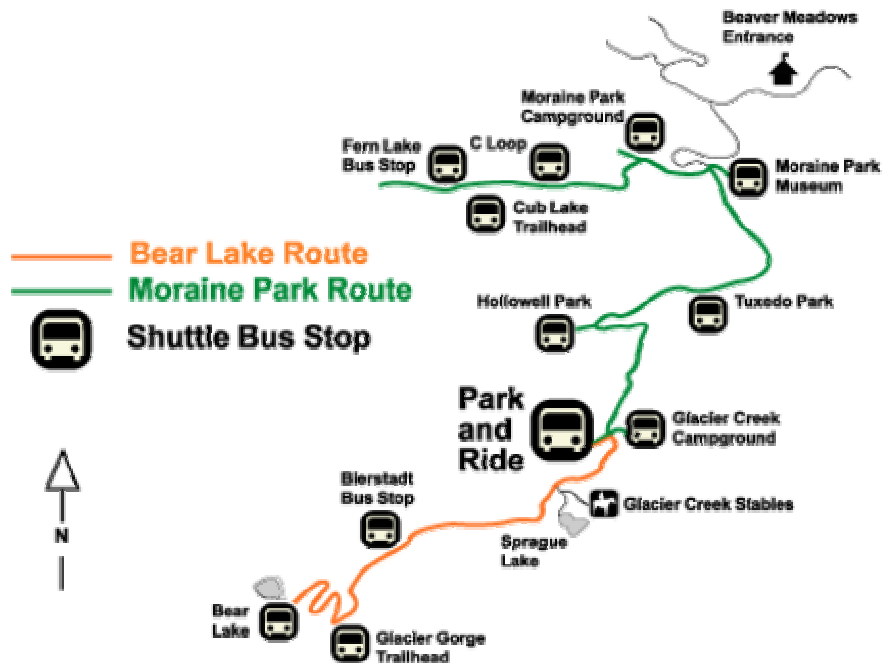
### Rocky Mountain National Park

The fourth fixed-route system operating in the region is the service operated by Rocky Mountain National Park. The Rocky Mountain National Park service is funded from a different source of federal funds than the Federal Transit Administration and so does not routinely participate in the same planning process as FTA funded systems. However, the system is an important publicly funded one and integration between the Park Service operation and community or regional services will become more important in the outlying years of this plan.

The shuttle bus service runs along the Bear Lake Road corridor in the summer months as shown in Figure II-25. It generally begins operation in mid-June. During peak periods, this service operates seven days a week through the weekend following Labor Day. After that, the shuttle bus service operates only on Fridays, Saturdays and Sundays through Columbus Day. The shuttle bus service does not operate in the winter months. There is no charge for the service.

The Rocky Mountain National Park service is operated by a contractor, and many of the drivers are school bus drivers in Estes Park during the school year.

**Figure II-25 Rocky Mountain National Park Service**



Source: <http://www.nps.gov/romo/images/visit/BLRshuttle.gif>



**Population Served**

The Park Service system serves tourists to Rocky Mountain National Park. The system is geared towards reducing cars in the Park and the majority of its riders are people visiting for one or more days.

The Bear Lake route operates from 5:00 A.M. to 10:00 P.M., every 30 minutes daily. The Moraine Park Route makes the roundtrip between the Park and Ride and the Fern Lake bus stop every 20 minutes from 7:00 A.M. to 7:00 P.M., then hourly until 10:00 P.M. From mid-September to mid-October, this shuttle operates on Saturdays and Sundays only.

The Park is planning for increases in service as Park visitation increases. These increases include additional service within the Park and connections to Estes Park, enabling visitors to leave their vehicles outside Park boundaries. Service to Estes Park would enable the system to serve more of the general public, including Park employees. It is recognized that in the longer planning horizon of the Regional Transportation Plan, peak season connections to Loveland and Boulder will also need to be planned for. This would reduce the traffic on US 34 and US 36 into the Park.

**Operating Statistics**

The system carries 2,500 passengers daily, in the May-September season for an estimated annual total of 355,000 passengers. It is estimated that 14,000 service hours and 83,000 service miles are operated annually. The cost of this system is \$1,000,000 annually.

**Performance Measures**

Estimated performance measures for Rocky Mountain National Park service are listed in Table II-22. Unlike other systems, the estimated costs include capital expenses.

**Table II-22 RMNP Performance Measures**

<b>System-wide Performance Measures - 2003</b>	<b>Fixed Route</b>
Cost per/Operating Hour	\$71.43
Passengers/Operating Hour	25.4
Cost/Passenger Trip	\$2.82
Fare Box Recovery	N/A

**Facilities**

Rocky Mountain National Park has been upgrading facilities to provide for more effective transit service. A park-and-ride lot is located opposite the entrance to Glacier Creek Campground. This serves as the main boarding point for the shuttle services.

In 2003, the Park widened Bear Lake Road by two feet, improved the road surface to accommodate shuttle buses, improved safety and engineering of the road, built bus shelters, improved restrooms, and created formal parking spaces.



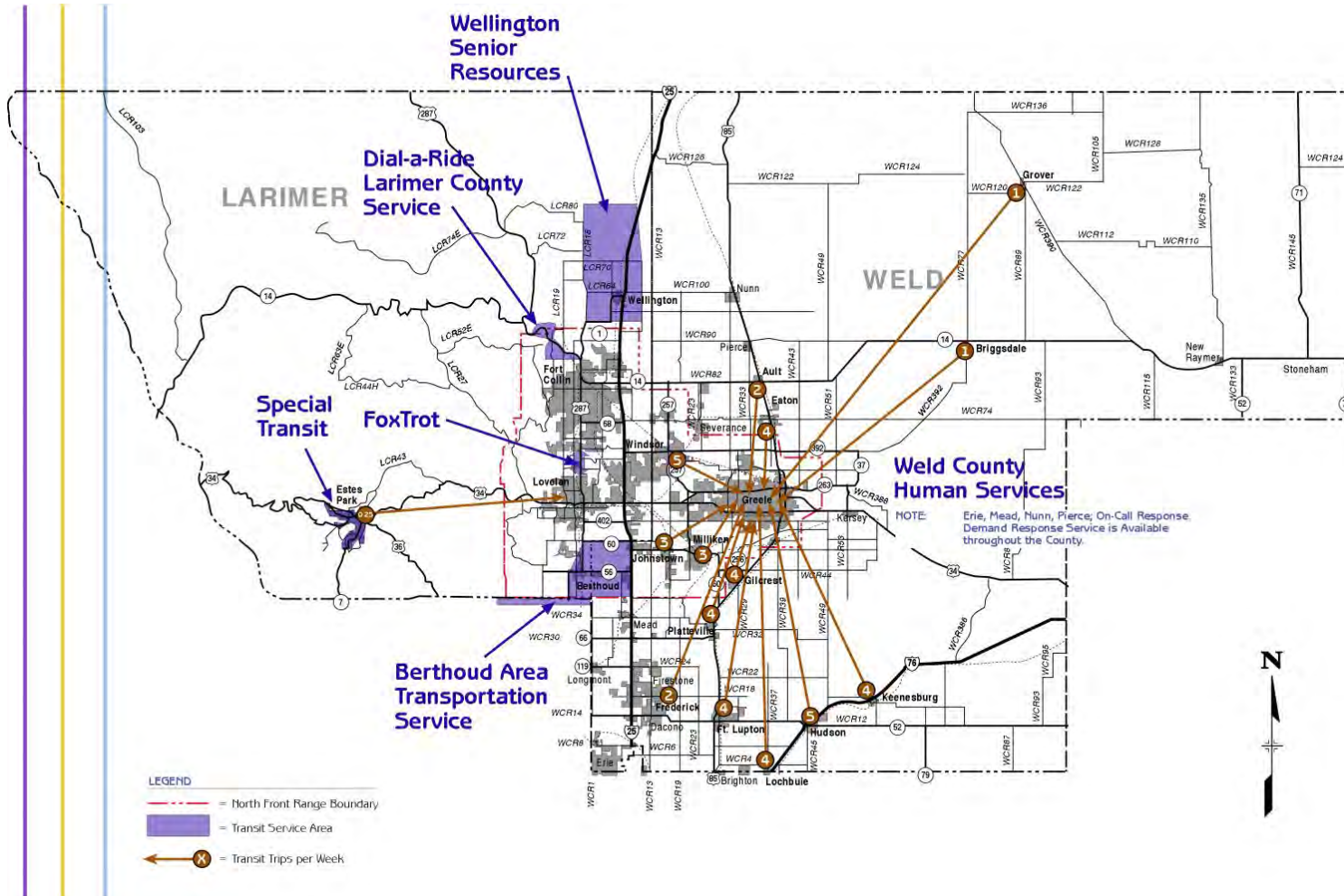


# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



### Figure II-26 Rural Transit Service



Source: Transit Element 2004



### Berthoud Area Transportation Services (BATS)

The Berthoud Senior Center operates demand response service, not only within Berthoud but also for the surrounding rural area, within the limits of the Berthoud Rural Fire Protection District (see Figure II-26). This district, most of which is still classified as “rural”, includes portions of Boulder and Weld Counties as well as Larimer County.

Demand-response service is operated from 7:00 A.M. to 4:00 P.M., Monday through Friday. The fare for local service is \$0.50 per ride. The suggested donation for out-of-town trips is \$2 to \$5, depending on income. Rides can be scheduled seven days in advance, but must be scheduled at least 24 hours ahead of time.

BATS operates service to the RTD station in Longmont where riders can connect to services in Denver and Boulder. BATS also operates to Loveland’s transfer center where riders can connect to COLT or the Foxtrot that travels to Fort Collins.

### Population Served

BATS finds that about 70% of its passengers reside in the urban area and 30% reside in the rural area. BATS is used by seniors to attend congregate meals at the Berthoud Senior Center. It is also used by students and other members of the general public for local trips and to connect to the COLT, Transfort and RTD systems. While seniors continue to make up a major part of the ridership, use of the transportation service is growing among the general public, particularly young students.

BATS has been in operation for over ten years, and has grown steadily in response to increased demand. The population in the BATS service area continues to grow. Today BATS is positioning itself for the long-term so it can respond to the demand it faces and so it will be a stable ongoing service.

The Town of Berthoud is taking a more active role than in the past, providing almost half of the BATS funding. The Berthoud Area Transportation Services can play a key role in serving the rural needs in the southern part of Larimer County.

### Operating Statistics

Table II-23 illustrates the operating statistics for BATS.

**Table II-23 BATS Operating Statistics (Demand Response) 1999-2003**

	1999	2000	2001	2002	2003
Ridership	12,095	11,253	12,081	11,669	12,773
Annual Vehicle Miles	42,883	41,293	41,971	42,138	57,911
Annual Vehicle Hours	2,400	2,507	2,765	2,887	4,078
Annual Operating Cost (\$)	N/A	N/A	N/A	N/A	\$147,029
Annual Fares (\$)	7,469	6,842	5,582	4,144	5,115
Source: BATS					
N/A = Not available					



## Performance Measures

Table II-24 provides information on BATS performance measures. These are used to determine how well resources are being use and whether the services are cost-effective.

**Table II-24 BATS Performance Measures**

System-wide Performance Measures - 2003	System Total (Demand Response)
Cost per/Operating Hour (\$)	\$36.05
Passengers/Operating Hour	3.13
Cost/Passenger Trip (\$)	\$11.51
Subsidy/Passenger Trip (\$)	\$11.11
Farebox Recovery (\$)	\$5,115
Ridership per Capita	0.75
Cost per Capita (\$)	\$8.65
Source: BATS	

## Financing

Both federal and local financial support are the foundation of the service, with \$40,000 in local funds from the Town of Berthoud, \$16,444 in federal rural transportation funds (Section 5311) and \$35,150 in federal urban transportation funds (Section 5309). They are also supported with a variety of grant funds, Older Americans Act funds, and Golden Links contributions.

## Vehicles

Berthoud has a fleet of three vehicles, a 1992 Plymouth Voyager, a 1998 Ford Terra, and a 2003 Ford Goshen. Plans are to add a vehicle in 2004 and to trade in one vehicle in 2004 and one in 2005 for fleet replacements.

## Facilities

BATS operates out of the Senior Center. It is working with the Town to purchase a building that will be used as an operations center and as a garage. BATS has applied for Federal Section 5309 funding through the Colorado Transit Coalition for these funds.



**Estes Park – Special Transit**

Special Transit has been serving Estes Park since 1999 with door-to-door specialized transit services. The service operates a single transit vehicle in Estes Park which seats up to 12 ambulatory and 2 wheelchair passengers. The service operates four days per week in Estes Park and operates once per month between Estes Park and Loveland.

Fares within Estes Park are \$1.25 per ride. Fares between Estes Park and Loveland are \$3.00 per ride. Passengers call in advance for the service and may schedule trips as much as two weeks in advance.

**Populations Served**

This service operates in Estes Park and Estes Valley, primarily serving people who are transit dependent, especially the large senior population. Estes Park had one of the highest percentages of seniors in the region in the 2000 Census with 21% of the population over age 65.

The service has grown steadily as the community has been able to raise funding and obtain grants to support the system. The level of service and ridership for each year that the service has been in operation is illustrated in Table II-25.

**Table II-25 Ridership and Level of Service in Estes Park**

Year	Days of Service per Week	Annual Ridership
1999	1	1,045
2000	2	2,430
2001	3	3,863
2002	4	4,302
2003	4	3,004 – thru Sept.

In working with community groups, two basic needs have been identified for the Special Transit service in Estes Park. One is for more frequent service to Loveland and the other is for the operation of a general public call-and-ride service that would target a broader sector of the population with curb-to-curb service. Ideally this would operate 5-6 days a week and would be operated in addition to the specialized door-to-door service that is now operated.

**Performance Measures**

Special Transit carried 4,302 passengers in 2002, operating 1,760 hours of service. This equates to 2.44 passengers per hour. The average cost per hour of the Special Transit service in Estes Park is \$52.00, so the cost per passenger is \$21.27.





### **Financing**

Financing comes from fare revenues, local funds and federal funds. Special Transit applies for Federal 5311 funds as part of its Boulder County application submitted through the Denver Regional Council of Governments. Older Americans Act funds are also received from Larimer County. Local funds are provided by the Town of Estes Park and other donations are received for the service.

### **Vehicles**

The Estes Park Special Transit service operates with a single transit vehicle in Estes Valley which seats up to 12 ambulatory and 2 wheelchair passengers. Back-ups are provided by Special Transit if needed.



## Weld County Human Services Transportation Program

The Weld County Transportation Program is a branch of the Weld County Human Services Department. It serves the general public and special populations through a variety of federally funded contracts, including:

- ▶ Employment Services of Weld County
- ▶ Head Start
- ▶ Senior Nutrition Program
- ▶ Migrant Head Start Program
- ▶ Summer Youth
- ▶ Mini-bus Program

The system operates approximately 40 vehicles, and travels nearly 600,000 vehicle miles per year in serving Weld County with trips to Greeley. The service focuses on providing connections between local communities and services in Greeley. Service is also provided to Boulder County, north Denver, Loveland, Fort Collins and Fort Morgan, as needed. In addition, a volunteer program provides subsidies for persons providing trips to the elderly and disabled using personal vehicles.

The Weld County program has the advantage of being well-coordinated as both general public and human service transportation programs are combined. In addition, the Weld County program coordinates with The Bus in Greeley as both programs take people to services within Greeley and the urbanized area. Many local communities in Weld County also provide volunteer-based services, primarily oriented towards seniors. These local services may take people to nutrition sites or for local shopping and services.

### Population Served

Figure 13 also illustrates the scheduled trips between Weld County communities. Demand response service is also provided throughout the county as resources allow. The Weld County program operates in a demand response mode and primarily provides regional or long-distance trips. The average distance passengers travel is significantly longer than many locally based demand response services.

### Operating Statistics and Performance Measures

Operating statistics for the Weld County program in 2002 show a cost of \$8.50 per passenger, \$1.53 per mile, 0.18 passenger boardings per mile, and 1.01 passenger boardings per capita.

In reviewing the performance measures, note that Weld County only tracks the miles traveled – a unit of measure that reflects the long-distance nature of the service. Service hours are not available.



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



### Financing

The Weld County Human Services Transportation Program has an annual budget of approximately \$1,000,000. This is funded through a combination of fares, federal funds from a variety of sources, and county funds. Weld County Department of Human Resources uses funds from all of its transportation programs to provide a comprehensive system that meets the needs of both clients and the general public rider.

### Vehicles

Weld County operates with a fleet of 40 vehicles. A complete roster is contained in Appendix B. The transportation program replaces an average of three vehicles annually.



## Summary Public Transit Providers

### System Performance Measures

#### Fixed-Route Services

The systems providing fixed-route service illustrate a wide range of services and performance. Much of the fixed-route service in Fort Collins, Greeley, and Loveland serves people who do not have the option of driving. Transfort, in Fort Collins, also serves a large number of students, both in making trips to and from campus and, for many students, the other travel needs of this population. Student ridership is also significant in Greeley, although The Bus has only one primary route oriented to university trips. Greeley has an important orientation to serving people with disabilities, and carries many passengers who use wheelchairs on its fixed-route service. Table II-26 provides a comparison of the performance on fixed routes, there is a wide range that reflects the markets served and effectiveness of the routes.

**Table II-26 Fixed-Route Performance Measures**

	Larimer County			Weld County
	Transfort	COLT	RMNP	The Bus
Cost/Service Hour (\$)	\$60.84	\$41.23	\$71.43 est.	\$53.30
Passengers/Service Hour	24.8	7.3	25.4 est.	15.1
Cost/Passenger Trip (\$)	\$2.45	\$5.68	\$2.82 est.	\$3.52
Cost per Capita (\$)	\$29.60	\$5.53	n/a	\$15.08

#### Demand Response Services

There are six demand response services available. They are Berthoud, Estes Park, COLT, Transfort, The Bus and Weld County. Table II-27 compares the performance measures of the demand response services.

**Table II-27 Demand Response Performance Measures**

	Larimer County				Weld County	
	Berthoud	Estes Park	COLT	Transfort	The Bus	Weld County
Cost/ Service Hour (\$)	\$36.05	\$52.00 est.	\$34.30	\$48.06	\$38.47	N/A
Passengers/Service Hour	3.13	2.4 est.	1.3	2.2	2.1	N/A
Cost/Passenger Trip (\$)	\$11.51	\$21.27 est.	\$25.42	\$22.38	\$18.68	\$8.65
Cost/Capita (\$)	\$8.65	N/A	\$6.90	\$13.80	\$5.59	\$8.56
N/A = Not Available						





## Other Transit Providers - Regional Services

Regional transit services are limited, with the Foxtrot providing connections between Fort Collins and Loveland and rural services providing some connections between outlying rural communities and urban area services. VanGo provides regional vanpool services. Other regional transit services today are provided by the private sector. Two private operators provide regional services: Greyhound/TNM&O and Shamrock Airport Express. The Foxtrot and rural services were described in the previous section. VanGo and private services are described below.

### VanGo Services

The North Front Range MPO operates a vanpool program providing intra- and inter-regional trips. These services provide an indication of demand for transit service to regional destinations and serve an important role in helping to build shared-ride ridership. When regional bus service is initiated, it is anticipated that some vanpool riders will choose to switch to fixed route intercity services. Table II-28 lists the VanGo service levels.

**Table II-28 VanGo Service Levels and Capacities**

ORIGIN	DESTINATION													TOTAL	
	Downtown Denver	Boulder	Rocky Flats	DTC	I-25 and 120th Ave	Colorado Blvd.	Greeley—Banner Health	Rawhide/ Wellington	Lakewood	Interlocken/ Louisville	Golden-Denver West	I-25 and 84th Ave	CSU		HP Fort Collins
<b>Fort Collins</b>															
Vans	9	1	1	1	2	1	1	1	1	2	1	1	0	0	22
Persons	51	4	6	7	10	6	5	6	6	12	6	3	0	0	122
<b>Greeley</b>															
Vans	5	0	0	0	0	0	0	0	0	0	0	0	1	1	7
Persons	43	0	0	0	0	0	0	0	0	0	0	0	6	n/a	49
<b>Loveland</b>															
Vans	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Persons	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total Vans</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>30</b>
<b>Total Persons</b>	<b>100</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>n/a</b>	<b>177</b>

Source: June 2004 NFRMPO/Van Go Vanpool Services



## Greyhound and TNM&O Bus Service

TNM&O Coaches, Inc. is a subsidiary of Greyhound Lines, Inc. Both Greyhound and TNM&O operate intercity bus service in the North Front Range, but TNM&O is the primary operator in the region. This service is geared to a wide range of intercity travelers, not the commuter market. Table II-29 lists the trips made connecting cities in the North Front Range to each other and to Denver.

Today, five trips connect Fort Collins to Denver. In the reverse direction, there are also five trips that connect Denver to Fort Collins. Two of these trips connect Fort Collins to Denver directly without any stops, one in the AM and one in the PM. The other three trips have stops in Greeley and Loveland and then continue on to Longmont and Denver. It is more useful to consider the segments of service that are provided as few people would ride this service between Fort Collins and Denver unless they were connecting to the national intercity network operated by Greyhound/TNM&O.

Typical one-way fares are:

- ▶ Fort Collins – Greeley: \$9.50
- ▶ Greeley – Loveland: \$8.50
- ▶ Loveland – Fort Collins: \$8.50
- ▶ Loveland – Longmont: \$8.50

While these fares are high compared to typical public transit fares, when one considers they cover the full cost of the trip (capital and operating) and include a profit they begin to seem quite reasonable. For a limited number of trips, it may be possible to subsidize the cost of tickets on the existing service.

The schedules are not particularly conducive to the types of trip demand that occurs in the region, although some segments are better suited than others. For example, the trip times from Fort Collins to Greeley are fair: departing Fort Collins at approximately 8 a.m., noon, and 6 p.m. and arriving in Greeley about 35 minutes later. However, travel from Greeley to Fort Collins is more problematic with trips leaving Greeley at 10 a.m., 8 p.m. and 11:30 p.m. Similarly, the trip times from Greeley to Loveland and Loveland to Longmont/Denver are suitable for a good number of trips, but the return times are difficult.



**Table II-29 Greyhound/TNM&O Schedule**

	<b>Departs</b>	<b>Arrives</b>	<b>Travel Time</b>
Fort Collins to Denver	7:40 PM	8:55 PM	1 Hr 15 m
Denver to Fort Collins	10:45 PM	12:01 AM	1 Hr 16 m
Loveland to Greeley	9:35 PM	10:00 AM	25 m
	7:15 PM	7:50 PM	35 m
Greeley to Loveland	8:30 AM	9:10 AM	40 m
	1:30 PM	2:00 PM	30 m
	6:50 PM	7:20 PM	30 m
Fort Collins to Greeley	7:55 AM	8:30 AM	35 m
	12:55 PM	1:30 PM	35 m
	6:10 PM	6:45 PM	35 m
Greeley to Fort Collins	10:05 AM	10:45 AM	40 m
	7:50 PM	8:30 PM	40 m
	11:30 PM	12:05 AM	35 m
Loveland to Longmont	9:10 AM	9:40 AM	30 m
	2:00 PM	2:30 PM	30 m
	7:20 PM	7:50 PM	30 m
Longmont to Loveland	9:05 AM	9:35 AM	30 m
	6:45 PM	7:15 PM	30 m
Denver to Greeley	10:30 PM	11:35 PM	1 Hr 05 m

**Shamrock Airport Express**

The Shamrock Airport Express provides service between Fort Collins/Loveland and Denver International Airport. Passenger pick-up in Fort Collins occurs between 3:25 A.M. and 5:55 P.M. The cost to ride the shuttles is \$21 for adults and \$10 for children 10 and under.

In Fort Collins the buses stop at:

- ▶ Transit Center at Colorado State University at 25 minutes past the hour.
- ▶ University Park Holiday Inn, 425 W. Prospect Road, on the half hour.
- ▶ Fort Collins Marriott, 350 E. Horsetooth Road, at 15 minutes before the hour.
- ▶ I-25 and Harmony Road Park-n-Ride, 10 minutes after the hour.
- ▶ Courtyard by Marriott, 1200 Oakridge Drive, 5 minutes before the hour.

In Loveland, buses stop at:

- ▶ Showtime Video, Hwy 34 and Van Buren at 50 minutes past the hour.
- ▶ The Egg and I, 25<sup>th</sup> and Lincoln, at 5 minutes after the hour.
- ▶ Hampton Inn, Hwy 34 and I-25, at 25 minutes past the hour.

From the Hampton Inn, the trip to DIA is one hour and twenty minutes.

Buses depart DIA every hour between 6:00 A.M. and 11:00 P.M.



### Client-Specific Transportation Services

A wide range of entities provide client-specific services in Larimer and Weld Counties. Many of these are entities, such as nursing homes, assisted living facilities, senior centers, youth clubs and other entities, that have only a single vehicle for outings. The largest of these are the Community-Centered Boards serving people with developmental disabilities. Foothills-Gateway in Larimer County and CDSI in Weld County each provide extensive programs for the developmentally disabled populations.

In 2002, the Colorado Mobility Coalition surveyed human service organizations in Larimer County and found that 24 “non-transit” agencies provide transportation for their clients. There were nine nursing homes, five assisted living facilities, three senior centers, nine agencies providing disabled services and one miscellaneous organizations reporting that they provide client services. Together they operate 70 vehicles, 30 of which are accessible. The majority of these agencies use their vehicles only 2-5 hours a day. Of the 40 agencies replying to the survey, 20 reported having trouble securing transportation for clients and 13 do not. The biggest problems are that service is not available on the day needed or the time needed. Service to rural areas is perceived as the biggest unmet need and a lack of transportation between communities was mentioned several times.

In Weld County, many senior centers in small communities provide local transportation services as the county-wide services focus on providing transportation that connects these rural communities with Greeley or the nearest major city with needed services.

A list of the major entities with vehicles and transportation services provided to clients follows.

#### **Foothills – Gateway**

Foothills – Gateway serves as the Community-Centered Board in Larimer County, providing a broad range of services to people with developmental disabilities. The agency operates about 40 vehicles in providing transportation services for individuals between their home and program/work settings. Depending on the needs of the individual, transportation may be provided by FGI or contracted with other service providers.

The agency tries to use public transit alternatives (both fixed-route buses and paratransit services) as much as possible. Clients use Dial-A-Ride operated by Fort Collins, COLT, Loveland’s Mini Bus, and BATS.

#### **CDSI - Envision**

CDSI / Envision is the Community-Centered Board in Weld County, serving 700-800 individuals in the adult program. A broad range of services are provided to people with development disabilities. Comprehensive services include residential (24-hour) services, day services in the community, and employment services. More limited Supported Living Services (SLS) are provided to other clients.





Transportation is provided "home to program" and "program to home" for people in adult day programs. Transportation is also provided to participate in scheduled activities within the community. CDSI /Envision uses a fleet of 24 vehicles to operate this service. In addition, they purchase bus passes for clients who are able to use The Bus or Paratransit services.

CDSI / Envision faces the challenge of trying to make its resources go as far as possible. One of the most efficient ways to provide quality services is through "host home" providers. These are individual families that host one or possibly two clients. Host home providers located in outlying areas where housing is less expensive can stretch resources the farthest – but that generally requires that CDSI provide transportation to outlying areas. The agency may have to limit the number of homes they serve in rural areas – or require that the host families provide transportation to a central pick-up point – because of the cost of transportation services.

A transportation problem faced by CDSI / Envision is getting public transportation to the new businesses, such as Target, that are building on the west side of Greeley. CDSI / Envision has been able to place clients in jobs in these businesses, but regular public transportation is needed to these locations.

### **Wellington Senior Center**

The Wellington Senior Center has provided limited service to seniors in Wellington for several years. The Senior Center, with the support of the Town of Wellington, has considered expanding this service and making it available to the general public, if Section 5311 funds are available for the expansion. The Wellington Senior Center provides services to rural residents who wish to come into Wellington (four days each week). They also operate between Wellington and Fort Collins once a month. In 2004 this is planned to increase to once every two weeks.

### **Windsor Senior Services**

The Town of Windsor provides senior transportation services Monday through Friday from 8 AM to 6 PM. The service uses a sedan-style vehicle with paid drivers. The service provides seniors with rides to doctors' appointments in Greeley, Fort Collins and Loveland on Mondays and Tuesdays at a cost of \$4 a roundtrip. Wednesday, Thursday and Friday rides are provided in town to the grocery store, appointments and senior's lunches at town hall.



## Summary of Other Transit Providers

Private sector regional services are available along I-25 to DIA and provide limited service between major communities in Larimer and Weld counties. The hourly service to DIA is a solid level of service and with the E-470 connection the travel time is reasonable. The intercity network, while it does a reasonable job given the market and operating economies, does not provide adequate services either between cities in the region or to major cities outside the region. To serve a larger market, more direct service between major communities is needed. Those trips that do provide direct connections between Fort Collins and Denver do so with reasonable travel times. However, most service zig-zags through the region, taking two to three times as long as an automobile trip. In order to improve intercity service through the private sector, some level of public support will be needed.

Limited connections are available between the private services and public services. Greyhound/TNM&O serves the Multi-Modal Downtown Transit Center in Fort Collins. Airport Express serves the transit center at Colorado State University and Harmony Road park-and-ride.

Specialized services in the region vary significantly between Larimer and Weld counties. In part this is due to the geography of the counties and in part due to the historical development of transit services. In Weld County, the primary transportation providers are Weld County, CDSI-Envision, and the various senior centers in rural communities. In Larimer County, Fort Collins, Loveland, Berthoud and Estes Park each serve the outlying rural areas. In addition, Foothills-Gateway is a major provider of service and a variety of smaller organizations provide services to their clients.



### III. SOCIO-ECONOMIC/ENVIRONMENTAL PROFILE

#### A. Socio-Economic Data

Socio-economic data provide the basis for the travel demand model, which is used to project future travel volumes. The NFR MPO has changed the process for developing socioeconomic forecasts from that used in the development of the 2020 and 2025 Plans. Previously, the process entailed the use of estimates developed by the local entities, which were then compared to the State Demographer's data, and adjusted accordingly.

The revised demographic forecasting process has two steps. The first step develops an overall forecast of housing and employment for the entire region. Second, a land use allocation model, CommunityViz, distributes the housing and employment forecasts geographically to the Traffic Analysis Zone (TAZ) level. For modeling purposes, the NFR has developed 815 TAZs for which the household and employment data are compiled. The household and employment data are estimated for the area within the MPO modeling boundary, shown on Figure III-1, which is somewhat larger than the area within the MPO boundary.

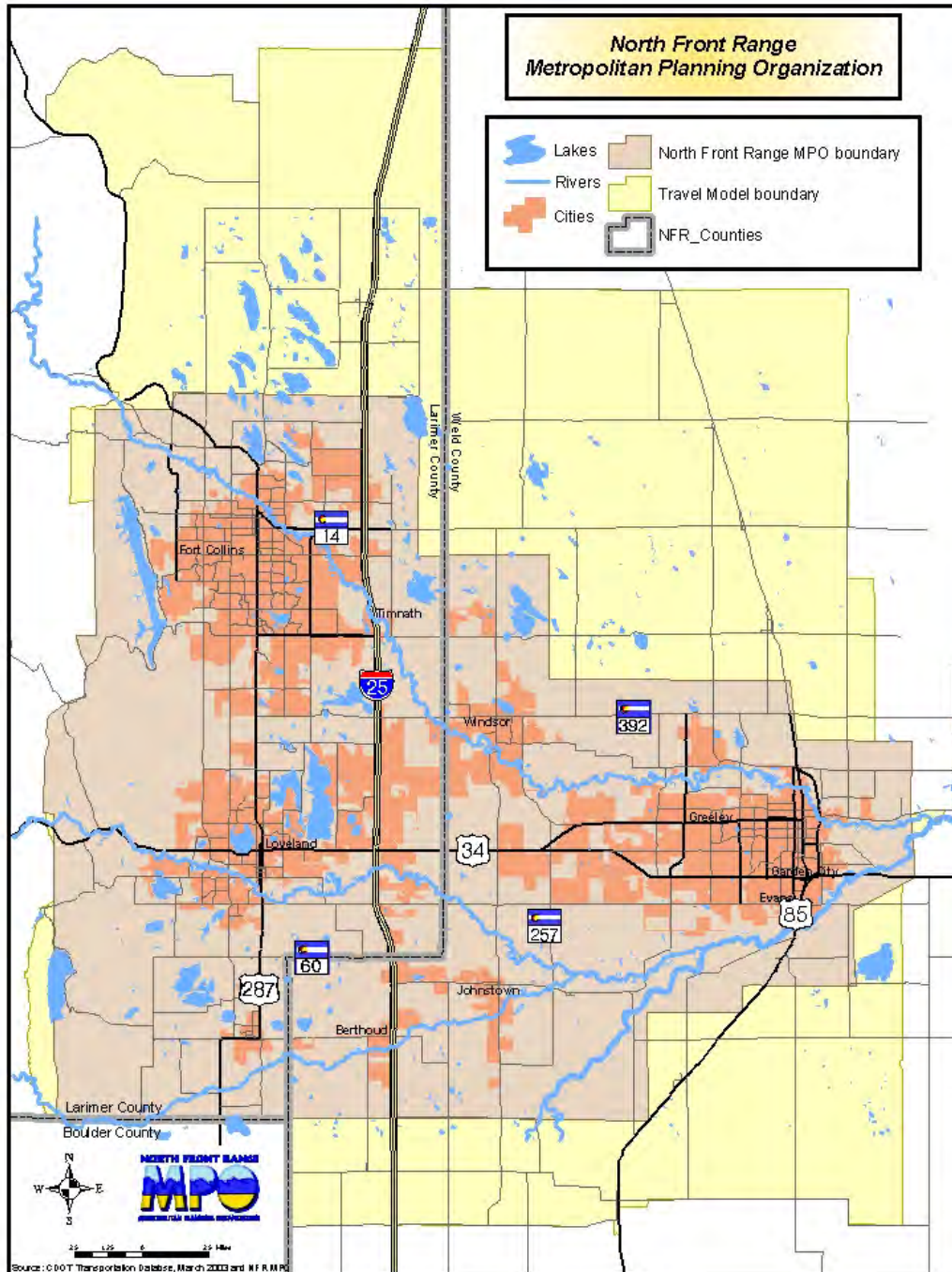
#### Overall Forecast

The NFR MPO hired an economic consulting firm to prepare forecast numbers for the NFR's portions of Larimer and Weld counties. The firm worked closely with the State Demographer's office and a stakeholders' group to develop NFR specific information. The report, Forecasts of Jobs and Population for the North Front Range Modeling Area (CBEF, 2003), describes the forecasting process and the resulting anticipated growth in both households and employment between 2000 and 2030, in five year increments.

As described in the study report, Forecasts of Jobs and Population for the North Front Range Modeling Area, "The outlook for the region's economy drives the forecast of jobs and population for the North Front Range Modeling Area. It balances the demand for labor and the supply of workers." The forecast involved three major tasks. First, labor demand was forecast. It is largely determined by projected job growth, which, in turn, results from new jobs in the region's basic industries. Basic industries are those dependent on exports, or outside dollars flowing into the region. The second task was to determine how much of the forecast job growth in the counties would occur in the modeling area. Finally, the population needed to fill these jobs was forecast. Job demand along with the region's age and gender makeup and trends in labor force participation were the critical elements in this calculation. The forecasts were adjusted in response to comments from the committee.



Figure III-1 North Front Range Modeling Boundary







## Land Use Allocation Model

The land use allocation model is the second step in the development of projected households and employment for the region. The MPO chose CommunityViz software to model the distribution of employment and households at the Traffic Analysis Zone (TAZ) level. CommunityViz is a Geographic Information System (GIS) based model that uses local social, economic, and physical data to build several GIS layers at the regional level. The model then spatially distributes households and employment based on the local parameters. It should be noted that the output of the land use model allocation is constrained by the control totals developed in the first step.

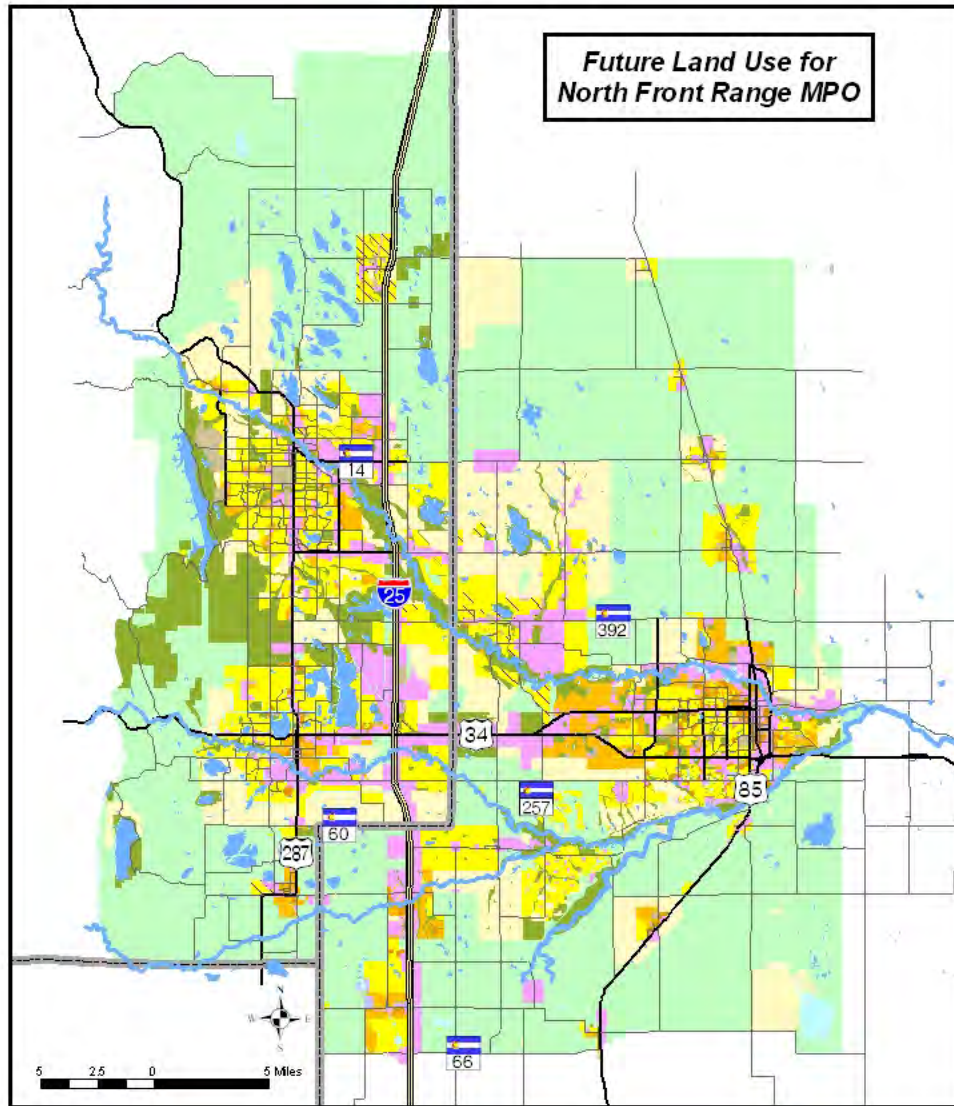
The CommunityViz land use allocation model was built on a GIS platform so that analysis and subsequent results could be completed and presented in both a geographical and tabular format. Figure III-2 is the composite map of all the comprehensive land use plans in the North Front Range. This map represents the GIS layer that reflects permissible use of the land and its density within the model.

A survey of land use planners across the region was conducted to develop weighting factors for the attractiveness of each area in terms of their social, economic and physical characteristics. The land use model, using control totals, distributes employment and population based on the weighting factors and land use. This information was quality controlled through meetings with the local land use planners.

The model was calibrated to the 2000 Census data. Forecasts from this model were completed for 2010, 2020, and 2030. Figure III-3 and III-4 show the expected growth in employment between 2000 and 2030 by traffic analysis zone. The employment growth remains centered around Fort Collins, Greeley, and Loveland, with expansion along the major roadways. On Figures III-5 and III-6, the household growth is shown to be occurring to a significant degree in the smaller communities and rural areas, as well as the larger cities.



Figure III-2 Future Land Use



2030 RTP S:\2030RTP\Maps\LandUse.mxd  
ajk on 4/6/2004



Source: NFR MPO, Fort Collins, Greeley, Loveland, Berthoud, Timnath, Johnstown, Milliken, Garden City, LaSalle, Evans, Eaton, Ault, Severance, & Weld and Larimer Counties, 2004



Figure III-3 2000 Employment

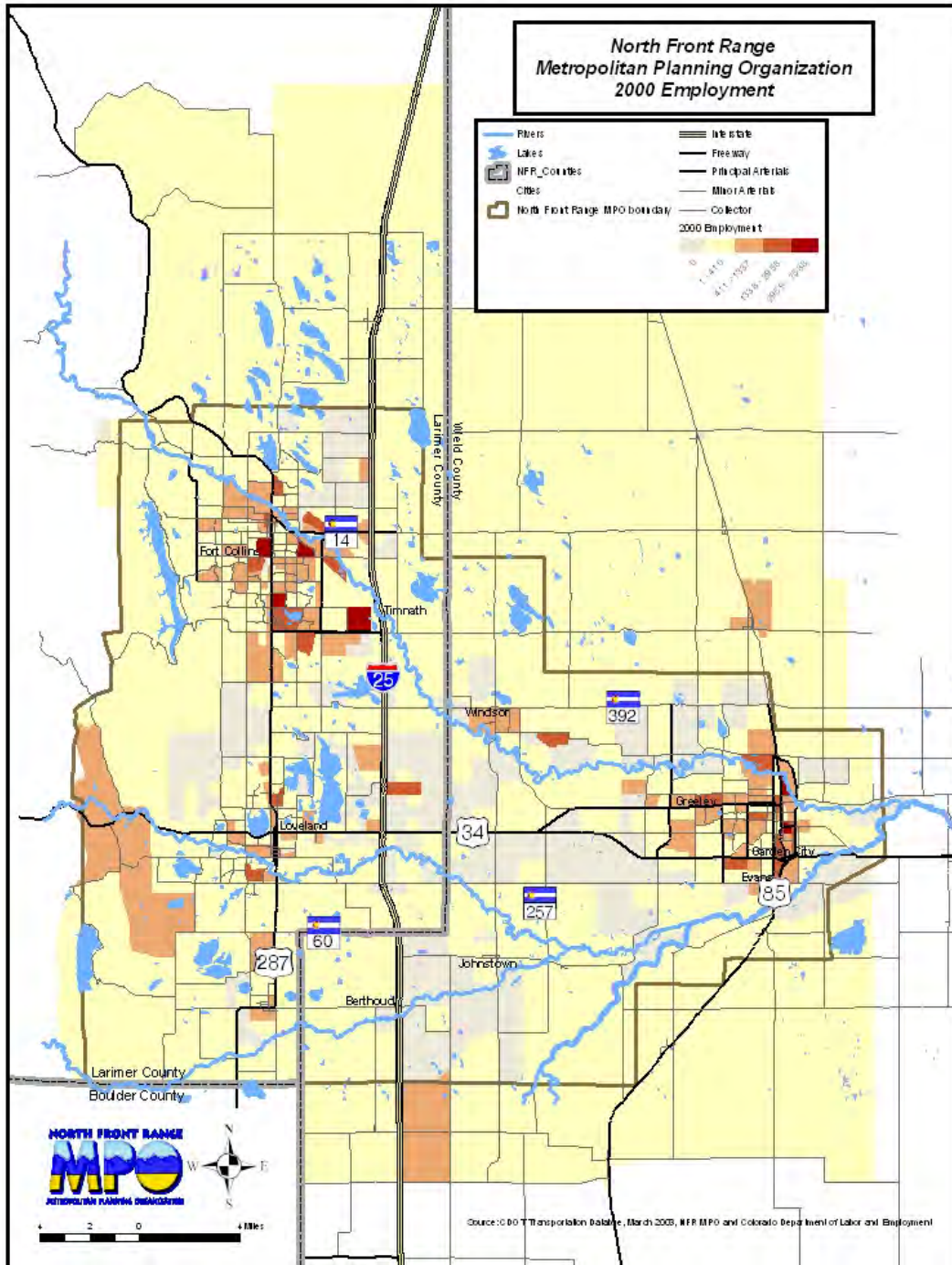










Figure III-5 2000 Households

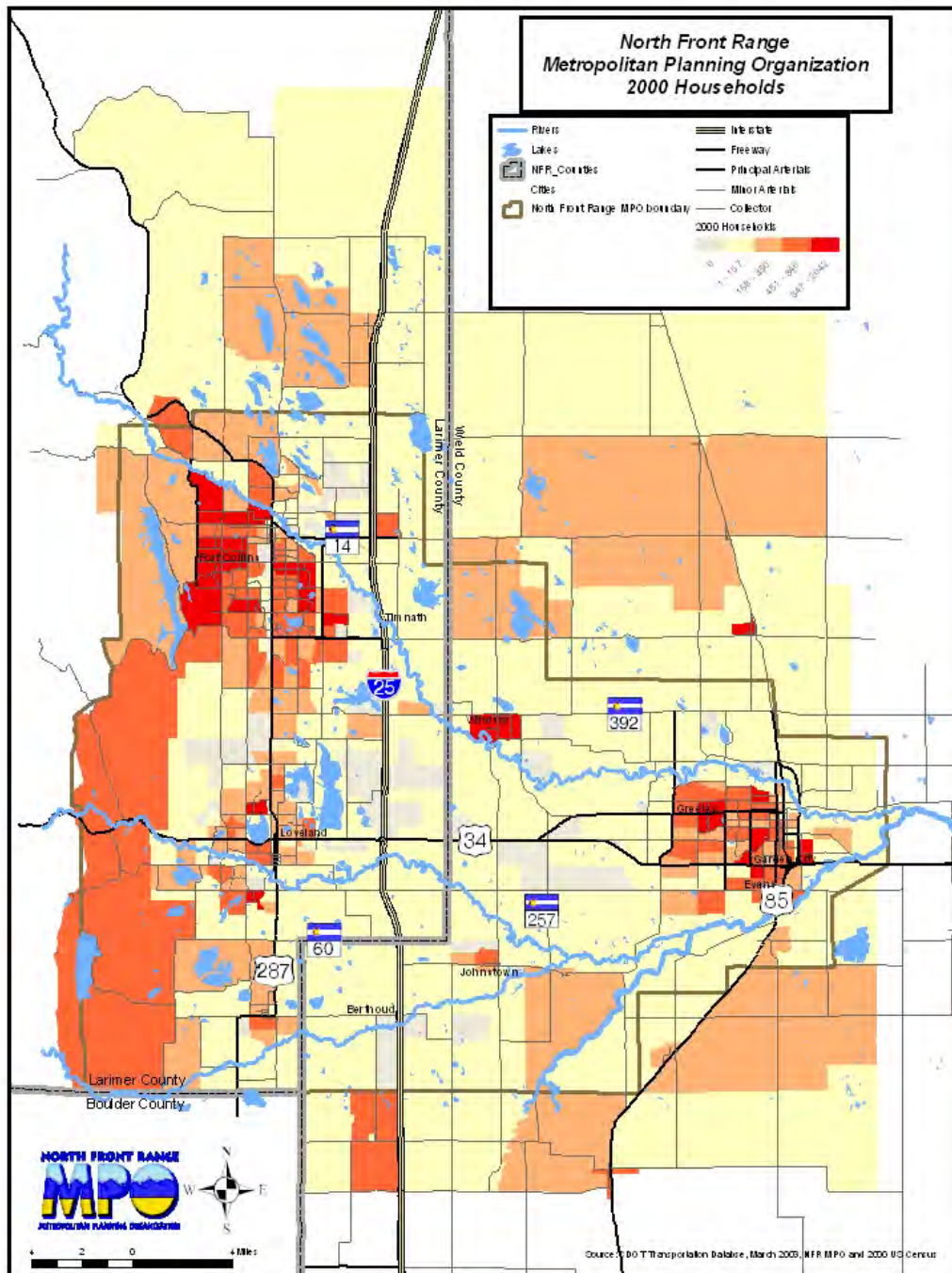
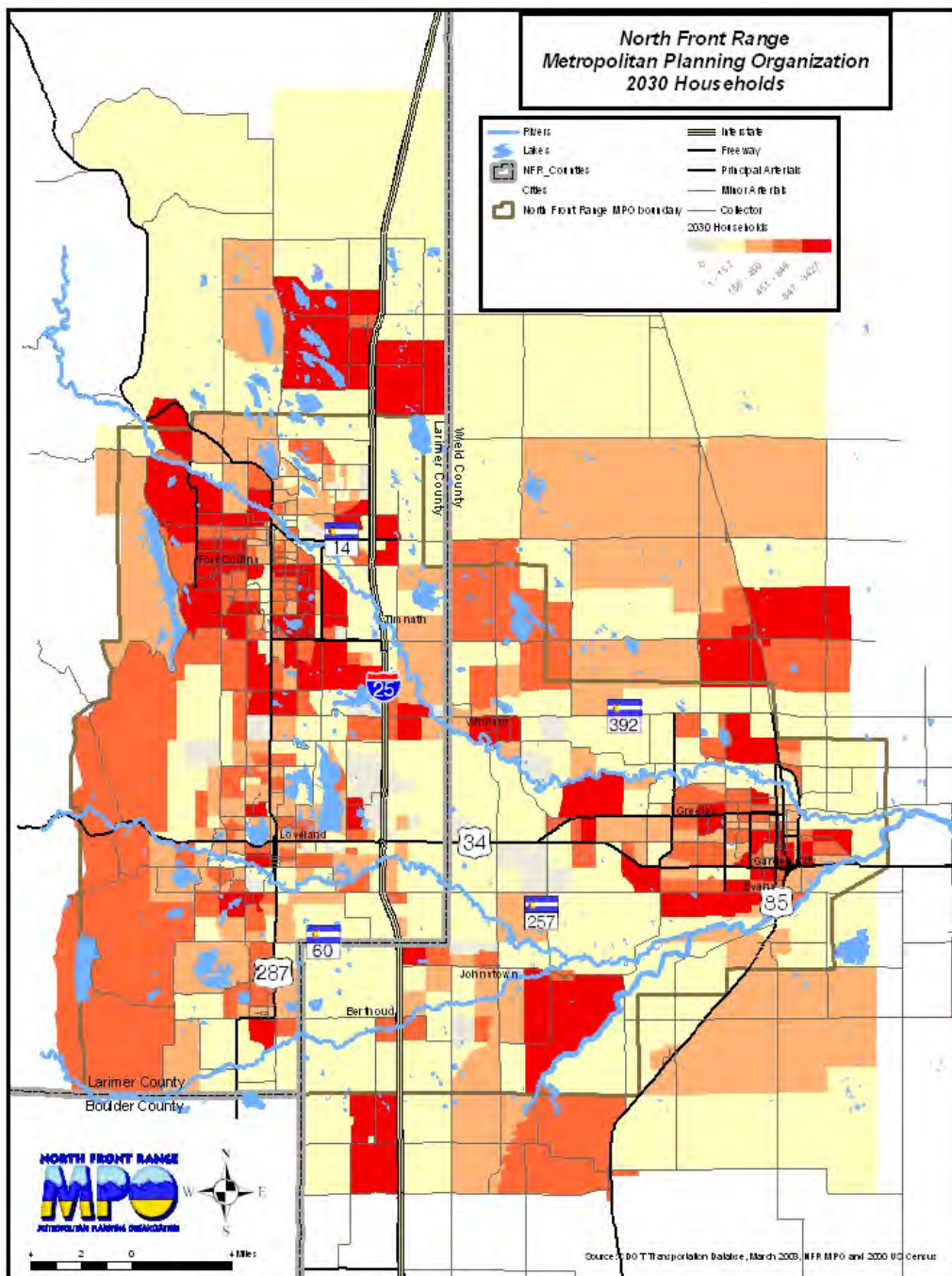




Figure III-6 2030 Household Forecasts





## Demographic Forecasts

### Households

The Forecasts of Jobs and Population for the North Front Range Modeling Area projects the number of households in the NFR to increase 2.1% annually for the region, with a slightly higher increase in Weld County over Larimer County.

For input into the travel model, household projections were further classified by household size and income level as illustrated in Table III-1 for the year 2000 base and Table III-2 for the year 2030 projection. This classification increases the sensitivity of the travel demand model in response to household characteristics.

**Table III-1 Household Size and Income Data – Year 2000**

Household Income (2000 dollars)	1-person HH	2-person HH	3-person HH	4-person HH	5+-person HH	Total HH	Percent
\$0-20k	13,279	6,483	3,169	1,908	1,136	25,976	18.6%
\$20-40k	9,838	12,621	4,491	4,364	2,416	33,730	24.2%
\$40-60k	4,803	11,580	5,109	5,145	3,359	29,997	21.5%
\$60-80k	1,682	6,746	3,413	2,265	2,253	16,370	11.7%
>\$80k	2,149	11,698	7,149	7,785	4,781	33,562	24.0%
<b>Total</b>	<b>31,761</b>	<b>49,129</b>	<b>23,332</b>	<b>21,467</b>	<b>13,945</b>	<b>139,634</b>	<b>100.0%</b>
<b>Percent</b>	<b>22.7%</b>	<b>35.2%</b>	<b>16.7%</b>	<b>15.4%</b>	<b>10.0%</b>	<b>100.0%</b>	

Source: North Front Range Regional Travel Model, Model Process, Parameters and Assumptions, LSA and Associates, Inc.

**Table III-2 Household Size and Income Data – Year 2030**

Household Income (2000 dollars)	1-person HH	2-person HH	3-person HH	4-person HH	5+-person HH	Total HH	Percent
\$0-20k	27,676	13,000	5,777	3,349	1,819	51,621	18.6%
\$20-40k	20,957	25,903	8,378	7,836	3,966	67,040	24.2%
\$40-60k	10,460	24,334	9,751	9,452	5,645	59,642	21.5%
\$60-80k	3,668	14,267	6,552	4,191	3,803	32,481	11.7%
>\$80k	4,789	25,161	13,973	14,656	8,221	66,800	24.1%
<b>Total</b>	<b>67,550</b>	<b>102,665</b>	<b>44,431</b>	<b>39,484</b>	<b>23,454</b>	<b>277,584</b>	
<b>Percent</b>	<b>24.3%</b>	<b>37.0%</b>	<b>16.0%</b>	<b>14.2%</b>	<b>8.4%</b>		<b>100.0%</b>

Source: North Front Range Regional Travel Model, Model Process, Parameters and Assumptions, LSA and Associates, Inc.





## Employment

The modeling region of the NFR accounts for roughly 95% of the jobs in Weld and Larimer counties in 2000. Overall, employment is projected to grow at approximately 2.0 percent per year for the entire region, with Weld County experiencing a slightly higher percent increase than Larimer County.

Employment for 2000 was determined by geocoding ES202 data, from Bureau of Labor Statistics unemployment information, to the street centerline map for the NFR. The results show each employer and the number of employees for each location on a map. These results were then aggregated up to the TAZ level. Figure III-7 shows the major employers with employees over 100 across the NFR region. In 2000, the major employers were predominately within the cities. These major employers could also be viewed as the major activity centers making sizable contributions to use of the transportation network.

For input into the travel demand model, employment is broken down into three categories, Basic, Retail, and Service. These data are shown in Table III-3 for 2000 and 2030. The disaggregated total employment in the travel model does not account for people working from home.

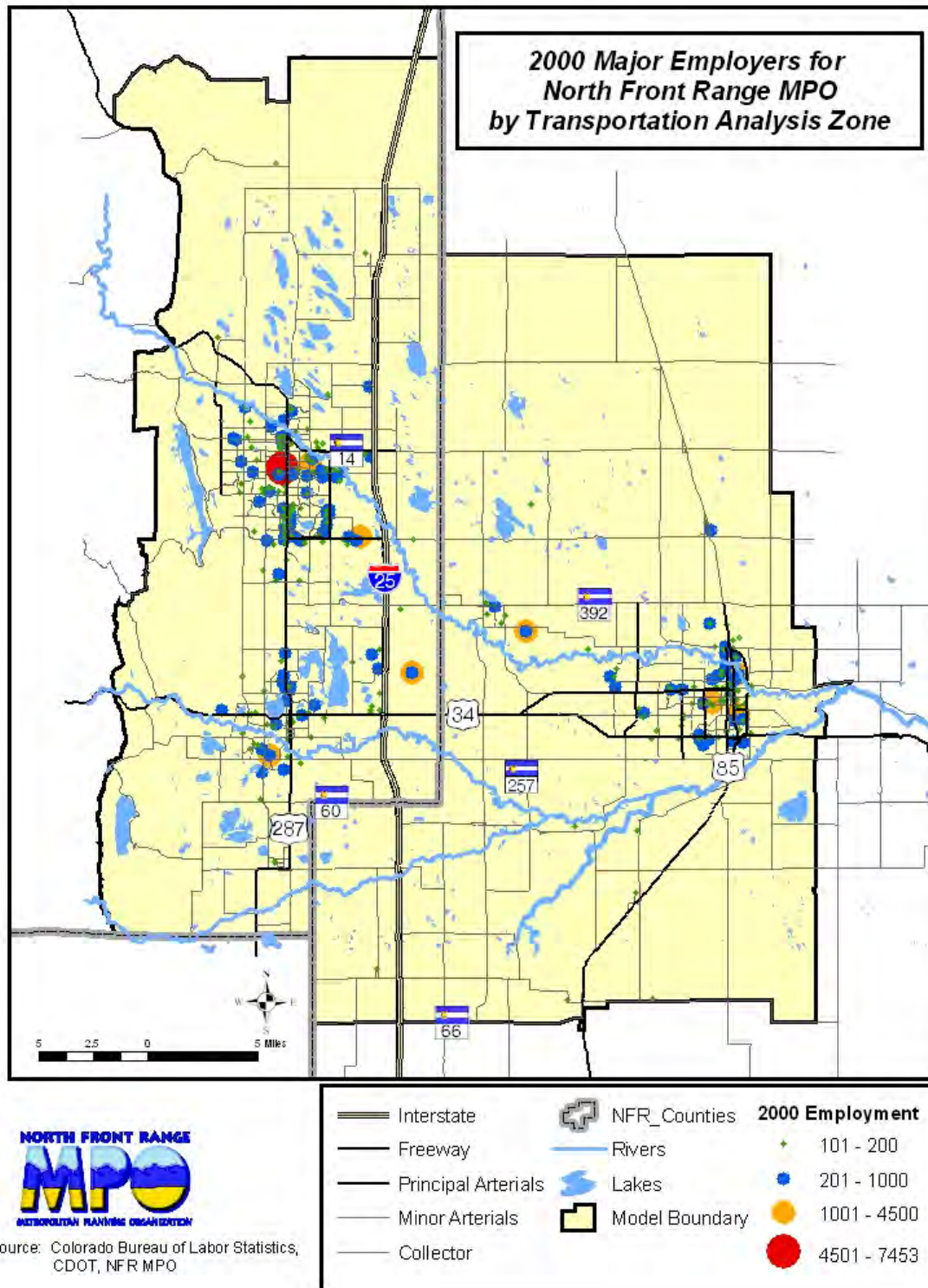
**Table III-3 Classification of Employment**

	<b>Basic</b>	<b>Retail</b>	<b>Service</b>	<b>Total</b>
2000	65,871	39,460	90,793	196,124
2000 % distribution	33.6%	20.1%	46.3%	
2030	88,684	72,401	177,328	338,413
2030 % distribution	26.2%	21.4%	52.4%	
Source:	North Front Range Regional Travel Model, Model Process, Parameters and Assumptions, LSA and Associates, Inc.			





Figure III-7 2000 Major Employers

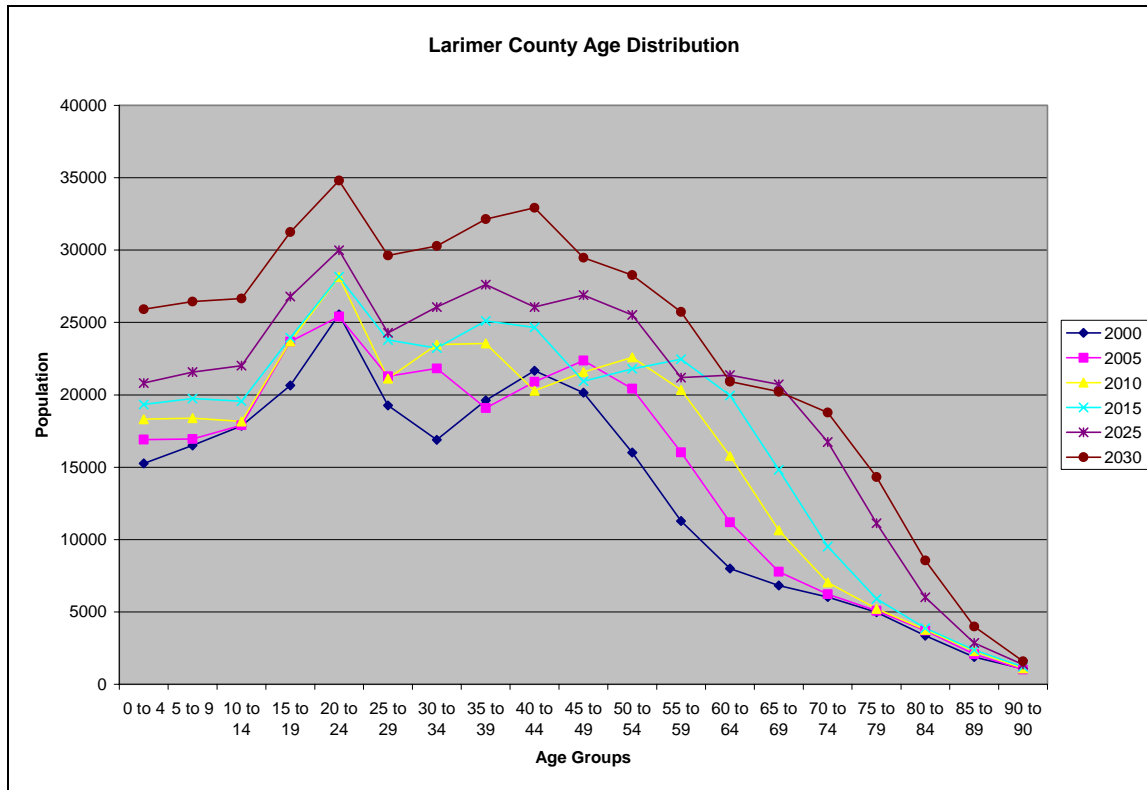




## B. Population Characteristics

The NFR MPO is an area with strong population growth, and that trend is anticipated to continue into the future. There are certain population characteristics that change noticeably over time. The first is the age distribution. Larimer County is expected to have a larger percent of its population over the age of 60, while the larger portion of Weld County population growth is expected to be in the younger age brackets. The difference in general terms would be an increase in the percentage of retirees in Larimer County and an increase in the percentage of younger families with children in Weld County. The two charts below, Figure III-8 and III-9, depict this trend.

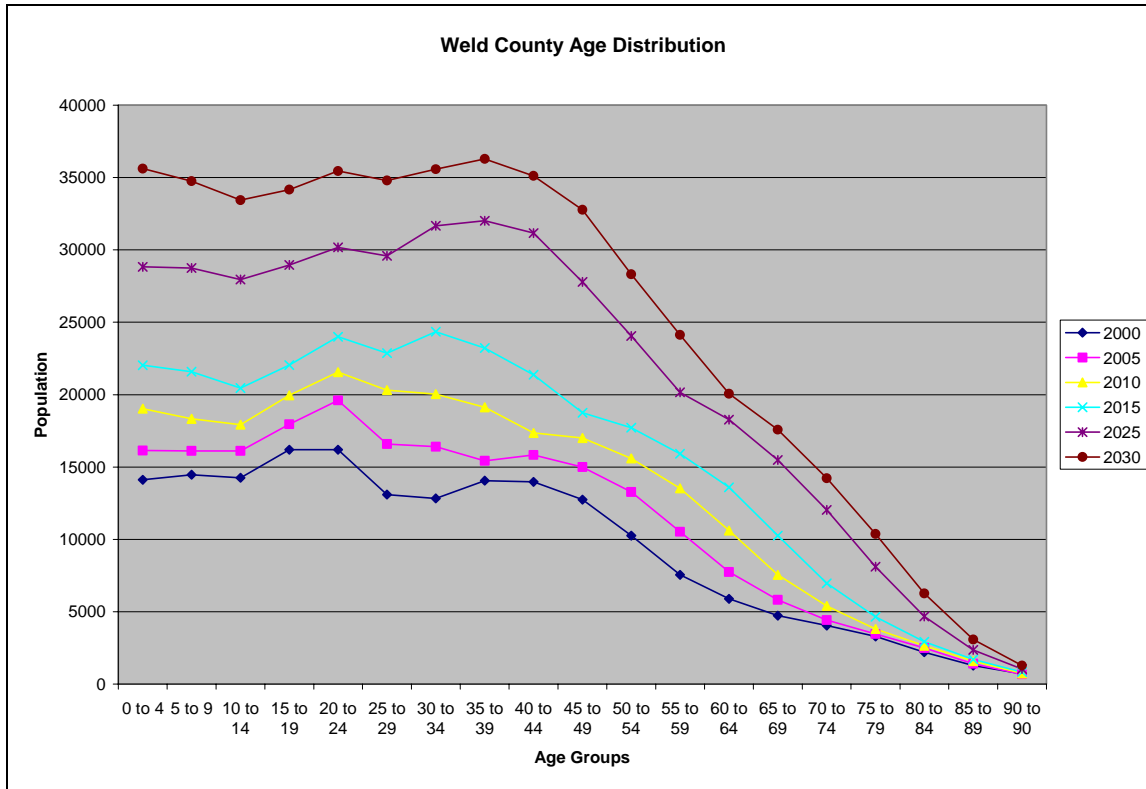
**Figure III-8 Larimer County Age Distribution**



Source: State Department of Local Affairs, Demography Division



**Figure III-9 Weld County Age Distribution**



Source: State Department of Local Affairs, Demography Division

The socio-economic makeup of the two Counties is also different as reflected in the per capita earnings reported in the 2000 Census. Larimer County has an average per capita earning of \$17,197, and Weld County is \$14,522. However, the Hispanic population, the largest minority population in both Counties, has a lower per capita income of \$14,107 and \$10,934 in Larimer County and Weld County, respectively.

The number of vehicles available by household is slightly different between the two Counties with the overwhelming majority having at least one vehicle available as seen in Table III-4 below.

**Table III-4 Percent of Vehicles Available by Household**

Number of Vehicles	Larimer County	Weld County
None	4.0%	5.6%
1	28.3%	26.8%
2	42.3%	40.5%
3 or more	25.5%	27.1%

Source: US Census Bureau, 2000 Decennial Census



The vehicle availability per household is in line with the commute patterns across the region. Using the Home Based Work trip purpose from the travel demand model, the percent by mode was calculated. The largest percent of people commute to work in vehicles as shown in the Table III-5.

**Table III-5 Commute to Work by Mode**

Travel Mode	Percent of Commuter Trips
Auto	95.2%
Bike	3.2%
Walk	1.0%
Transit	0.6%

Source: 2001 Household Travel Survey.

It is also important to identify where significant numbers of minority and low-income households are located within the region in order to comply with the requirements of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. This 1994 Order was enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intent of Environmental Justice is also to avoid, minimize or mitigate disproportionately high and adverse impacts on minority populations and low-income populations.

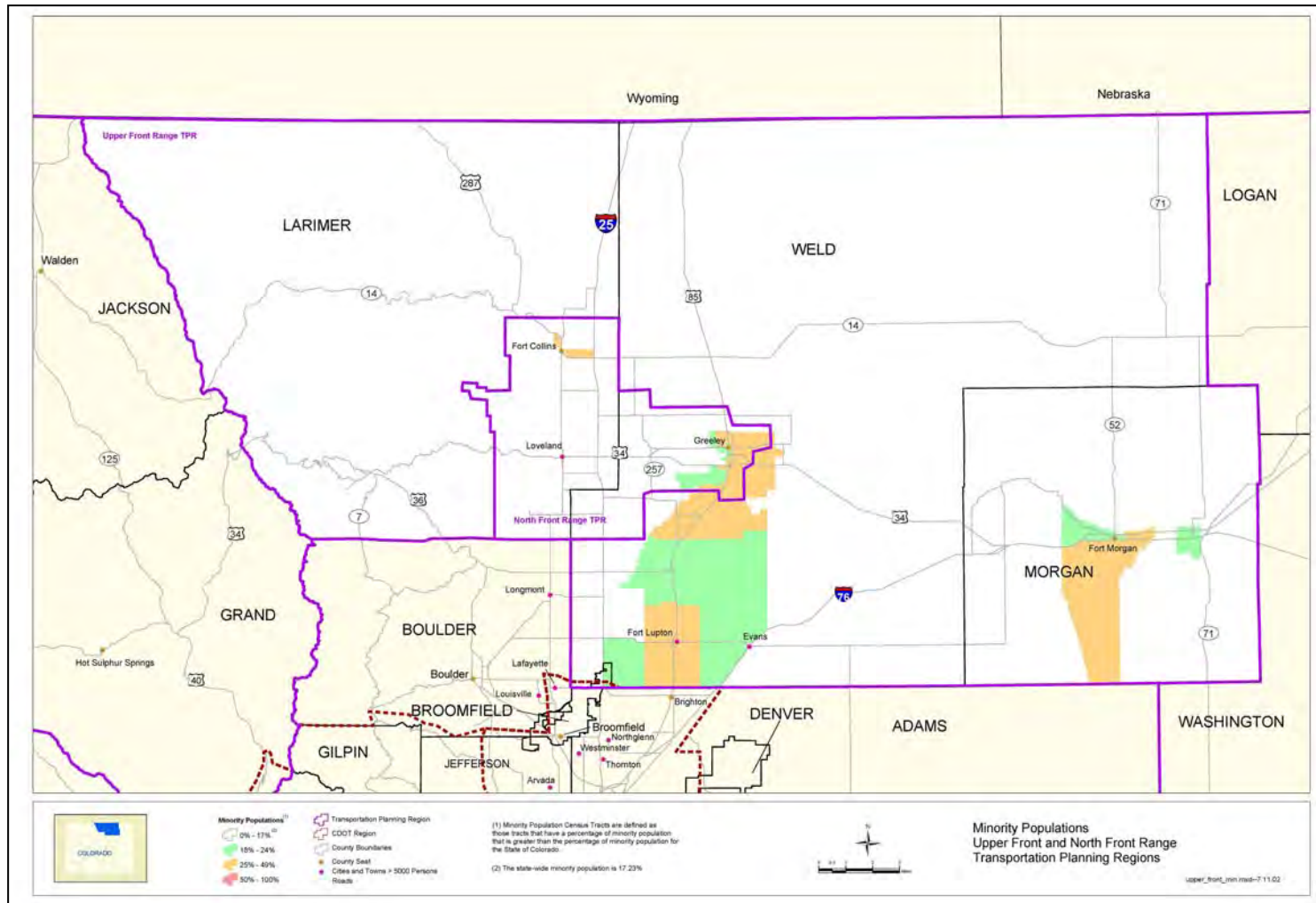
A CDOT publication, Environmental Justice in Transportation Planning (December 2003), documents the densities of low-income and minority populations throughout the state. The NFR MPO has recognized the importance of this segment of the population and has made special efforts through the travel model development (Household Travel Survey, 2001) and the Public Involvement Plan to include and listen to the needs of these groups of citizens.

Minority populations (defined as Black, Hispanic, Asian American, American Indian, or Alaskan) are more numerous in Weld County than in Larimer County. As shown in Figure III-10, the largest concentration of minority persons can be found in the Greeley area.





Figure III-10 Minority Populations



Source: Environmental Justice Research Study 2002, CDOT



Low income is defined as household income at or below either the Department of Health and Human Services or Census Bureau poverty guidelines. Table III-6 shows the size of household and the weighted average low income threshold based on the U.S. Census Bureau's definition. As can be seen from Figure III-11, all three large cities in the MPO have concentrations of low income households that meet the definition.

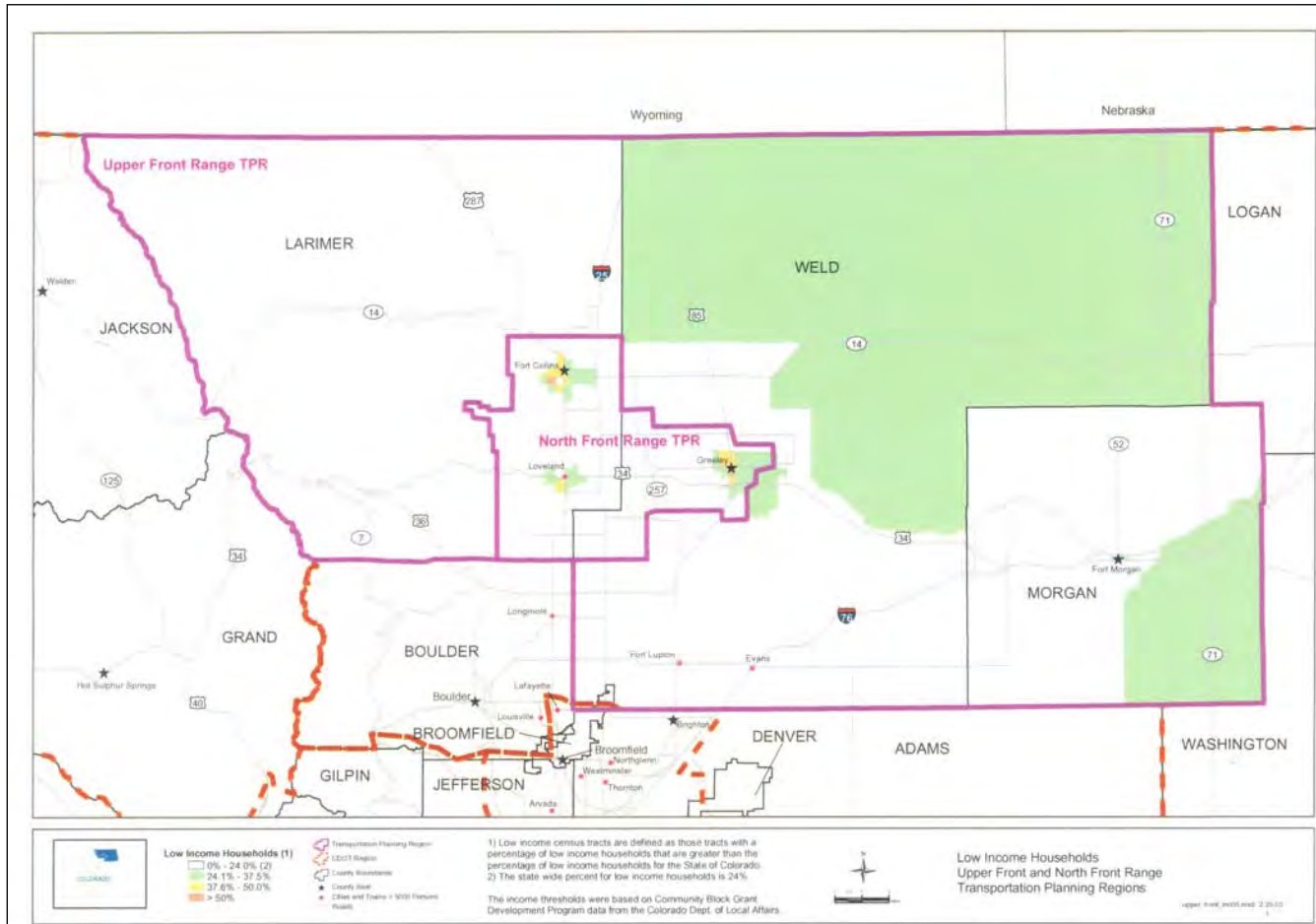
**Table III-6 Low Income Thresholds**

Size of Family Unit	Weighted Average Low Income Thresholds
One person	\$8,794
Two person	\$11,239
Three person	\$13,738
Four person	\$17,603
Five person	\$20,819
Six person	\$23,528
Seven person	\$26,754
Eight person	\$29,701
Nine or more persons	\$35,060

Source: U.S. Bureau of Census, Current Population Survey



Figure III-11 Low Income Households



Source: Environmental Justice Research Study 2002, CDOT



## C. Environmental Profile

The most significant transportation-related area of environmental concern in the NFR is air quality. The NFR MPO was designated by the Governor as the lead air quality planning organization for the Greeley and Fort Collins areas in June of 1993. The Council, in cooperation with the Colorado Air Pollution Control Division, CDOT, and local governments, is responsible for the development and implementation of the Fort Collins and Greeley elements of the State Implementation Plan, as well as other transportation related air quality planning projects in the NFR MPO boundary.

### Air Quality

#### Maintenance Areas

Both Greeley and Fort Collins experienced violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) in the late 1980's and, as a result, their previous non-attainment status continued with the passage of the Clean Air Act Amendments of 1991. CO levels have improved substantially in the 1990's, and Greeley was re-designated to attainment status on May 10, 1999, with a revision to the State Implementation Plan (SIP) in December 2002 that removed the Inspection and Maintenance program and the oxygenated fuels program. Fort Collins was re-designated to a maintenance area in July 2002, and the same programs were removed.

Motor vehicle emissions constitute the major source of CO emissions in the NFR MPO. A number of regional strategies are being implemented to offset the increase in CO emissions which accompanies the high population growth rates being experienced in the NFR. These encompass a regional Transportation Demand Management (TDM) program that includes carpool and vanpool programs, a strong emphasis on transit planning, and coordination with the Denver Regional Transportation District on inter-regional transit services. Air quality conformity documentation is provided in Appendix C.

#### Risk Areas

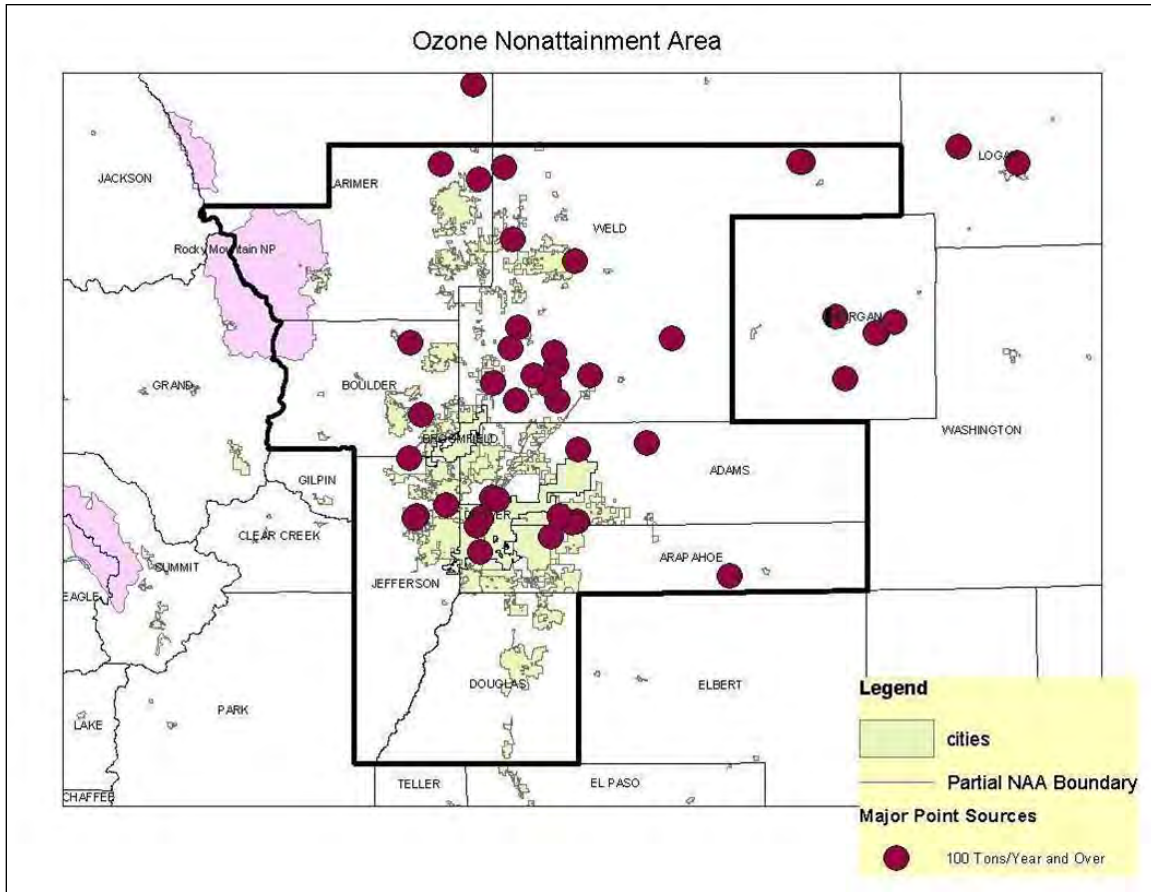
The NFR MPO has been included in the Denver ozone non-attainment area by EPA due to identified precursor contributions from this region. Several monitors in the Denver area have had exceedences of the recently promulgated 8-hour ozone NAAQS. On April 15, 2004 EPA included all of the North Front Range MPO, and additional parts of Larimer and Weld Counties that have the highest concentration of emissions, in the non-attainment boundary as shown in Figure III-12.

Larimer and Weld Counties have joined with the Denver Metro region in an Early Action Compact (EAC) which is an agreement with EPA to defer the non-attainment status until 2007. The EAC outlines control measures that will be in place by the end of 2005 and also requires that the ozone readings will be back in compliance by the end of 2007. The control measures that affect the NFR MPO are emissions control on stationary sources on oil and gas wells. In addition, EPA is requiring that the Reid Vapor Pressure (RVP), or evaporation rate, of gasoline be reduced to 7.8 from its current 9.0.





Figure III-12 8-Hour Ozone Non-attainment Area



Source: EPA, June 2004

The EAC does not require any controls on mobile sources in the NFR. The Denver Metro area is subject to an automotive inspection and maintenance program, but that is not required in the EAC for the NFR. The inspection and maintenance program currently in place in the NFR is scheduled to be eliminated.

It should be noted that if deadlines or requirements in the EAC are not fulfilled, or if the control measures in the EAC do not reduce emissions as proposed, the EAC will become void. In that case, the NFR MPO will become non-attainment for ozone and be required to write a chapter in the State Implementation Plan (SIP) outlining the proposed control strategies. Businesses needing air quality permits would have more stringent requirements, and most important from the MPO's perspective, ozone conformity determinations would be required on all TIPs and RTPs.



## Historic and Archaeological Sites

The Colorado State Register of Historic Places and the National Register of Historic Properties identify sites, areas, and communities that reflect the state's cultural heritage and resources. Table III-7 is a summary list of historic places and landmarks within the North Front Range. The potential impact of implementing a transportation improvement project relative to the historic sites listed below, as well as other sites considered for inclusion in the historic registers, should be evaluated prior to project initiation.

**Table III-7 State and National Historic Sites**

Site Name	Year	City	Register (State or National)
Bimson Blacksmith Shop	1893	Berthoud	National
United Brethren Church	1904	Berthoud	State
Anderson, Peter, House	1900	Fort Collins	National
Armstrong Hotel	1913	Fort Collins	National
Avery House	1870	Fort Collins	National
Baker House	1896	Fort Collins	National
Bouton House	1893	Fort Collins	National
Coy Barn	1866	Fort Collins	State
Fort Collins Post Office	1911	Fort Collins	National
Fort Collins Waterworks	1882	Fort Collins	State
Ft Collins Railway Birney Safety Street Car #21	1919	Fort Collins	National
Fuller, Montezuma, House	1894	Fort Collins	National
Harmony Mill	1886	Fort Collins	National
Kissock Block Building	1889	Fort Collins	National
Laurel School Historic District	1870-1930	Fort Collins	National
Maxwell, R.G., House	1900	Fort Collins	National
McHugh-Andrews House/Mayor's House	1872	Fort Collins	National
Old Town Historic District	late 19th early 20th century	Fort Collins	National
Opera House Block/Central Block Building	1881	Fort Collins	National
Plummer School	1906	Fort Collins	National
Preston Farm	1877	Fort Collins	National
Robertson, T.H. House	1893	Fort Collins	National
Waycott, Ernest, House	1908	Fort Collins	National
Colorado State University - various buildings	late 19th early 20th century	Fort Collins	National
Bee Farm	1894	Fort Collins	National
Deines Barn	1918	Fort Collins	State
Fort Collins Armory Building	1907	Fort Collins	National
Lindenmeier Site - Archaeologic Site	9000-3000 B.C.	Fort Collins	National



**Table III-7 State and National Historic Sites (Continued)**

Site Name	Year	City	Register (State or National)
Mosman House	1893	Fort Collins	National
Colorado & Southern Railroad Depot	1902	Loveland	National
Fansler House	1905	Loveland	State
First United Presbyterian Church	1905	Loveland	State
Loveland State Armory Building	1920	Loveland	National
Rialto Theater	1920	Loveland	National
Big Thompson River Bridge III	1933	Loveland	National
Big Thompson River Bridge IV	1933	Loveland	National
Chasteen's Grove	1889	Loveland	National
Greeley School/Central Platoon School	1902	Greeley	National
Glazier House	1902	Greeley	National
Greeley Union Pacific Railroad Depot	1929	Greeley	National
White-Plumb Farm	1904	Greeley	State
Coronado Building	1905	Greeley	State
Woodbury, Joseph A., House	1870	Greeley	National
Nettleton-Mead House	1870	Greeley	National
Greeley High School (Greeley Central)	1927	Greeley	State/Nat
First Baptist Church	1911	Greeley	National
Weld County Courthouse	1917	Greeley	National
Meeker House	1870	Greeley	National
SLW Ranch	1888	Greeley	National
University of Northern Colorado Campus Residential District	1921-1936	Greeley	State
Brush, Jared, L., Barn	1860	Johnstown	National
Parish, Harvey J., House	1914	Johnstown	National
Little Thompson River Bridge	1938	Johnstown	National
Windsor Mill & Elevator Company Bldg	1899	Windsor	National
Windsor Town Hall	1909	Windsor	National

Source: Colorado Historical Society, Office of Archaeology & Historic Preservation



## Agricultural Data

Agriculture in the North Front Range is a major contributor to the economic vitality of the region. The Colorado Department of Agriculture prepares statistics on an annual basis, with profiles of each county. While both counties have an agricultural base, Weld County is significantly more involved in farming and ranching, with 1,913,603 acres in those activities compared to 542,259 acres in Larimer County.

In addition to the field crops listed below, there are 695,000 head of cattle in the two counties that are part of dairy and beef production. Table III-8 shows the breakdown of the crops by each county.

**Table III-8 Agricultural Production Statistics**

Product	Larimer (acres harvested)	Weld (acres harvested)
Barley	3,000	14,200
Corn for Grain	6,000	62,000
Dry Beans	1,600	19,500
Hay, Alfalfa	18,000	86,000
Hay, Other	15,000	16,000
Oats	----	----
Potatoes, all	----	1,300
Sorghum, Grain	----	2,100
Sugar Beets	2,850	15,900
Sunflowers, all	----	7,200
Wheat, spring	800	1,000
Wheat, winter	5,000	130,000

Source: Colorado Agricultural Statistics 2003





## Threatened and Endangered Species

The NFR MPO recognizes that there are threatened and endangered species within Larimer and Weld Counties. It is recommended that further research is conducted at the time of project initiation to determine if threatened and endangered species are an issue in the given geography. The listing of the threatened and endangered species by County is shown in Table III-9 below.

**Table III-9 Listing of Federal and State Threatened and Endangered Species (obtained from USFWS and CNHP)**

Species Common Name	Species Scientific Name	County
<b>Birds</b>		
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Larimer and Weld
Interior Least Tern	<i>Sterna antillarum athalassos</i>	Larimer and Weld
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	Larimer and Weld
Piping Plover	<i>Charadrius melodus</i>	Larimer and Weld
Whooping Crane	<i>Grus americana</i>	Larimer and Weld
<b>Mammals</b>		
Black-footed Ferret	<i>Mustela nigripes</i>	Larimer and Weld
Black-tailed Prairie Dog	<i>Cynomys ludovicianus</i>	Larimer and Weld
Canada Lynx	<i>Lynx canadensis</i>	Larimer
Preble's Meadow Jumping Mouse	<i>Zapus hudsonius preblei</i>	Larimer and Weld
Wolverine	<i>Gulo gulo</i>	Larimer
<b>Plants</b>		
Colorado Butterfly Plant	<i>Gaura neomexicana ssp. coloradensis</i>	Larimer and Weld
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	Larimer and Weld
<b>Fish</b>		
Greenback Cutthroat Trout	<i>Oncorhynchus clarki stomias</i>	Larimer
Northern Redbelly Dace	<i>Phoxinus eos</i>	Weld
Pallid Sturgeon	<i>Scaphirhynchus albus</i>	Larimer and Weld
<b>Amphibians</b>		
Boreal Toad	<i>Bufo boreas boreas</i>	Larimer



## IV. TRAVEL DEMAND ANALYSIS

### A. Overview

In order to evaluate the effects of growth upon the NFR's transportation system and to meet the Clean Air Act (CAA) requirement, the NFR MPO prepares a regional travel demand model with projections based on socio-economic forecasts provided in Chapter III. The NFR MPO has developed a regional travel demand model which provides estimates and forecasts for the following scenarios:

- ▶ **2000 Base Year** – model calibrated to 2000 U.S. Census.
- ▶ **2010 Interim Year** – Interim for Conformity testing (CAA), includes 2010 transportation network and 2010 socio-economic forecasts.
- ▶ **2020 Interim Year** – Interim for Conformity testing (CAA), includes 2020 transportation network and 2020 socio-economic forecasts.
- ▶ **2030 No Build** – 2000 transportation network and 2030 socio-economic forecasts.
- ▶ **2030 Build** – 2030 transportation network and 2030 socio-economic forecasts, for Conformity testing (CAA).

It is important to recognize that transportation improvements in project categories other than Highways/HOV may result in a reduction of roadway travel demand. However, these reductions have not been quantified on a project-by-project basis; instead, the 2030 vehicle trip forecasts have been reduced by percentages that vary by mode and geography to account for demand reduction from other modes.

The remainder of this section provides a summary of travel demand forecasting results focusing on the 2030 out year. This travel model output data is shown for the modeling boundary area, depicted in Figure III-1, which is somewhat larger than the MPO boundary.

### B. Travel Demand Growth

Daily vehicle miles traveled (VMT), which is the total distance traveled by all motor vehicles each day, was used as a gauge to measure the forecast growth of travel in the region. Table IV-1 shows the actual VMT for 2000 and forecast VMT for 2030 for the region's three major urban areas and the region as a whole.

**Table IV-1 Growth in Vehicle Miles of Travel**

Area	Daily VMT		
	2000	2030 (No-Build)	Percent Growth
Fort Collins Area	2,520,000	4,300,000	71%
Greeley Area	1,223,000	2,350,000	92%
Loveland Area	1,266,000	2,412,000	91%
Other Areas	4,655,000	9,787,000	110%
NFR Region	9,663,000	18,848,000	95%

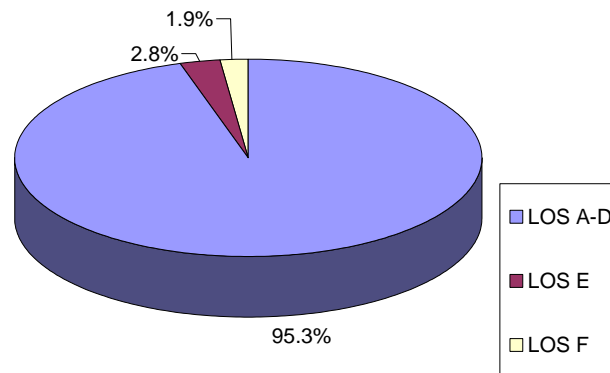
Source: North Front Range Regional Travel Model, Model Process, Parameters and Assumptions, LSA and Associates, Inc.



These forecasts show that regional VMT is projected to increase by 95% between 2000 and 2030. This VMT growth compares with household growth forecasts of 89% and employment growth forecasts of 79%.

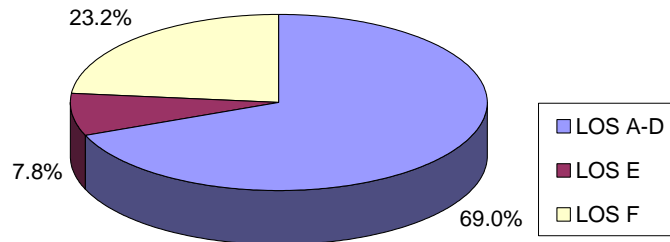
A system wide measure which is a good indicator of the impacts of growth on transportation is level of service (LOS), a qualitative measure which describes operating conditions, or traffic flow rates. LOS A represents a free flow condition, and LOS F represents a breakdown of traffic flow with excessive congestion and delay. Levels of service have been calculated on all arterials, expressways, and freeways based on a generalized peak hour volume (a combination of the morning, midday and afternoon peak periods) and planning level roadway capacities. Congestion, as defined in the Congestion Management System (see Chapter VII), is LOS E or F, with E nearing capacity and F over capacity. The percentage of roadway segments in 2000 at LOS E is 2.8% and LOS F is 1.9%. Using the travel model scenario of a 2000 network with 2030 socio-economic forecasts, which illustrates the impact of growth in the region without any improvements, the percentages increase to 7.8% of roadway segments at LOS E and 23.2% at LOS F. Figures IV-1 and IV-2 illustrate these percentages.

**Figure IV-1 2000 Roadway System LOS**





**Figure IV-2 2030 No Build Roadway System LOS**



When compared to the 2000 Base Year, the 2030 No Build scenario (Figure IV-2) shows a fairly significant increase in the percent of roadways at LOS E and F. The 2030 Build scenario, Figure IV-3, however, shows improvement over the No Build. While LOS E remains about the same, LOS F is reduced from 23.2% to 14.5%. The Build scenario includes projects on the fiscally constrained list in this plan as well as other locally funded projects that are anticipated to be completed in the 2030 timeframe. A listing of local projects is included in Appendix C. Figures IV-4 to IV 6 depicts the LOS for 2000, 2030 No Build, and 2030 Build. The data illustrated in these maps measures congestion on the roadways and holds the percent of trips for transit and bicycle/pedestrian at the same level as 2000.

**Figure IV-3 2030 Build Roadway System LOS**

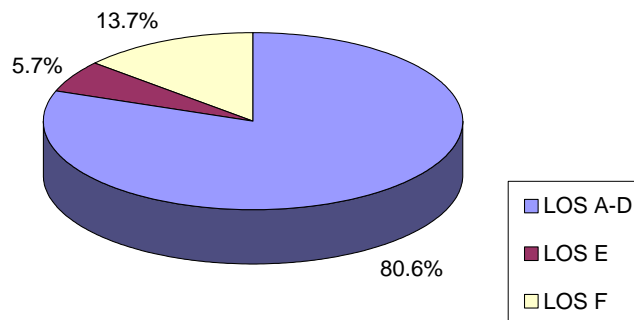






Figure IV-4 2000 Base Level of Service

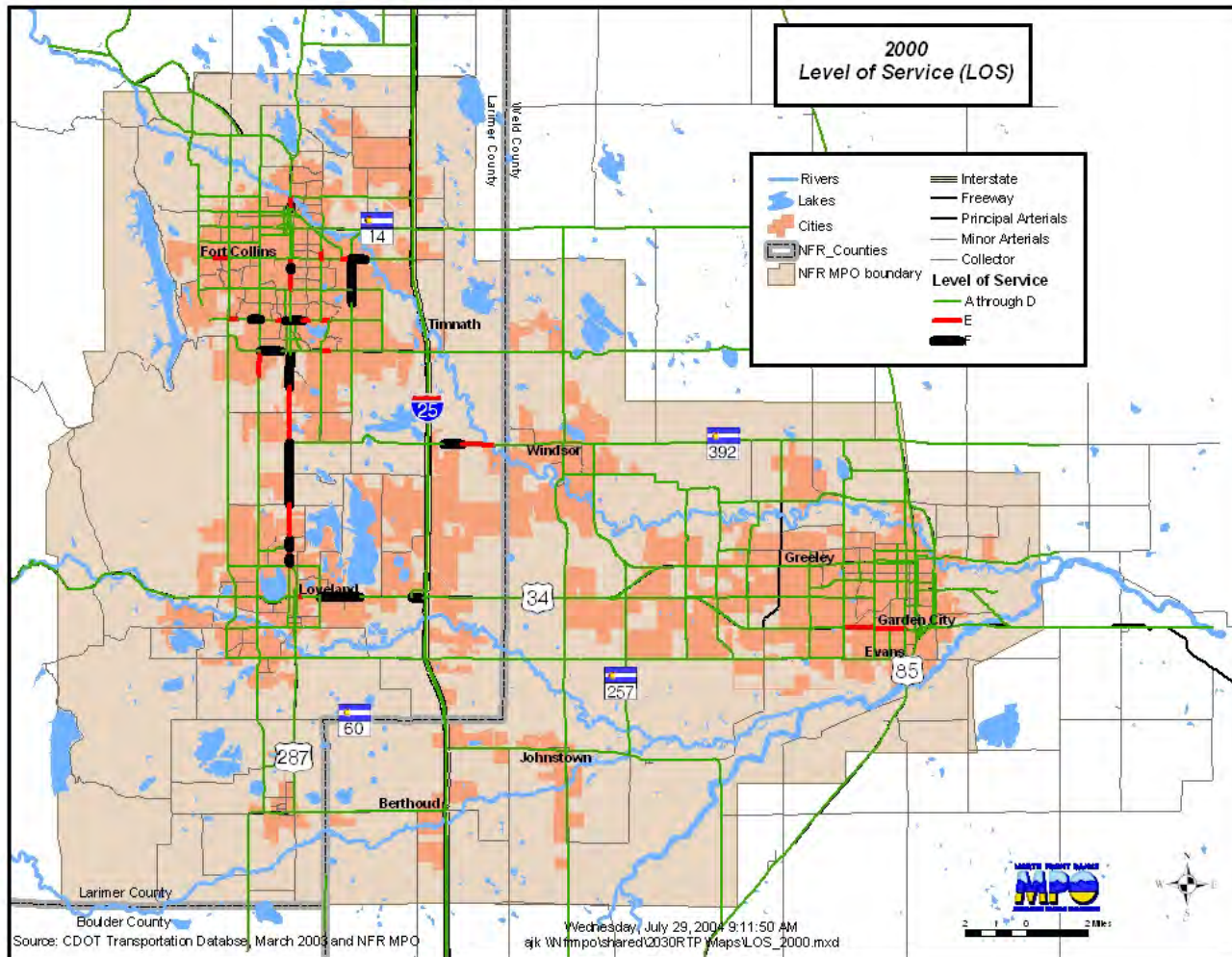




Figure IV-5 2030 No Build Level of Service

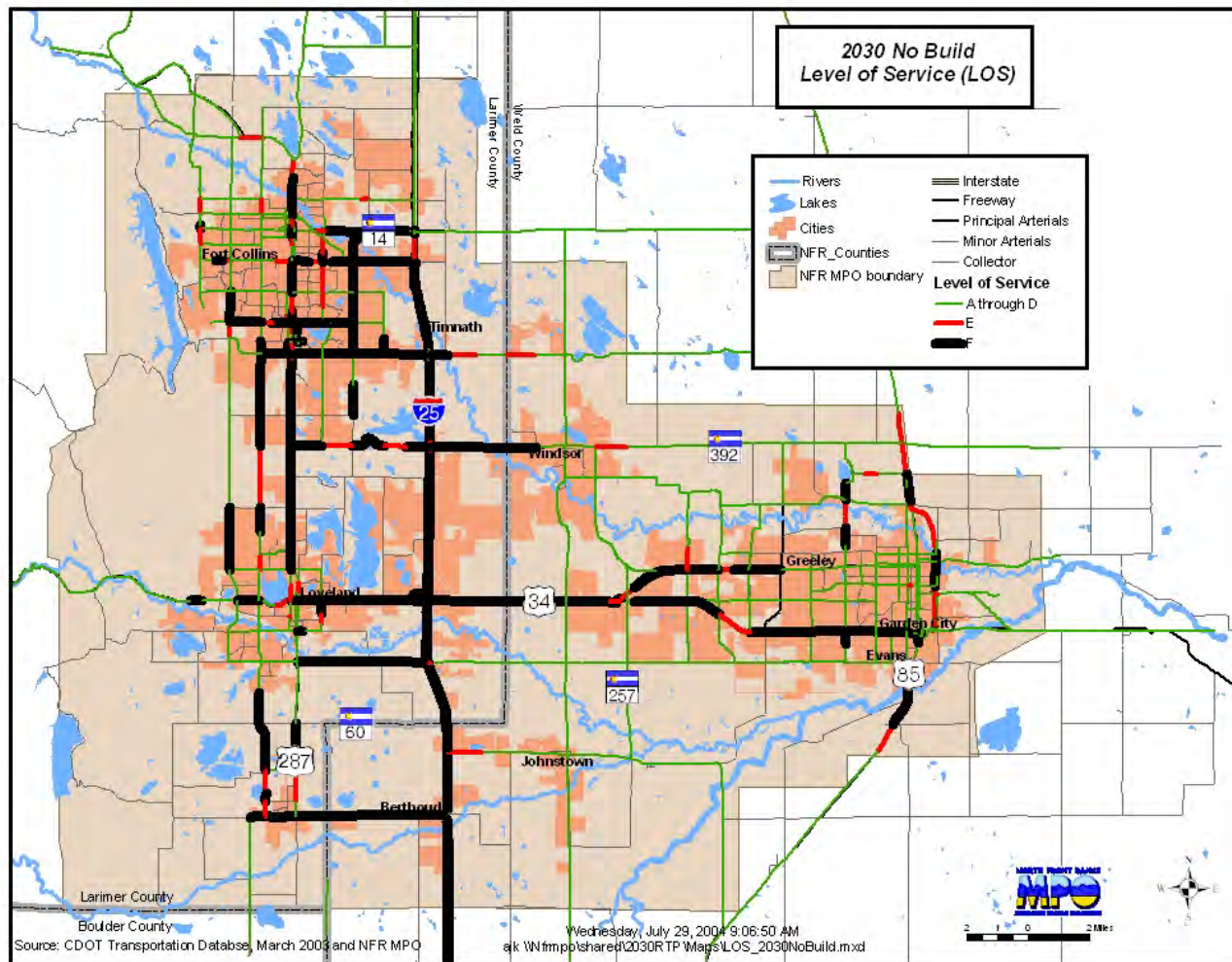
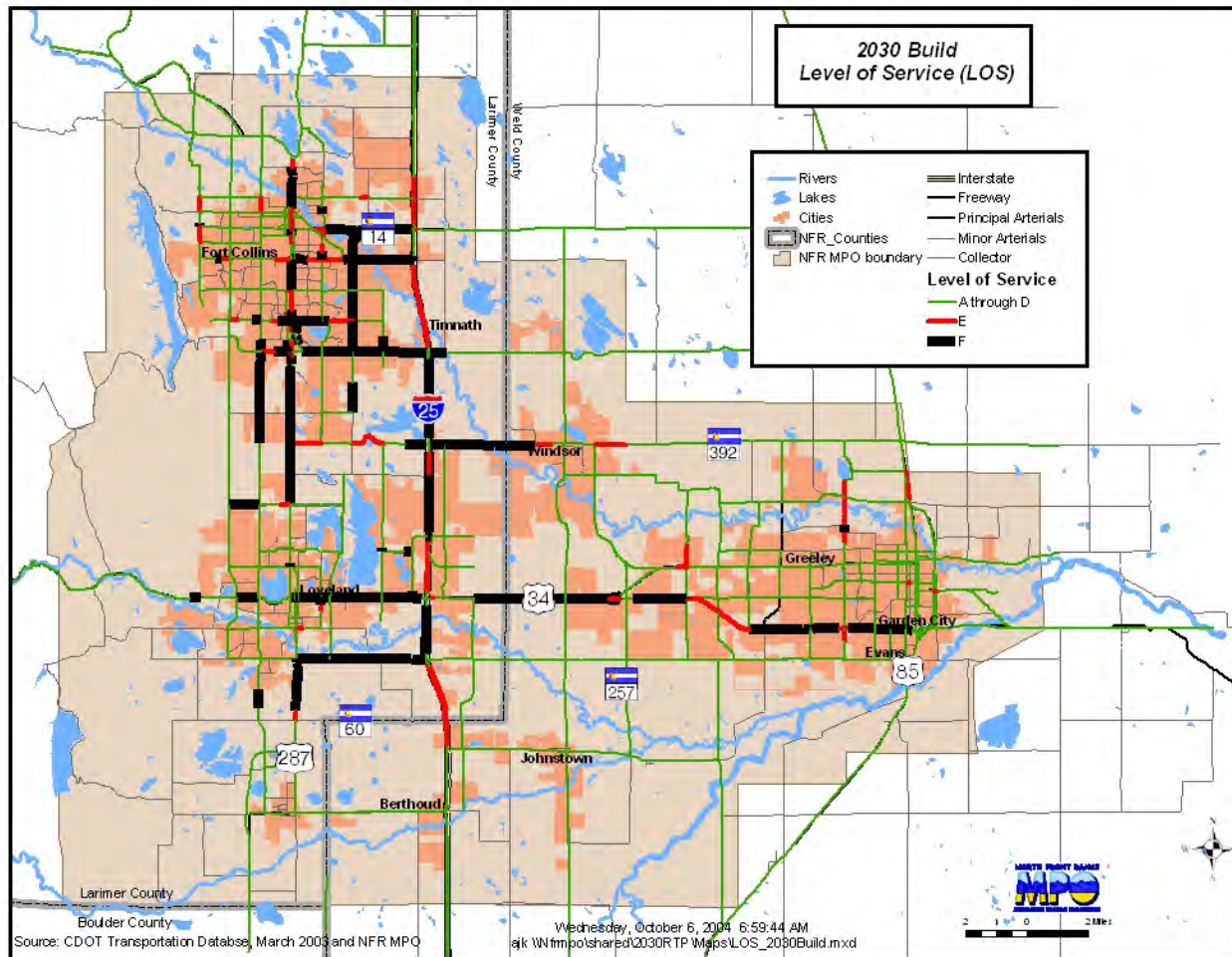






Figure IV-6 2030 Build Level of Service





## Freight Projections

The Eastern Colorado Mobility Study (FHU, 2002) was undertaken to assist the Colorado Department of Transportation in making investment decisions regarding infrastructure improvements to enhance freight mobility in eastern Colorado. It includes limited data for the two counties in the North Front Range, Larimer County and Weld County.

Freight movement in the North Front Range is primarily truck and rail. The projections of freight tonnage, both inbound and outbound, were calculated using a Regional Economic Model, Inc. (REMI), base year commodity flows, employment data from 2000 to 2025, and Bureau of Economic Analysis (BEA) Input/Output tables.

Table IV-2 shows the commodity flows in Larimer and Weld Counties for 1998 and the projected flows in 2025. These data and forecasts are for the entire counties of Larimer and Weld, not just the areas within the North Front Range. Total tonnage is expected to increase 3.7% per year in Larimer County and 2.8% per year in Weld County, with higher inbound than outbound flows in both counties.

Freight issues in the North Front Range will be explored in more depth in the coming year as guidelines and data become available.

**Table IV-2 Existing and Forecasted Commodity Flows**

County	Inbound Tonnage (thousands)	Outbound Tonnage (thousands)	Total Tonnage (thousands)
<b>1998</b>			
Larimer	6,056.6	3,057.4	9,114.0
Weld	6,085.8	5,638.9	11,724.7
Total	12,142.4	8,696.3	20,838.7
<b>2025</b>			
Larimer	15,512.1	8,666.1	24,178.2
Weld	14,717.7	10,261.1	24,978.8
Total	30,229.8	18,927.2	49,157.0
Source:	Eastern Colorado Mobility Study, Estimates by Cambridge Systematics, Inc.		
Note:	Includes entire counties of Larimer and Weld, not just the areas within the NFR.		





## V. VISION PLAN

The Vision Plan includes all of the transportation improvements identified as being needed in the region by the year 2030. All projects were initially identified through the member entities, which submitted project descriptions using a standard form to ensure uniform and consistent information. As briefly addressed in the Introduction of this report (see Figure I-2), all projects were categorized and then carried through a prioritization process to establish a list of projects ranked in order of their importance to the region. In addition, some projects that were not evaluated or scored have been included at the request of local governments.

### A. Corridor Visions

Corridor visioning is a new requirement from Colorado Department of Transportation (CDOT) for the long range planning process. This concept seeks to develop visions, goals and strategies for statewide corridors. CDOT has defined corridors as a transportation system that includes all modes and facilities within a described geographic area, having length and width.

Corridor visions have been developed jointly by the NFR MPO and CDOT in an effort to describe the desired future of transportation within each corridor. The MPO had already produced a report on Regionally Significant (RS) Corridors, and these RS corridors were grouped by geographic commonalities. The result was the identification of nineteen corridors in the North Front Range (see Figures VI-1, VI-2, VI-3)

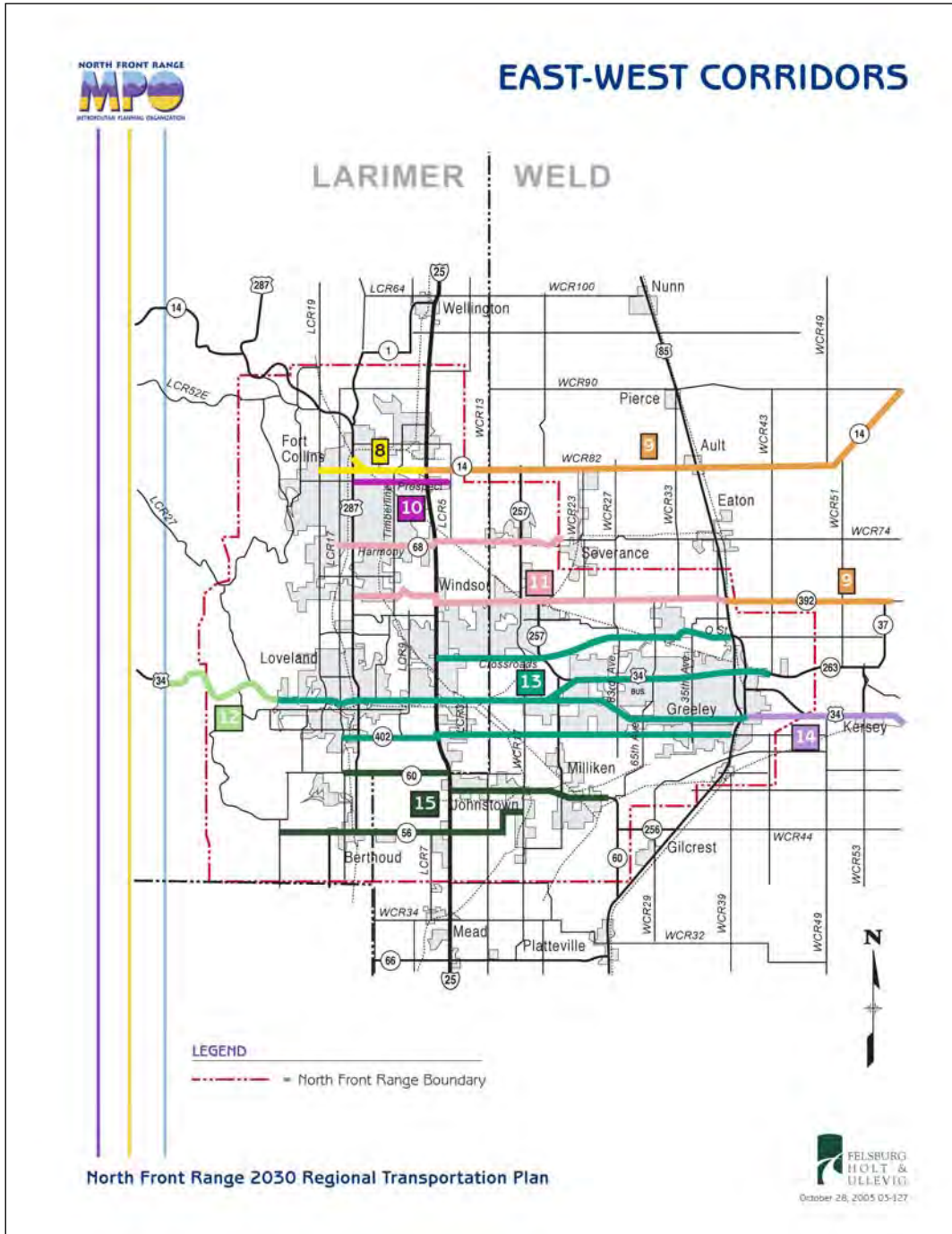
MPO staff met with the Technical Advisory Committee (TAC) and the Regional Transportation Plan (RTP) consultant to develop initial visions and strategies for the corridor groupings, using an Access database tool provided by CDOT. These visions then underwent internal review, and another presentation to the TAC for their input. The importance of this TAC scrutiny is underscored by the fact that one of the eligibility criteria for the RTP is that a project must be consistent with the vision for the corridor in which it is located.

The corridor visions that resulted from this process are included in Appendix D. However, it should be noted that some of the goals and objectives apply to the entire transportation system in the region. They are included here as over-arching goals in all of the 19 corridor visions:

- ▶ **Maintain or improve infrastructure to optimal condition.** Maintaining the quality of the transportation system is integral to servicing the transportation needs of the region.
- ▶ **Reduce fatalities, injuries and property damage crash rates.** Decreasing the number and severity of accidents is a high priority for all modes of transportation in the region.
- ▶ **Coordinate transportation and land use decisions.** Land use and transportation are intrinsically linked, and coordination of the two should be considered on all corridors in the region.
- ▶ **Promote transportation improvements that are environmentally responsible.** Potential environmental impacts need to be considered in all transportation improvements; those improvements that provide enhancements to the natural and/or social environment of the region are encouraged.



Figure V-1 East-West Corridors





# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



## Figure V-2 North-South Corridors

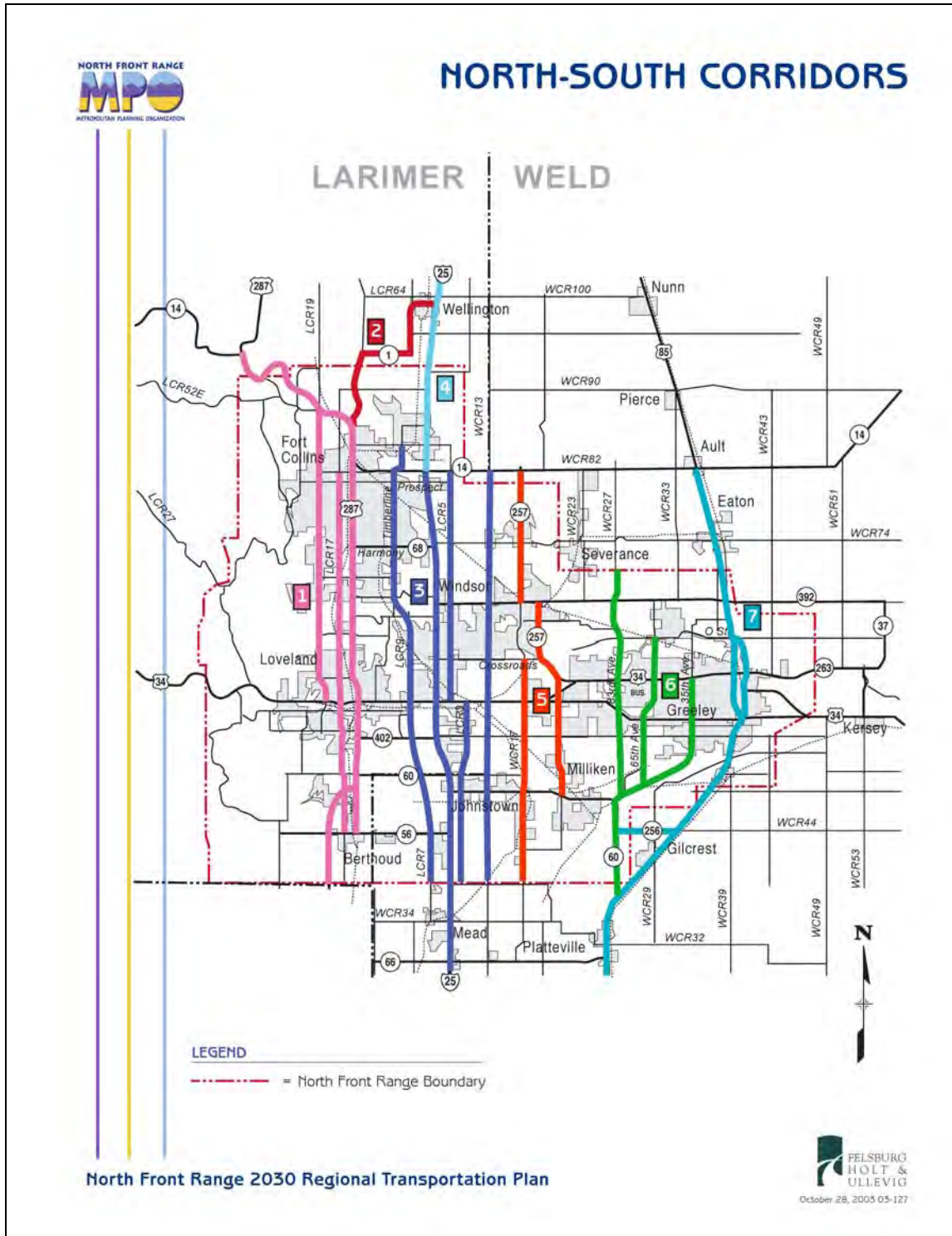


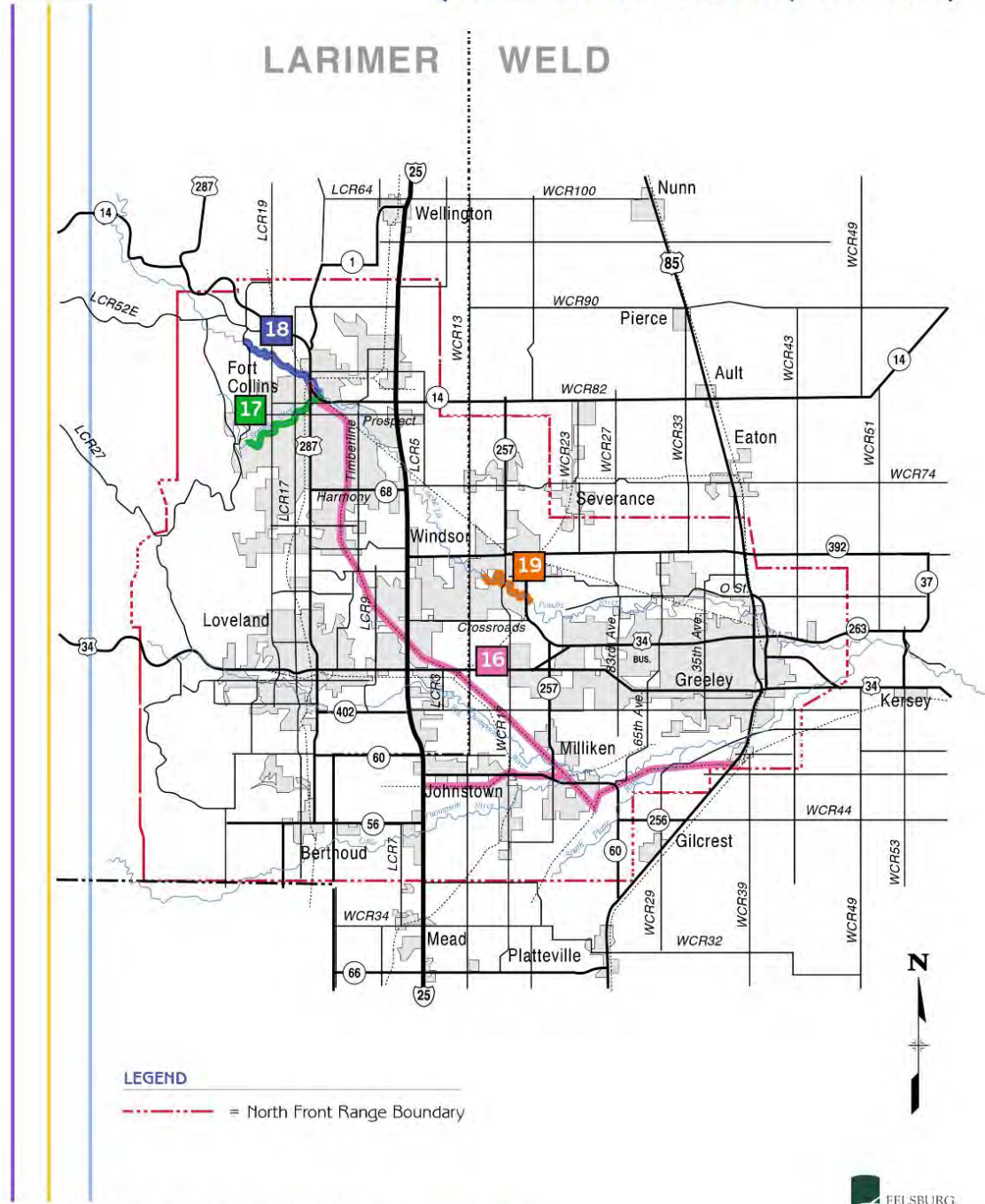




Figure V-3 Bike and Rail Line Corridors



# BIKE and RAIL LINE CORRIDORS (not included in roadway corridors)







## B. Project Prioritization Process

The project prioritization process that was developed as part of the 2020 RTP process was refined in the 2025 Plan and again refined by the Technical Advisory Committee (TAC) and the Council for the 2030 Plan. The methodology is documented in a report entitled Project Prioritization Process (January 2004), and is available on the NFR MPO website at: <http://www.nfrmpo.org/pdfs/2030RTP/RTPPrioritizationProcess.pdf>.

### Project Categories

A key premise in the project prioritization process is that projects should be prioritized only against projects of a similar nature or category; only in this manner can a set of evaluation criteria be uniformly applied to projects for comparative purposes. Seven project categories, as defined below, were established.

#### Transit

Projects in this category would include vehicle purchase, service expansion and operations, and supporting facilities/infrastructure (such as transit transfer centers, maintenance facilities, shelters, etc.) for regional bus service, local bus systems, and para-transit services such as special providers and the regional vanpool programs.

#### Passenger & Freight Rail

Projects in this category would include any projects which would enhance service or supporting facilities/infrastructure for passenger rail, or would maintain and improve the rail system for freight haul (including inter-modal facilities).

#### Bicycle/Pedestrian

These projects would include all projects with a primary purpose of providing for safe and efficient bicycle or pedestrian movement. They could include travelways or supporting facilities such as bike racks, storage lockers, etc.

#### Transportation Demand Management

These projects would be those which provide planning, marketing, education, and management support for programs which will reduce growth of vehicle miles traveled (VMT) and will encourage a shift in mode from single occupancy vehicle (SOV) travel in the region. Examples of such programs could include ridesharing, preferential parking, and telecommuting.

#### Transportation Systems Management

This category should remain flexible and would include studies and projects which provide support to the infrastructure system. It could include projects and studies related to issues such as Intelligent Transportation Systems (ITS), access management, traffic signal systems, etc. All planning studies would be included in a pool within this category.



## Highway/HOV

This category would include all projects which have a primary objective of improving the infrastructure for safe and efficient vehicular movement. Such projects could include new roadways, roadway widening (including general purpose and HOV lanes), intersection and access improvements, shoulder widening, park-n-ride lots, and improvements at rail/highway grade crossings.

## Aviation

This category would include projects that improve on-site airport activity (including equipment purchases, runway and terminal improvement/construction, economic development, etc.) and access to/from airport facilities (including links to other modes of transportation). Only projects at publicly owned and operated airports qualify for inclusion in the RTP.

## Evaluation Criteria

Six evaluation criteria, as defined below, were developed to be applied to all project categories and to ensure that all of the goals of the plan were addressed by at least one of the criteria.

### System Continuity

Projects should complete gaps or improve incomplete or inadequate segments of the regional system. Emphasis should be placed on inter-regional corridors and on regional connections (into, through, and out of communities) rather than local connections (within communities).

### Congestion Mitigation

Projects should reduce congestion by capacity or operational improvements, or by reducing demand through trip reduction or shifts to alternative modes.

### Safety Enhancement

Projects should enhance safety by addressing an existing hazardous situation, a potentially unsafe situation, or a transportation facility of substandard design.

### Multi-Modal Enhancement

Projects should enhance more than a single mode of travel or should improve connection between modes.

### Timely Implementation

Projects should be able to be implemented within the horizon of the plan, and should not face any significant environmental, environmental justice, or political roadblocks.



## Land Use

Projects should work in conjunction with the applicable land use plans in the region. They should be supported by an Adequate Public Facilities regulation.

Although these criteria are applicable to all project categories, it was recognized that the assessment measures for a criterion may differ for each project category. Further, it was recognized that the relative importance of each criterion could be different for the various project categories. Therefore, a scoring and weighting system was developed for each project category. Scoring guidelines were prepared to provide guidance on how a project should be scored (with scores ranging from 0 to 3) for each evaluation criterion. These scores are then multiplied by the assigned weight for each criterion and summed to obtain total weighted points for a project. The weighted points are used to rank projects within each project category. These ranked projects comprise the Vision Plan.

### C. *Project Lists and Priorities*

There are 344 projects in the six project categories in the Vision Plan, with a total cost estimated at \$4,485.5 million. Tables V-2 through V-8 present the projects and their prioritized rank within the category. These tables include a brief project description, the estimated cost (in constant dollars), and the rank of the project within the category.

At the top of each table are projects that are either committed in the current North Front Range 2005-2010 Transportation Improvement Program (TIP) or, in the case of Transit and TDM, represent a continuation of existing services. At the bottom of some categories, projects are listed that were not scored or ranked, as some entities felt that they would like projects listed in the RTP for illustrative purposes.

### Transit Projects

The Transit Element is a separate document that is being included in the 2030 RTP by reference. It contains a socio-economic profile, documentation of existing services, discussion of transit demand, and planning issues. Both short range and long range plans were developed based on the projects listed in Table V-1 of this document.

Projects in the Vision Plan are shown on Table V-1. The 43 projects representing continuation of existing transit service will cost \$405 million. The additional 71 projects, including expansion of existing transit service and provision of new transit service, cost a total of \$674 million. Expansion of existing service includes new bus routes, extensions of existing bus routes, and increased frequency and hours of operations for the bus systems in Fort Collins, Loveland and Greeley, as well as expanded vanpool and para-transit services. New transit services include the provision of service connecting North Front Range communities and between the North Front Range and Denver.

The most expensive new transit service is the Mason Transportation Corridor Project, which is estimated at \$70 million. It is anticipated that funds for this project would come from sources outside of the current resource allocation and this cost is therefore not included in the



cumulative total on Table V-1. As is the case for passenger rail projects, cost estimates (except as otherwise indicated) include the assumption that operation and maintenance are provided over the 25-year planning period.

### **Bicycle/Pedestrian Projects**

The Vision Plan includes 34 Bicycle/Pedestrian projects, with a total cost of \$45.3 million. These projects encompass bike lanes on roadways, off-road multi-purpose paths/trails, and bicycle/pedestrian grade separations.

The right-hand column of Table V-2 provides project cost totals for projects on the State Highway system. Projects on the State Highway system represent 88% of the total category cost, with the remaining 22% of the cost off the State Highway system. The majority of the projects proposed are stand alone, and are not tied to roadway widening.

### **Highway/HOV Projects**

There are 152 Highway and High Occupancy Vehicle (HOV) projects with a total cost of \$1,512 million. Nearly three-quarters of these projects, representing \$1,080.4 million, are on the State Highway system. Of these totals on the State Highway System, \$422.1 million are in the I-25 corridor and have the potential to receive 7<sup>th</sup> Pot funds. The I-25 projects have been scored and are listed in the project table in rank order. However, the North I-25 Environmental Impact Statement, which is currently underway, may have an effect on this ranking.

As reflected in Table V-3, this category includes rail crossings and intersection improvements as well as minor widening, major widening and construction of new facilities. Because some of the funding sources apply to specific project types within the Highway/HOV category, Table V-3 has been divided into five project types: TIP projects, strategic projects (potential 7<sup>th</sup> Pot funding), general highway projects, intersection projects, and highway/railroad crossing projects. The ranks shown in the left hand column of Table V-3 are the overall rankings within the Highway/HOV category.

### **Transportation Systems Management Projects**

Table V-4 lists the 32 Transportation Systems Management (TSM) projects that are included in the Vision Plan at a total cost of \$38.2 million. This category contains both Intelligent Transportation Systems (ITS) projects as well as planning projects. CDOT Region 4 and the NFR MPO have completed an ITS Strategic Plan that forms the basis for the ITS project submissions. Many of these ITS projects have on-going operational costs, which are listed for informational purposes. They are not included in the cost for this category as it was felt that operations would not be paid for by funds in the RTP.





## Transportation Demand Management Projects

As shown in Table V-5, there are ten Transportation Demand Management (TDM) projects in the Vision Plan. The continuation of the SMART *Trips* regional TDM program and the Fort Collins TDM program are listed as ongoing projects from the FY05-10 TIP, at a cost of \$19.7 million. Eight new projects were submitted with at cost of \$4.6 million.

## Passenger and Freight Rail Projects

The four Rail projects submitted for this category were for passenger rail only, and it should be noted that rail crossing projects are listed in the Highway/HOV category. Table V-6 shows the four projects, with a total capital cost of \$753 million. These projects represent the three phases of an operating passenger rail system proposed in the North Front Range Transportation Alternatives Feasibility Study (TAFS), and a Passenger Rail Corridor Preservation project which includes strategic right-of-way acquisition, financial planning, and environmental analysis for the three phases. Corridor preservation activities in the I-25 corridor will need to be coordinated with highway widening and improvement projects that emerge from the North I-25 EIS. \$4.9 million have been identified for this purpose.

Operation and maintenance costs shown for the Passenger Rail system total \$1.07 billion. However, this estimate is unrealistically high since it represents operation and maintenance costs over the entire 25-year period of the RTP.



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
<b>ON-GOING SERVICE</b>										
	T1001	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2005	\$424,000	\$424,000		\$424,000	\$424,000	
	T1002	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2006-07	\$717,500	\$1,141,500		\$717,500	\$1,141,500	
	T1003	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2008-10	\$537,000	\$1,678,500		\$537,000	\$1,678,500	
	T1004	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 20010-12	\$193,000	\$1,871,500		\$193,000	\$1,871,500	
	T1006	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2005.	\$3,091,031	\$4,962,531		\$3,091,031	\$4,962,531	
	T1007	City of Fort Collins	City of Fort Collins	Replacement of 14 transit vehicles for the period 2006-2007.	\$4,613,000	\$9,575,531		\$4,613,000	\$9,575,531	
	T1008	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2008-2010.	\$1,935,500	\$11,511,031		\$1,935,500	\$11,511,031	
	T1009	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2010-2012.	\$2,151,324	\$13,662,355		\$2,151,324	\$13,662,355	
	T1010	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2015.	\$3,026,602	\$16,688,957		\$3,026,602	\$16,688,957	
	T1011	City of Fort Collins	City of Fort Collins	Replacement of 36 transit vehicles in 2018.	\$6,323,808	\$23,012,765		\$6,323,808	\$23,012,765	
	T1012	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2022.	\$6,781,316	\$29,794,081		\$6,781,316	\$29,794,081	
	T1017	City of Fort Collins	City of Fort Collins	Continuation of existing Transfort level of service 2005-2030.		\$29,794,081	\$164,596,050	\$164,596,050	\$194,390,131	
	T1018	City of Fort Collins	City of Fort Collins	Construction of indoor transit center on CSU campus.	\$8,500,000	\$38,294,081	\$30,000	\$8,530,000	\$202,920,131	
	T1019	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2005	\$303,220	\$38,597,301		\$303,220	\$203,223,351	
	T1020	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2006-07	\$720,477	\$39,317,778		\$720,477	\$203,943,828	
	T1021	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2008-10	\$702,321	\$40,020,099		\$702,321	\$204,646,149	
	T1022	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2010-12	\$61,804	\$40,081,903		\$61,804	\$204,707,953	
	T1031A	City of Greeley	City of Greeley	2005-2009 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$215,607,953	
	T1031B	City of Greeley	City of Greeley	2010-2014 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$226,507,953	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
	T1031C	City of Greeley	City of Greeley	2015-2019 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$237,407,953	
	T1031D	City of Greeley	City of Greeley	2020-2024 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$248,307,953	
	T1031E	City of Greeley	City of Greeley	2025-2030 continuation of existing bus service.		\$40,081,903	\$10,900,000	\$10,900,000	\$259,207,953	
	T1032A	City of Greeley	City of Greeley	2005-2009 replacement & refurbishment of the bus transit revenue vehicles.	\$2,167,000	\$42,248,903		\$2,167,000	\$261,374,953	
	T1032B	City of Greeley	City of Greeley	2010-2014 replacement & refurbishment of the bus transit revenue vehicles.	\$1,060,000	\$43,308,903		\$1,060,000	\$262,434,953	
	T1032C	City of Greeley	City of Greeley	2015-2019 replacement & refurbishment of the bus transit revenue vehicles.	\$1,046,000	\$44,354,903		\$1,046,000	\$263,480,953	
	T1032D	City of Greeley	City of Greeley	2020-2024 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$45,854,903		\$1,500,000	\$264,980,953	
	T1032E	City of Greeley	City of Greeley	2025-2030 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$47,354,903		\$1,500,000	\$266,480,953	
	T1047A	City of Greeley	City of Greeley	2005-2009 replacement of The Bus support equipment.	\$70,000	\$47,424,903		\$70,000	\$266,550,953	
	T1047B	City of Greeley	City of Greeley	2010-2014 replacement of The Bus support equipment.	\$40,000	\$47,464,903		\$40,000	\$266,590,953	
	T1047C	City of Greeley	City of Greeley	2015-2019 replacement of The Bus support equipment.	\$40,000	\$47,504,903		\$40,000	\$266,630,953	
	T1047D	City of Greeley	City of Greeley	2020-2024 replacement of The Bus support equipment.	\$40,000	\$47,544,903		\$40,000	\$266,670,953	
	T1047E	City of Greeley	City of Greeley	2025-2030 replacement of The Bus support equipment.	\$40,000	\$47,584,903		\$40,000	\$266,710,953	
	T1063	City of Loveland	City of Loveland	Continue providing operating assistance to transit service to elderly, disabled, low-income, and general population.		\$47,584,903	\$18,463,350	\$18,463,350	\$285,174,303	
	T1067	City of Loveland	City of Loveland	Continue funding for access to jobs for the disabled and low-income.		\$47,584,903	\$5,500,000	\$5,500,000	\$290,674,303	
	T1068a	City of Loveland	City of Loveland	Replacement of rolling stock (vehicles) as needed.	\$250,000	\$47,834,903		\$250,000	\$290,924,303	
	T1073	NFR&AQPC	Larimer County	Continuing existing service for Larimer County rural transit.	\$100,000	\$47,934,903	\$2,375,000	\$2,475,000	\$293,399,303	
	T1078	NFR MPO	Weld County/Larimer County	Vehicle replacement used by transportation of elderly and disabled individuals	\$50,000	\$47,984,903	\$510,000	\$560,000	\$293,959,303	
	T1084	NFRT&AQPC	Berthoud	Replacement vehicles for general public transit services in the Berthoud area.	\$165,000	\$48,149,903		\$165,000	\$294,124,303	
	T1085	NFRT&AQPC	Berthoud	Demand responsive general public transit services in the Berthoud area.		\$48,149,903	\$5,000,000	\$5,000,000	\$299,124,303	



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
	T1086	NFRT&AQPC	Berthoud	Replacement vehicles for human service provided in Larimer County.	\$200,000	\$48,349,903		\$200,000	\$299,324,303	
	T1090	Weld County	Weld County	Continuing existing service for Weld County rural transit.	\$8,250,000	\$56,599,903	\$25,675,000	\$33,925,000	\$333,249,303	
	T1091	NFRT&AQPC	North Front Range	Ongoing one time large expenditures - transfer centers	\$60,000,000	\$116,599,903		\$60,000,000	\$393,249,303	
	T-1088	NFRT&AQPC	North Front Range	VanGo Vanpool	\$646,100	\$117,246,003	\$11,182,500	\$11,828,600	\$405,077,903	
<b>NEW OR EXPANDED SERVICE</b>										
1	T1023	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor 2006-2007	\$65,950,000	*	\$4,000,000	\$0	\$0	269
2	T1024	City of Fort Collins	City of Fort Collins	2006-2007 new and expanded service.	\$2,765,862	\$2,765,862	\$4,162,980	\$6,928,842	\$6,928,842	238
2	T1025	City of Fort Collins	City of Fort Collins	2008-2010 new and expanded service.	\$0	\$2,765,862	\$5,186,724	\$5,186,724	\$12,115,566	238
2	T1026	City of Fort Collins	City of Fort Collins	2010-2012 new and expanded service.	\$1,440,880	\$4,206,742	\$4,780,140	\$6,221,020	\$18,336,586	238
2	T1027	City of Fort Collins	City of Fort Collins	2013-2017 Phase 1 Service Expansion.	\$5,694,850	\$9,901,592	\$109,428,175	\$115,123,025	\$133,459,611	238
2	T1028	City of Fort Collins	City of Fort Collins	2022-2030 Phase 3 Service Expansion.	\$5,694,850	\$15,596,442	\$218,856,359	\$224,551,209	\$358,010,820	238
2	T1029	City of Fort Collins	City of Fort Collins	2018-2021 Phase 2 Service Expansion.	\$5,694,850	\$21,291,292	\$87,542,540	\$93,237,390	\$451,248,210	238
8	T1082	NFRT&AQPC	North Front Range	VanGo Vanpool Expansion	\$1,200,000	\$22,491,292	\$16,500,000	\$17,700,000	\$468,948,210	228
9	T1080	NFRT&AQPC	City of Loveland	Loveland to Fort Collins Service	\$300,000	\$22,791,292	\$13,097,500	\$13,397,500	\$482,345,710	217
10	T1049	City of Greeley	City of Greeley	Call n Ride Service	\$122,000	\$22,913,292	\$6,675,000	\$6,797,000	\$489,142,710	214
11	T1081	NFRT&AQPC	Region-wide	Regional Service Coordination with Automatic Vehicle Location	\$1,000,000	\$23,913,292		\$1,000,000	\$490,142,710	205
12	T1072	NFRT&AQPC	City of Fort Collins	Fort Collins-Denver express transit service	\$900,000	\$24,813,292	\$9,168,750	\$10,068,750	\$500,211,460	203
12	T1079	NFRT&AQPC	City of Fort Collins	Fort Collins-Longmont express transit service	\$600,000	\$25,413,292	\$7,556,250	\$8,156,250	\$508,367,710	203
12	T1069	NFRT&AQPC	City of Greeley	Greeley-Denver express transit service	\$600,000	\$26,013,292	\$8,608,750	\$9,208,750	\$517,576,460	203
12	T1070	NFRT&AQPC	City of Loveland	Loveland-Greeley peak hour service	\$600,000	\$26,613,292	\$6,548,750	\$7,148,750	\$524,725,210	203





# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
12	T1074	NFRT&AQPC	City of Fort Collins	Fort Collins-Greeley peak hour service	\$600,000	\$27,213,292	\$6,548,750	\$7,148,750	\$531,873,960	203
17	T1045	City of Greeley	City of Greeley	Automatic Vehicle Location System	\$290,000	\$27,503,292	\$715,000	\$1,005,000	\$532,878,960	195
18	T1051A	City of Greeley	City of Greeley	2005-2009 Providing additional para transit services.	\$61,000	\$27,564,292	\$442,750	\$503,750	\$533,382,710	192
18	T1051B	City of Greeley	City of Greeley	2010-2014 Providing additional para transit services.	\$61,000	\$27,625,292	\$442,750	\$503,750	\$533,886,460	192
18	T1051C	City of Greeley	City of Greeley	2015-2019 Providing additional para transit services.	\$61,000	\$27,686,292	\$442,750	\$503,750	\$534,390,210	192
18	T1051D	City of Greeley	City of Greeley	2020-2024 Providing additional para transit services.	\$61,000	\$27,747,292	\$442,750	\$503,750	\$534,893,960	192
18	T1051E	City of Greeley	City of Greeley	2025-2030 Providing additional para transit services.	\$61,000	\$27,808,292	\$442,750	\$503,750	\$535,397,710	192
18	T1053	City of Greeley	City of Greeley	E & D Shuttles	\$0	\$27,808,292	\$300,000	\$300,000	\$535,697,710	192
24	T1013	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2005	\$138,230	\$27,946,522		\$138,230	\$535,835,940	189
24	T1014	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2006-07	\$176,980	\$28,123,502		\$176,980	\$536,012,920	189
24	T1015	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2008-10	\$144,480	\$28,267,982		\$144,480	\$536,157,400	189
24	T1016	City of Fort Collins	City of Fort Collins	Bus stop accessibility upgrades - 2010-12	\$144,480	\$28,412,462		\$144,480	\$536,301,880	189
24	T1035A	City of Greeley	City of Greeley	2005-2009 bus stop accessibility improvements.	\$75,000	\$28,487,462		\$75,000	\$536,376,880	189
24	T1035B	City of Greeley	City of Greeley	2010-2014 bus stop accessibility improvements.	\$75,000	\$28,562,462		\$75,000	\$536,451,880	189
24	T1035C	City of Greeley	City of Greeley	2015-2019 bus stop accessibility improvements.	\$75,000	\$28,637,462		\$75,000	\$536,526,880	189
24	T1035D	City of Greeley	City of Greeley	2020-2024 bus stop accessibility improvements.	\$75,000	\$28,712,462		\$75,000	\$536,601,880	189
24	T1035E	City of Greeley	City of Greeley	2025-2030 bus stop accessibility improvements.	\$75,000	\$28,787,462		\$75,000	\$536,676,880	189
33	T1076	NFR MPO	Johnstown	Johnstown transit service	\$50,000	\$28,837,462	\$3,510,000	\$3,560,000	\$540,236,880	186
33	T1077	NFR MPO	Windsor	Windsor transit service	\$50,000	\$28,887,462	\$3,510,000	\$3,560,000	\$543,796,880	186



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
35	T1037A	City of Greeley	City of Greeley	2005-2009 additional passenger shelters.	\$60,000	\$28,947,462	\$22,500	\$82,500	\$543,879,380	180
35	T1037B	City of Greeley	City of Greeley	2010-2014 additional passenger shelters.	\$60,000	\$29,007,462	\$22,500	\$82,500	\$543,961,880	180
35	T1037C	City of Greeley	City of Greeley	2015-2019 additional passenger shelters.	\$60,000	\$29,067,462	\$22,500	\$82,500	\$544,044,380	180
35	T1037D	City of Greeley	City of Greeley	2020-2024 additional passenger shelters.	\$60,000	\$29,127,462	\$22,500	\$82,500	\$544,126,880	180
35	T1037E	City of Greeley	City of Greeley	2025-2030 additional passenger shelters.	\$60,000	\$29,187,462	\$22,500	\$82,500	\$544,209,380	180
40	T1046	City of Greeley	City of Greeley	Transit traveler information Phase I	\$46,000	\$29,233,462	\$115,000	\$161,000	\$544,370,380	177
41	T1040	City of Greeley	City of Greeley	Automated passenger trip planning	\$35,000	\$29,268,462	\$125,000	\$160,000	\$544,530,380	175
42	T1050	City of Greeley	City of Greeley	Shopper Shuttle 23rd Ave	\$60,000	\$29,328,462	\$2,062,500	\$2,122,500	\$546,652,880	172
42	T1056	City of Greeley	City of Greeley	Shopper Shuttle Downtown Greeley	\$250,000	\$29,578,462	\$3,237,500	\$3,487,500	\$550,140,380	172
42	T1057	City of Greeley	City of Greeley	Swift & Co Plant Employee Tripper	\$0	\$29,578,462	\$1,175,000	\$1,175,000	\$551,315,380	172
42	T1058	City of Greeley	City of Greeley	Evans Route expansion	\$110,000	\$29,688,462	\$4,075,000	\$4,185,000	\$555,500,380	172
42	T1059	City of Greeley	City of Greeley	West Greeley Route	\$110,000	\$29,798,462	\$4,075,000	\$4,185,000	\$559,685,380	172
42	T1060	City of Greeley	City of Greeley	Greeley Weld County Airport Route	\$110,000	\$29,908,462	\$4,075,000	\$4,185,000	\$563,870,380	172
42	T1087	City of Greeley	City of Greeley	4th Street Route	\$110,000	\$30,018,462	\$4,075,000	\$4,185,000	\$568,055,380	172
49	T1066	City of Loveland	City of Loveland	Provide architectural design/study and construction of transit facility.	\$3,000,000	\$33,018,462	\$18,463,350	\$21,463,350	\$589,518,730	169
50	T1052A	City of Greeley	City of Greeley	2005-2009 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$589,818,730	168
50	T1052B	City of Greeley	City of Greeley	2010-2014 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,118,730	168
50	T1052C	City of Greeley	City of Greeley	2015-2019 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,418,730	168
50	T1052D	City of Greeley	City of Greeley	2020-2024 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$590,718,730	168
50	T1052E	City of Greeley	City of Greeley	2025-2030 Providing additional evening demand response service.	\$0	\$33,018,462	\$300,000	\$300,000	\$591,018,730	168



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-1 Transit Projects (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Cost	Cumulative Capital	Operating Costs	Total Cost	Cumulative Cost	Weighted Score
55	T1030	City of Greeley	City of Greeley	Additional services on Route 1	\$220,000	\$33,238,462	\$8,150,000	\$8,370,000	\$599,388,730	166
56	T1005	City of Fort Collins	City of Fort Collins	Transfort facility expansion 2006-07	\$12,496,000	\$45,734,462		\$12,496,000	\$611,884,730	165
56	T1055	City of Greeley	City of Greeley	UNC Ross Hall/Gunter Hall Route	\$290,000	\$46,024,462	\$2,137,500	\$2,427,500	\$614,312,230	165
58	T1044	City of Greeley	City of Greeley	Transit two-way communications upgrade	\$88,000	\$46,112,462	\$87,500	\$175,500	\$614,487,730	153
58	T1048	City of Greeley	City of Greeley	Location transmitters for bus stop announcements	\$100,000	\$46,212,462	\$125,000	\$225,000	\$614,712,730	153
60	T1054	City of Greeley	City of Greeley	Greeley Mall transfer Center Improvements	\$40,000	\$46,252,462	\$100,000	\$140,000	\$614,852,730	151
61	T1083	NFRT&AQPC	Berthoud	Berthoud Transit Service expansion	\$500,000	\$46,752,462		\$500,000	\$615,352,730	148
62	T1064	City of Loveland	City of Loveland	Additional service bay for bus maintenance.	\$75,000	\$46,827,462	\$18,463,350	\$18,538,350	\$633,891,080	144
63	T1034	City of Greeley	City of Greeley	Expansion of transit administration facility.	\$150,000	\$46,977,462	\$125,000	\$275,000	\$634,166,080	142
64	T1068b	City of Loveland	City of Loveland	Addition of rolling stock (vehicles) as needed.	\$250,000	\$47,227,462	\$18,463,350	\$18,713,350	\$652,879,430	141
65	T1065	City of Loveland	City of Loveland	Provide fencing, on-board computers, fare boxes, 800 MHZ radio system and on-board cameras for security.	\$180,000	\$47,407,462	\$18,463,350	\$18,643,350	\$671,522,780	139
65	T1039	City of Greeley	City of Greeley	Electronic farebox capable of accepting small cards	\$160,000	\$47,567,462	\$400,000	\$560,000	\$672,082,780	139
67	T1033	City of Greeley	City of Greeley	Lighting at bus passenger shelters.	\$80,000	\$47,647,462	\$300,000	\$380,000	\$672,462,780	129
68	T1041	City of Greeley	City of Greeley	Fixed route planning and scheduling software	\$60,000	\$47,707,462	\$150,000	\$210,000	\$672,672,780	126
69	T1042	City of Greeley	City of Greeley	Destination and run signs	\$210,000	\$47,917,462	\$175,000	\$385,000	\$673,057,780	123
70	T1043	City of Greeley	City of Greeley	Installation of emergency switches on vehicles	\$55,000	\$47,972,462	\$550,025	\$605,025	\$673,662,805	111
71	T1038	City of Greeley	City of Greeley	Video surveillance on revenue vehicles on 22 fixed route and paratransit vehicles.	\$135,000	\$48,107,462	\$300,000	\$435,000	\$674,097,805	100
LISTED NOT SCORED										
	T1061	City of Greeley	City of Greeley	Provide transit service on Hwy. 85 between Greeley and Denver.			\$386,600			
* Funds for Mason Corridor projects would be outside of the resource allocation for this Plan, totaling approximately \$66 million _____ = Fiscally Constrained Line										



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-2 Bike/Pedestrian**

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
1	BP1019	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail Downtown	\$700,000	\$700,000			287
2	BP1045	City of Evans	City of Evans	US 85 West service Rd bike facilities from S Platte River to 31st St.	\$450,000	\$1,150,000	Y	\$450,000	253
3	BP1020	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - N of Spring Cr to CSU	\$3,500,000	\$4,650,000			239
3	BP1024	City of Fort Collins	City of Fort Collins	SH 14 (E. Mulberry St.) frontage road bike lanes/multi-use trail	\$2,400,000	\$7,050,000	Y	\$2,850,000	239
5	BP1004	City of Fort Collins	City of Fort Collins	Harmony Rd sidewalk/trail system - Harmony transfer center to College	\$600,000	\$7,650,000	Y	\$3,450,000	237
6	BP1001	City of Fort Collins	City of Fort Collins	S. College Ave (Drake to Swallow) ADA sidewalk improvements	\$400,000	\$8,050,000	Y	\$3,850,000	223
7	BP1049	City of Loveland	City of Loveland	Downtown ped safety improvements - Lincoln & Cleveland, 1st St to 7th St.	\$500,000	\$8,550,000	Y	\$4,350,000	219
8	BP1011	City of Fort Collins	City of Fort Collins	US 287 bike lanes and sidewalks from Harmony to Carpenter	\$1,800,000	\$10,350,000	Y	\$6,150,000	217
8	BP1012	City of Fort Collins	City of Fort Collins	Riverside/SH14 between Mulberry & Lincoln Streets - detached bike/ped trail NE side	\$500,000	\$10,850,000	Y	\$6,650,000	217
10	BP1005	City of Fort Collins	City of Fort Collins	Harmony Rd bike lanes BNSF to College	\$500,000	\$11,350,000	Y	\$7,150,000	216
11	BP1023	City of Fort Collins	City of Fort Collins	SH 14 bike/ped underpass at Cooper Slough	\$2,000,000	\$13,350,000	Y	\$9,150,000	214
12	BP1015	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - NRRC/University Mall grade separated crossing	\$1,200,000	\$14,550,000			212
13	BP1002	City of Fort Collins	City of Fort Collins	Riverside sidewalk - Mulberry to Lincoln	\$500,000	\$15,050,000	Y	\$9,650,000	203
13	BP1013	City of Fort Collins	City of Fort Collins	College/US 287 from Poudre River to SH 1/Terry Lake Road - bike lanes and sidewalks	\$1,500,000	\$16,550,000	Y	\$11,150,000	203





## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-2 Bike/Pedestrian (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
15	BP1046	City of Loveland	City of Loveland	Widen bike lanes (BP-25) Wilson Ave./US 34 to 1st Street	\$350,000	\$16,900,000			202
16	BP1006	City of Fort Collins	City of Fort Collins	Prospect Rd bike lanes & Sidewalk improvements from College to Timberline	\$1,900,000	\$18,800,000			195
17	BP1016	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Horsetooth grade separated crossing	\$2,000,000	\$20,800,000			175
17	BP1017	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Harmony Rd grade separated crossing	\$2,000,000	\$22,800,000	Y	\$33,950,000	175
17	BP1018	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Drake Rd grade separated crossing	\$2,000,000	\$24,800,000			175
20	BP1021	City of Fort Collins	City of Fort Collins	Jefferson, Willow, Lincoln & Linden Streets - bike lanes & sidewalks	\$2,000,000	\$26,800,000			172
21	BP1033	Larimer County	Larimer County	US 287 from SH 56 in Berthoud to LCR 12 - bike lanes.	\$500,000	\$27,300,000	Y	\$34,450,000	171
22	BP1009	City of Fort Collins	City of Fort Collins	Harmony Rd bike lanes south side from Cinquefoil to Strauss Cabin Rd	\$500,000	\$27,800,000	Y	\$34,950,000	169
23	BP1043	Larimer County	Larimer County	LCR 38 bike lanes from I-25 to SH257	\$1,125,000	\$28,925,000			166
24	BP1030	Larimer County	Larimer County	Big Thompson River trail from mouth of Canyon to Loveland.	\$1,750,000	\$30,675,000			161
25	BP1037	Larimer County	Larimer County	Poudre River Trail - Construct bike/ped trail crossing at I-25 and Poudre River.	\$500,000	\$31,175,000	Y	\$35,450,000	161
25	BP1026	City of Greeley	City of Greeley	Poudre River trail extension from Island Grove to Platte River.	\$4,570,000	\$35,745,000			161
27	BP1022	City of Fort Collins	City of Fort Collins	Shields & Plum St. Intersection & sidewalk improvements	\$1,500,000	\$37,245,000			159
28	BP1008	City of Fort Collins	City of Fort Collins	Bike/ped grade separated crossing on Harmony, east of Lemay	\$1,000,000	\$38,245,000	Y	\$36,450,000	155
29	BP1038	Larimer County	Larimer County	I-25 frontage Rd bike lanes from US 34 to SH 392	\$1,250,000	\$39,495,000	Y	\$37,700,000	154
29	BP1040	Larimer County	Larimer County	LCR 19 bike lanes from Loveland to Fort Collins	\$1,500,000	\$40,995,000			154
29	BP1041	Larimer County	Larimer County	LCR 19 bike lanes from Fort Collins to LaPorte	\$825,000	\$41,820,000			154
32	BP1028	Town of Windsor	Town of Windsor	SH 392 Underpass for Poudre River Trail.	\$950,000	\$42,770,000	Y	\$38,650,000	150



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-2 Bike/Pedestrian (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
33	BP1014	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Troutman grade separated crossing	\$1,200,000	\$43,970,000			148
34	BP1029	Town of Windsor	Town of Windsor	SH 257 Underpass for Poudre River Trail	\$1,300,000	\$45,270,000	Y	\$39,950,000	137
<p>_____ = Fiscally Constrained Line</p>									



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
<b>TIP PROJECTS</b>										
TIP		NF3388	CDOT	City of Greeley	US 34 Business: SH257 to 47th Ave, 2 to 4 lanes	\$32,758,000	\$32,758,000		\$32,758,000	
TIP		NF3389	CDOT	City of Fort Collins	US 287: SH1 to LaPorte Bypass, 2 to 4 lanes	\$26,074,000	\$58,832,000		\$58,832,000	
TIP		NF3392	CDOT	City of Loveland	SH 402: US 287 to I-25, 2 to 4 lanes	\$23,571,000	\$82,403,000		\$82,403,000	
<b>7th POT PROJECTS</b>										
8	S	H-1110	CDOT	Larimer/Loveland/Johnstown	I-25 & US 34 Interchange	\$42,500,000	\$42,500,000		\$42,500,000	255
8	S	H-1113	CDOT/Windsor	Larimer/Windsor	I-25 & SH 392 Interchange	\$20,500,000	\$63,000,000		\$63,000,000	255
14	S	H-1111	CDOT	Larimer/Loveland	I-25 & SH 402 Interchange	\$18,100,000	\$81,100,000		\$81,100,000	234
14	S	H-1112	CDOT/Loveland	Larimer/Loveland	I-25 & Crossroads - Interchange reconstruction	\$20,300,000	\$101,400,000		\$101,400,000	234
14	S	H-1115	CDOT	Weld	I-25 & SH 56 Interchange	\$21,500,000	\$122,900,000		\$122,900,000	234
14	S	H-1117	CDOT	Larimer/Fort Collins	I-25 & Prospect Interchange	\$14,500,000	\$137,400,000		\$137,400,000	234
14	S	H-1114	CDOT	Weld/Johnstown	I-25 & SH 60 Interchange	\$14,000,000	\$151,400,000		\$151,400,000	234
14	S	H-1158	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 5	\$11,700,000	\$163,100,000		\$163,100,000	234
57	S	H-1118	CDOT	Larimer/Weld	I-25 Mainline from WCR 38 to SH 14	\$245,000,000	\$408,100,000		\$408,100,000	205
135	S	H-1091	Johnstown	Johnstown	I-25 & Johnson's Corner - Interchange Improvements	\$14,000,000	\$422,100,000		\$422,100,000	156



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
<b>HIGHWAY IMPROVEMENT PROJECTS</b>										
4	H	H-1001	Fort Collins	City of Fort Collins	Harmony Rd-Shields to College Ave Widen from 2 to 4 lanes	\$7,500,000	\$7,500,000	N		269
5	H	H-1109	Loveland	City of Loveland	US 287/ 29th St to 71st St - widening & restriping	\$3,500,000	\$11,000,000		\$3,500,000	262
10	H	H-1065	Greeley	City of Greeley	US 34 Bypass & 35th Ave - grade separated interchange	\$25,000,000	\$36,000,000		\$28,500,000	254
11	H	H-1137	Fort Collins	City of Fort Collins	Timberline Rd - Drake to Prospect - widen 2 to 4 lanes	\$11,400,000	\$47,400,000	N		253
14	H	H-1058	Greeley	City of Greeley	Two Rivers Parkway from SH60 to WCR 54 - Construct new 4 lane arterial	\$25,000,000	\$72,400,000	N		234
21	H	H-1022	Fort Collins	City of Fort Collins	Harmony Rd - Lemay to Timberline - widen from 4 to 6 lanes	\$8,700,000	\$81,100,000		\$37,200,000	233
28	H	H-1029	Fort Collins	City of Fort Collins	Prospect Rd from Summit View to I-25 Frontage Rd - widen from 2 to 4 lanes	\$4,000,000	\$85,100,000	N		227
28	H	H-1032	Fort Collins	City of Fort Collins	College from Vine Dr to Conifer- update to arterial street standards	\$8,000,000	\$93,100,000		\$45,200,000	227
31	H	H-1101	Loveland	City of Loveland	Downtown Traffic signal upgrades	\$480,000	\$93,580,000	N		226
32	H	H-1121	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange Phase I - Interchange improvements	\$4,100,000	\$97,680,000		\$49,300,000	225
32	H	H-1135	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange - Phase III	\$6,600,000	\$104,280,000		\$55,900,000	225
32	H	H-1136	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange - Phase II	\$5,300,000	\$109,580,000		\$61,200,000	225
35	H	H-1131	Windsor	Windsor	US 34 & WCR 13 - Diamond interchange	\$20,000,000	\$129,580,000		\$81,200,000	222





**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
37	H	H-1159	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 6	\$1,500,000	\$131,080,000		\$82,700,000	221
na	H	H-1186	Loveland	City of Loveland	US 34 - Madison to LCR 3 - reconstruct to 6 lane arterial	\$30,000,000	\$161,080,000		\$112,700,000	na
na	H	H-1187	Loveland	City of Loveland	US 34 - LCR 3 Interchange	\$15,000,000	\$176,080,000		\$127,700,000	na
na	H	H-1188	Loveland	City of Loveland	US 34 - LCR 5 Interchange	\$15,000,000	\$191,080,000		\$142,700,000	na
40	H	H-1076	Greeley	City of Greeley	US 34 Bypass & 83rd Ave - Interchange Part A	\$1,000,000	\$192,080,000		\$143,700,000	213
41	H	H-1010	Fort Collins	City of Fort Collins	Prospect from College to Lemay - widen to 4 lane arterial Part A	\$1,000,000	\$193,080,000	N		212
41	H	H-1072	Greeley	City of Greeley	US 34 Bypass & 47th St - grade separated interchange Part A	\$1,000,000	\$194,080,000		\$144,700,000	212
39	H	H-1132	CDOT	Weld	US 85 from WCR 48 to WCR 70- reconstruction & widen Part A	\$46,500,000	\$240,580,000		\$189,200,000	220
39	H	H-1132	CDOT	Weld	US 85 from WCR 48 to WCR 70- reconstruction & widen Part B	\$19,500,000	\$260,080,000		\$163,200,000	220
40	H	H-1076	Greeley	City of Greeley	US 34 Bypass & 83rd Ave - Interchange Part B	\$24,000,000	\$284,080,000		\$213,200,000	213
41	H	H-1010	Fort Collins	City of Fort Collins	Prospect from College to Lemay - widen to 4 lane arterial Part B	\$7,000,000	\$291,080,000	N		212
41	H	H-1072	Greeley	City of Greeley	US 34 Bypass & 47th St - grade separated interchange Part B	\$24,000,000	\$315,080,000		\$237,200,000	212
44	H	H-1104	Loveland	City of Loveland	LCR 5 from US34 to Crossroads Blvd - 6 lane, from US 34 to UPRR xing 4 lane	\$10,000,000	\$325,080,000	N		209
46	H	H-1021	Fort Collins	City of Fort Collins	N College from Conifer to SH1 - upgrade to arterial street standards	\$8,010,000	\$333,090,000		\$245,210,000	207



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
46	H	H-1108	Loveland	City of Loveland	Taft Ave Phase II - wider travel lanes, turn lanes, bike lanes, and sidewalk	\$7,000,000	\$340,090,000	N		207
56	H	H-1155	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 2	\$1,500,000	\$341,590,000		\$246,710,000	206
58	H	H-1185	Windsor	Town of Windsor	US 34 & WCR 17 - Construct diamond interchange	\$13,684,000	\$355,274,000		\$260,394,000	202
60	H	H-1129	CDOT/Windsor	Larimer/Weld/Windsor	SH 392 from I-25 to Downtown Windsor - widen from 2 to 4 lanes	\$19,000,000	\$374,274,000		\$279,394,000	201
61	H	H-1078	Greeley	City of Greeley	O St from WCR 29 1/2 to Kodak - design and construction	\$25,257,000	\$399,531,000	N		198
67	H	H-1093	Evans	City of Evans	35th Ave from 49th St to CR 394 - extend roadway	\$1,600,000	\$401,131,000	N		193
67	H	H-1153	Larimer County	Larimer County	LCR 5 extension - LCR 20E to SH 60	\$10,500,000	\$411,631,000	N		193
67	H	H-1184	Evans	City of Evans	Bridge over S Platte at 35th Ave	\$1,600,000	\$413,231,000	N		193
70	H	H-1161	Larimer County	Larimer County	LCR 17 widening - Loveland to Fort Collins	\$9,500,000	\$422,731,000	N		192
70	H	H-1162	Larimer County	Larimer County	LCR 17 widening - Berthoud to Loveland	\$10,325,000	\$433,056,000	N		192
70	H	H-1163	Larimer County	Larimer County	LCR 19 widening - Loveland to Fort Collins	\$15,000,000	\$448,056,000	N		192
73	H	H-1026	Fort Collins	City of Fort Collins	College Ave - Fossil Creek to Harmony - widen from 4 to 6 lanes	\$8,700,000	\$456,756,000		\$288,094,000	191
73	H	H-1027	Fort Collins	City of Fort Collins	Harmony from Timberline to Ziegler - widen from 4 to 6 lanes	\$6,675,000	\$463,431,000		\$294,769,000	191
73	H	H-1028	Fort Collins	City of Fort Collins	Harmony from Ziegler to I-25 - widen from 4 to 6 lanes	\$10,680,000	\$474,111,000		\$305,449,000	191



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
73	H	H-1033	Fort Collins	City of Fort Collins	Harmony-College to Lemay - widen from 4 to 6 lanes	\$8,700,000	\$482,811,000		\$314,149,000	191
73	H	H-1039	Fort Collins	City of Fort Collins	Shields from Fossil Creek to Harmony - widen from 2 to 4 lanes	\$6,500,000	\$489,311,000	N		191
73	H	H-1096	Evans	City of Evans	37th St from 47th Ave to 65 Ave - improve to arterial standards	\$3,220,000	\$492,531,000	N		191
73	H	H-1123	CDOT	Larimer/Loveland	US 34 :Glade Rd to Morning Dr w/o Loveland - shoulder, accel/decel lanes	\$1,800,000	\$494,331,000		\$315,949,000	191
73	H	H-1160	Larimer County	Larimer County	LCR 38/WCR 74 widening - I-25 to SH 257	\$13,500,000	\$507,831,000	N		191
73	H	H-1085	Greeley	City of Greeley	US 85 Bypass & 5th St - Interchange	\$25,000,000	\$532,831,000		\$340,949,000	191
85	H	H-1016	Fort Collins	City of Fort Collins	SH14 from Timberline to Summit View - widen from 4 to 6 lanes	\$2,000,000	\$534,831,000		\$342,949,000	187
85	H	H-1038	Fort Collins	City of Fort Collins	Taft Hill from Horsetooth to Old Harmony Rd - widen from 2 to 4 lanes	\$4,000,000	\$538,831,000	N		187
85	H	H-1127	CDOT	Weld	SH 392 E of Windsor to US 85 (Lucerne) - shoulder, accel/decel lanes	\$9,000,000	\$547,831,000		\$351,949,000	187
85	H	H-1046	Greeley	City of Greeley	11th Ave - 2nd St to D St - minor arterial improvements	\$1,500,000	\$549,331,000	N		187
85	H	H-1062	Greeley	City of Greeley	83rd Ave from 10th St to 20th St - 4 lane	\$3,320,000	\$552,651,000	N		187
85	H	H-1075	Greeley	City of Greeley	US 34 Bypass & 107th Ave - Interchange	\$25,000,000	\$577,651,000		\$376,949,000	187
93	H	H-1094	Evans	City of Evans	US 85 Improvement - medians & curb & gutter	\$2,374,000	\$580,025,000		\$379,323,000	186
93	H	H-1106	Loveland	City of Loveland	Boyd Lake Ave from SH 402 to US 34 - widen 2 to 4 lanes	\$12,000,000	\$592,025,000	N		186



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
96	H	H-1156	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 3	\$3,500,000	\$595,525,000		\$382,823,000	181
96	H	H-1157	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 4	\$1,700,000	\$597,225,000		\$384,523,000	181
98	H	H-1095	Evans	City of Evans	35th Ave from 37th St to 49th St - widen 2 to 4 lanes	\$2,500,000	\$599,725,000	N		180
98	H	H-1077	Greeley	City of Greeley	SH263 from US 85 Bypass to Airport - 4 lane	\$11,100,000	\$610,825,000		\$395,623,000	180
107	H	H-1015	Fort Collins	City of Fort Collins	SH14 from Riverside to Timberline-widen from 4 to 6 lanes	\$13,000,000	\$623,825,000			171
107	H	H-1017	Fort Collins	City of Fort Collins	Timberline from Prospect to SH14 - widen from 2 to 4 lanes	\$16,000,000	\$639,825,000	N		171
107	H	H-1019	Fort Collins	City of Fort Collins	Carpenter Rd - Timberline to I-25 - widen from 2 to 4 lanes	\$4,005,000	\$643,830,000	N		171
107	H	H-1020	Fort Collins	City of Fort Collins	Carpenter Rd - Lemay to Timberline-widen 2 to 4 lane & grade separated RR xing	\$14,505,000	\$658,335,000	N		171
107	H	H-1020b	Fort Collins	City of Fort Collins	Carpenter Rd - College to Lemay	\$6,000,000	\$664,335,000	N		171
107	H	H-1102	Loveland	City of Loveland	Crossroads from I-25 to LCR 3 - widen from 2 to 4 lanes	\$4,000,000	\$668,335,000	N		171
107	H	H-1105	Loveland	City of Loveland	Boyd Lake Ave from US 34 5o LCR 32 - widen 2 to 4 lanes	\$14,000,000	\$682,335,000	N		171
107	H	H-1128	CDOT	Weld	SH 60 from US 85 to 83rd Ave - widen from 2 to 4 lanes	\$35,000,000	\$717,335,000		\$430,623,000	171
107	H	H-1151	Larimer County	Larimer County	LCR 5 widening from Crossroads to SH392	\$9,000,000	\$726,335,000	N		171
107	H	H-1152	Larimer County	Larimer County	LCR 5 widening from SH392 to Harmony	\$9,000,000	\$735,335,000	N		171





# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
107	H	H-1047	Greeley	City of Greeley	US 85 & O St - overpass construction & ramp improvements	\$8,500,000	\$743,835,000		\$439,123,000	171
107	H	H-1052	Greeley	City of Greeley	59th Ave, 4th St to 10th St - 4 lane	\$1,376,000	\$745,211,000	N		171
107	H	H-1053	Greeley	City of Greeley	59th Ave from 4th St to C St - 4 lane	\$3,000,000	\$748,211,000	N		171
107	H	H-1054	Greeley	City of Greeley	59th Ave from 20th St to 34 Bypass- 4 lane	\$3,180,000	\$751,391,000	N		171
107	H	H-1059	Greeley	City of Greeley	65th Ave from 34 Bypass to 37th St - 4 lane	\$1,745,000	\$753,136,000	N		171
107	H	H-1068	Greeley	City of Greeley	Two Rivers Pkwy/83rd Ave - widen to 5 lane section	\$12,000,000	\$765,136,000	N		171
107	H	H-1134	CDOT	Weld/Greeley/Evans	US 34 Bypass & 65th Ave - ROW purchase	\$3,500,000	\$768,636,000		\$442,623,000	171
127	H	H-1048	Greeley	City of Greeley	20th St, 71st to 83rd Ave - 4 lane roadway improvements	\$3,265,000	\$771,901,000	N		169
127	H	H-1084	Greeley	City of Greeley	US85 Bypass & 18th St - overpass over 18th St	\$6,000,000	\$777,901,000		\$448,623,000	169
129	H	H-1146	NFRT & AQPC	NFR Region - I-25 & US 85 Corridors	Regional Park n Ride lots	\$2,500,000	\$780,401,000	N		168
130	H	H-1138	Greeley	City of Greeley	US 34/11th Avenue Signal Upgrade	\$650,000	\$781,051,000		\$449,273,000	164
132	H	H-1089	Johnstown	Johnstown	SH 60 - major & minor widening	\$2,500,000	\$783,551,000		\$451,773,000	159
132	H	H-1090	Johnstown	Johnstown	WCR 17 & Little Thompson River - Bridge replacement	\$3,000,000	\$786,551,000	N		159
134	H	H-1092	Evans	City of Evans	US 85 & S Platte River - replace bridge railing	\$450,000	\$787,001,000		\$452,223,000	157



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
136	H	H-1049	Greeley	City of Greeley	20th St, 83rd to 95th - 4 lane roadway improvements	\$3,790,000	\$790,791,000	N		149
136	H	H-1057	Greeley	City of Greeley	US85 Bus to US34 Bus - 4 lane	\$14,000,000	\$804,791,000		\$466,223,000	149
136	H	H-1079	Greeley	City of Greeley	11th Ave from O St to US 85 - 4 lane	\$1,908,000	\$806,699,000	N		149
136	H	H-1082	Greeley	City of Greeley	16th St from 71st Ave to Promontory - roadway extension	\$6,200,000	\$812,899,000	N		149
142	H	H-1051	Greeley	City of Greeley	4th St Extension - build new arterial roadway	\$7,700,000	\$820,599,000	N		129
144	H	H-1066	Greeley	City of Greeley	US 34 and US 85 - Park n ride lot	\$600,000	\$821,199,000		\$466,823,000	107
144	H	H-1067	Greeley	City of Greeley	US 34 & Two Rivers Pkwy - park n ride lot	\$600,000	\$821,799,000		\$467,423,000	107
146	H	H-1063	Greeley	City of Greeley	Entryway Enhancements	\$1,685,000	\$823,484,000	N		84
146	H	H-1081	Greeley	City of Greeley	US 34 Bypass - Entryway sound wall	\$750,000	\$824,234,000		\$468,173,000	84
<b>INTERSECTION PROJECTS</b>										
1	I	H-1130	Loveland	City of Loveland	US 287 & US 34 Intersection Rebuild	\$8,000,000	\$8,000,000		\$8,000,000	284
2	I	H-1004	Fort Collins	City of Fort Collins	College Ave & Prospect - full rebuild of intersection	\$4,000,000	\$12,000,000		\$12,000,000	271
2	I	H-1008	Fort Collins	City of Fort Collins	College Ave & Harmony - full rebuild of intersection	\$4,000,000	\$16,000,000		\$16,000,000	271
6	I	H-1080	Greeley	City of Greeley	US 34 Bypass/35th Ave - Intersection Improvements	\$676,000	\$16,676,000		\$16,676,000	261



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
7	I	H-1107	Loveland	City of Loveland	US 287 @ 57th St - Intersection improvements	\$1,000,000	\$17,676,000		\$17,676,000	258
12	I	H-1103	Loveland	City of Loveland	US 34 & Wilson - Intersection widening & rebuild	\$1,000,000	\$18,676,000		\$18,676,000	250
13	I	H-1009	Fort Collins	City of Fort Collins	College Ave & Horsetooth - full rebuild of intersection	\$4,000,000	\$22,676,000		\$22,676,000	249
22	I	H-1035 <sup>(1)</sup>	Fort Collins	City of Fort Collins	College & Mulberry - full intersection upgrade	\$4,000,000	\$26,676,000		\$26,676,000	229
22	I	H-1043 <sup>(1)</sup>	Fort Collins	City of Fort Collins	Shields & SH14 - full intersection upgrade	\$3,000,000	\$29,676,000		\$29,676,000	229
22	I	H-1125 <sup>(1)</sup>	Evans	City of Evans	US 85 & 37th St - Intersection Improvement	\$650,000	\$30,326,000		\$30,326,000	229
25	I	H-1005	Fort Collins	City of Fort Collins	College Ave & Drake - full rebuild of intersection	\$4,000,000	\$34,326,000		\$34,326,000	228
25	I	H-1025	Fort Collins	City of Fort Collins	Taft Hill & Horsetooth - intersection improvements	\$3,000,000	\$37,326,000		\$37,326,000	228
25	I	H-1074	Greeley	City of Greeley	US34 Bypass & 47th - intersection improvements	\$300,000	\$37,626,000		\$37,626,000	228
28	I	H-1124	Evans	City of Evans	US 85 & 31st St - Intersection Improvement	\$1,450,000	\$39,076,000		\$39,076,000	227
43	I	H-1036	Fort Collins	City of Fort Collins	Harmony & Lemay - intersection improvements	\$4,000,000	\$43,076,000		\$43,076,000	211
45	I	H-1040	Fort Collins	City of Fort Collins	Taft Hill & Mulberry - full intersection upgrade	\$2,000,000	\$45,076,000	N		208
46	I	H-1002	Fort Collins	City of Fort Collins	Shields at Elizabeth - intersection improvement	\$4,000,000	\$49,076,000	N		207
46	I	H-1003	Fort Collins	City of Fort Collins	Taft Hill & W Elizabeth - full rebuild of intersection	\$4,000,000	\$53,076,000	N		207



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
46	I	H-1011	Fort Collins	City of Fort Collins	College Ave & Laurel St - full rebuild of intersection	\$4,000,000	\$57,076,000		\$47,076,000	207
46	I	H-1030	Fort Collins	City of Fort Collins	Taft Hill & LaPorte Ave - full intersection upgrade	\$3,000,000	\$60,076,000	N		207
46	I	H-1037	Fort Collins	City of Fort Collins	Prospect & Lemay - Intersection improvements	\$4,000,000	\$64,076,000	N		207
46	I	H-1041	Fort Collins	City of Fort Collins	College & Swallow - full intersection upgrade	\$4,000,000	\$68,076,000		\$51,076,000	207
46	I	H-1126	Evans	City of Evans	US 85 & 42nd St - Intersection Improvement	\$500,000	\$68,576,000		\$51,576,000	207
46	I	H-1044	Greeley	City of Greeley	US34 Bus & 11th Ave - intersection improvements	\$490,000	\$69,066,000		\$52,066,000	207
61	I	H-1069	Greeley	City of Greeley	US85 Bypass & 5th St - intersection improvements	\$560,000	\$69,626,000		\$52,626,000	198
61	I	H-1070	Greeley	City of Greeley	US 85 Bypass & 18th St - intersection improvements	\$460,000	\$70,086,000		\$53,086,000	198
61	I	H-1071	Greeley	City of Greeley	US 85 & 16th St - Intersection improvements	\$460,000	\$70,546,000		\$53,546,000	198
65	I	H-1140	Johnstown	Johnstown	SH 60 & WCR 13 - traffic signal	\$200,000	\$70,746,000		\$53,746,000	197
65	I	H-1139	Johnstown	Johnstown	SH 60 at High Plains Boulevard - traffic signal	\$500,000	\$87,446,000		\$70,246,000	197
73	I	H-1024	Fort Collins	City of Fort Collins	Harmony & Mason St - Intersection Improvements	\$4,000,000	\$74,746,000		\$57,746,000	191
73	I	H-1031	Fort Collins	City of Fort Collins	College & Willox - intersection improvements	\$3,000,000	\$77,746,000		\$60,746,000	191
73	I	H-1045	Greeley	City of Greeley	US34 Bus & 23rd - roundabout	\$2,000,000	\$79,746,000		\$62,746,000	191





# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
85	I	H-1018	Fort Collins	City of Fort Collins	SH 14 and Linden - Improve intersection	\$2,000,000	\$81,746,000		\$64,746,000	187
85	I	H-1042	Fort Collins	City of Fort Collins	SH 14 & Summit View- intersection improvements	\$3,000,000	\$84,746,000		\$67,746,000	187
95	I	H-1050	Greeley	City of Greeley	28th St at 35th Ave - intersection improvements	\$200,000	\$84,946,000	N		182
100	I	H-1014	Fort Collins	City of Fort Collins	S College & Skyway Dr - full rebuild of intersection	\$2,000,000	\$86,946,000		\$69,746,000	178
104	I	H-1064	Greeley	City of Greeley	O St/47th Avenue intersection improvements	\$975,000	\$87,921,000	N		173
107	I	H-1034	Fort Collins	City of Fort Collins	Harmony & Ziegler - intersection improvements	\$2,000,000	\$89,921,000		\$72,246,000	171
<b>HIGHWAY/RAIL CROSSING PROJECTS</b>										
35	R	H-1122	CDOT	Larimer/Loveland	US 34 w/o LCR 3 - to UPRR Grade separated crossing	\$14,000,000	\$14,000,000		\$14,000,000	222
37	R	H-1142	Fort Collins	City of Fort Collins	Lemay & Vine Dr - RR grade separated xing	\$12,900,000	\$26,900,000	N		221
58	R	H-1148	Loveland	City of Loveland	LCR5 /UPRR overpass	\$6,000,000	\$32,900,000	N		202
100	R	H-1006	Fort Collins	City of Fort Collins	W Drake at Mason RR grade separation	\$7,500,000	\$40,400,000	N		178
100	R	H-1147	Loveland	City of Loveland	57th St BNSF Railroad overpass	\$8,000,000	\$48,400,000	N		178
103	R	H-1023	Fort Collins	City of Fort Collins	Mason St Downtown RR Xing- Laurel to Oak-reconstruct 6 at grade crossings	\$900,000	\$49,300,000	N		177
104	R	H-1149	Evans	City of Evans	39th St at-grade crossing improvements	\$266,800	\$49,566,800	N		173



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
104	R	H-1150	Evans	City of Evans	42nd St at grade crossing improvements	\$212,000	\$49,778,800	N		173
107	R	H-1013	Fort Collins	City of Fort Collins	Timberline-Mulberry to Mountain Vista-realign Timberline and grade separation over BNSF tracks	\$30,000,000	\$79,778,800	N		171
130	R	H-1145	Greeley	City of Greeley	UP RR Safety Zone demonstration project	\$899,500	\$80,678,300	N		164
136	R	H-1143	Fort Collins	City of Fort Collins	Troutman Pkwy - RR grade separated xing @ BNSF	\$6,200,000	\$86,878,300	N		149
136	R	H-1144	Fort Collins	City of Fort Collins	Keenland Dr - RR grade separated xing @ UPRR	\$6,200,000	\$93,078,300	N		149
143	R	H-1007	Fort Collins	City of Fort Collins	Lake St RR Crossing w of College	\$350,000	\$93,428,300	N		120
<b>LISTED NOT SCORED</b>										
			Fort Collins	City of Fort Collins	Trilby Road Grade Separation at UPRR	\$5,200,000	\$5,200,000			
			Fort Collins	City of Fort Collins	Trilby Road Grade Separation at BNSF	\$5,200,000	\$10,400,000			
			Greeley	City of Greeley	US 34 Bypass from 47 to 65 Ave - noise reduction overlay	\$400,000	\$10,800,000	Y	\$400,000	
			Evans	City of Evans	65th Ave from 49th St to 54th St - widen from 2 to 4 lanes	\$1,900,000	\$12,700,000			
			Evans	City of Evans	65th Ave from 37th to 49th St - widen from 2 to 4 lanes	\$2,500,000	\$15,200,000			
			Evans	City of Evans	WCR 54/37th St from 65th Ave to Two River Pkwy - widen to 4 lanes	\$2,500,000	\$17,700,000			
			Evans	City of Evans	WCR 54/37th St from Two Rivers Pkwy to CR257 - widen to 4 lanes	\$8,750,000	\$26,450,000			
			Evans	City of Evans	WCR 54/37th St from SH257 to I-25 - widen to 4 lanes	\$10,000,000	\$36,450,000			
			Fort Collins	City of Fort Collins	Mulberry from Taft Hill to Shields - upgrade to 4 lane arterial standards	\$8,000,000	\$44,450,000			
			Fort Collins	City of Fort Collins	Timberline at Horsetooth - intersection improvements	\$2,000,000	\$46,450,000			



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	College at Boardwalk - intersection improvements	\$2,000,000	\$48,450,000	Y	\$2,400,000	
			Fort Collins	City of Fort Collins	College at Monroe - intersection improvements	\$2,000,000	\$50,450,000	Y	\$2,000,000	
			Fort Collins	City of Fort Collins	LaPorte at College - intersection improvement	\$2,000,000	\$52,450,000	Y	\$2,000,000	
			Fort Collins	City of Fort Collins	College from Carpenter to Trilby - upgrade to 6 lane arterial standards	\$10,680,000	\$63,130,000	Y	\$10,680,000	
			Fort Collins	City of Fort Collins	College from Trilby to Fossil Creek upgrade to 6 lane arterial standards	\$10,680,000	\$73,810,000	Y	\$10,680,000	
			Fort Collins	City of Fort Collins	Shields from Carpenter to Trilby - upgrade to 4 lane arterial standards	\$4,005,000	\$77,815,000			
			Fort Collins	City of Fort Collins	Shields from Trilby to Fossil Creek - upgrade to 4 lane arterial standards	\$4,005,000	\$81,820,000			
			Fort Collins	City of Fort Collins	Mulberry from Summit View to I-25 upgrade to 6 lane arterial standards	\$10,000,000	\$91,820,000	Y	\$20,680,000	
			Fort Collins	City of Fort Collins	Timberline from Trilby to Kechter - upgrade from 2 to 4 lane arterial	\$4,005,000	\$95,825,000			
			Fort Collins	City of Fort Collins	Timberline from Dechter to Battle Creek Dr - widen from 2 to 4 lanes	\$2,002,500	\$97,827,500			
			Fort Collins	City of Fort Collins	Timberline from Harmony to Horsetooth-upgrade from 2 to 4 lane arterial	\$6,675,000	\$104,502,500			
			Fort Collins	City of Fort Collins	Trilby at College - intersection improvements	\$3,000,000	\$107,502,500			
			Fort Collins	City of Fort Collins	Jefferson at Pine - intersection improvements	\$3,000,000	\$110,502,500	Y	\$23,680,000	
			Fort Collins	City of Fort Collins	Jefferson at Chestnut - intersection improvement	\$3,000,000	\$113,502,500			
			Fort Collins	City of Fort Collins	Mulberry at Canyon - intersection improvements	\$2,000,000	\$115,502,500			
			Fort Collins	City of Fort Collins	Shields at Trilby - intersection improvements	\$2,000,000	\$117,502,500			
			Fort Collins	City of Fort Collins	Taft Hill from GMA to Harmony - upgrade to 4 lane arterial standards	\$8,010,000	\$125,512,500			
			Fort Collins	City of Fort Collins	Riverside from Mulberry to Lincoln - upgrade to 4 lane arterial standards	\$6,007,500	\$131,520,000	Y	\$29,687,500	
			Fort Collins	City of Fort Collins	Taft Hill from LaPorte to Vine - upgrade to 4 lane arterial standards	\$2,002,500	\$133,522,500			



## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	College at Carpenter - intersection improvements	\$3,000,000	\$136,522,500	Y	\$32,687,500	
			Fort Collins	City of Fort Collins	Prospect from I-25 to GMA - upgrade to 2 lane minor arterial	\$3,000,000	\$139,522,500			
			Fort Collins	City of Fort Collins	Timberline at Trilby - intersection improvements	\$2,000,000	\$141,522,500			
			Fort Collins	City of Fort Collins	Taft Hill from Vine to GMA - upgrade to two lane minor arterial	\$4,005,000	\$145,527,500			
			Fort Collins	City of Fort Collins	Timberline from Carpenter to Trilby - upgrade from 2 lane CR to 2 lane minor arterial standard	\$4,005,000	\$149,532,500			
			Fort Collins	City of Fort Collins	Timberline at Carpenter - Intersection improvements	\$2,000,000	\$151,532,500			
			Fort Collins	City of Fort Collins	Timberline at Kechter - Intersection improvements	\$2,000,000	\$153,532,500			
			Fort Collins	City of Fort Collins	Aran St. from Trilby to North of Skyway Dr. - construct new 2-lane collector	\$2,002,500	\$155,535,000			
			Fort Collins	City of Fort Collins	Shields at US 287 - Intersection improvements	\$4,000,000	\$159,535,000	Y	\$36,687,500	
			Fort Collins	City of Fort Collins	College Parallel Streets from Jefferson to Conifer - construct new 2-lane collector	\$4,005,000	\$163,540,000			
			Fort Collins	City of Fort Collins	College Parallel Streets from Trilby to Skyway Dr - new 2 lane collectors east and west of College	\$2,002,500	\$165,542,500			
			Fort Collins	City of Fort Collins	SH-14/ US 287 - State Highway 14 Relocation	\$1,300,000	\$166,842,500	Y	\$37,987,500	
			Fort Collins	City of Fort Collins	Timberline from Horsetooth to Drake - upgrade to 6 lane Arterial standards	\$10,680,000	\$177,522,500			
			Fort Collins	City of Fort Collins	Timberline from Drake to Prospect - upgrade to 6 lane Arterial standards	\$10,680,000	\$188,202,500			
			Fort Collins	City of Fort Collins	Timberline from Prospect to Mulberry - upgrade to 6 lane Arterial Standards	\$10,680,000	\$198,882,500			
			Fort Collins	City of Fort Collins	Timberline from Mulberry to Vine - upgrade to 6 lane Arterial standards	\$10,680,000	\$209,562,500			
			Fort Collins	City of Fort Collins	Lemay from Lincoln to Conifer - Upgrade to 4 lane arterial with intersection realignment and RR grade separation	\$23,000,000	\$232,562,500			
			Fort Collins	City of Fort Collins	Lemay at Drake - intersection improvements	\$4,000,000	\$236,562,500			





# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Lemay at Horsetooth - Intersection improvements	\$3,000,000	\$239,562,500			
			Fort Collins	City of Fort Collins	Elizabeth from Overland Trail to Taft Hill - Upgrade to 2 lane minor arterial	\$3,337,500	\$242,900,000			
			Fort Collins	City of Fort Collins	Mountain from Meldrum to College - Upgrade to 4 lane arterial standards	\$750,000	\$243,650,000			
			Fort Collins	City of Fort Collins	JFK at Troutman - Intersection improvements	\$2,000,000	\$245,650,000			
			Fort Collins	City of Fort Collins	Lemay at Riverside - Intersection improvements	\$2,000,000	\$247,650,000			
			Fort Collins	City of Fort Collins	Lemay at Carpenter - Intersection improvements	\$2,000,000	\$249,650,000			
			Fort Collins	City of Fort Collins	Horsetooth from Taft Hill to Shields - Upgrade to 4 lane arterial standards	\$4,000,000	\$253,650,000			
			Fort Collins	City of Fort Collins	Lemay at Trilby - Intersection improvements	\$3,000,000	\$256,650,000			
			Fort Collins	City of Fort Collins	Prospect from overland Trail to Taft Hill - Upgrade to 4 lane arterial standards	\$6,000,000	\$262,650,000			
			Fort Collins	City of Fort Collins	Ziegler from Rock Creek to Harmony - Upgrade to 4 lane arterial standards	\$500,000	\$263,150,000			
			Fort Collins	City of Fort Collins	Drake from Timberline to Rigden Pkwy - Upgrade to 2 lane minor arterial standards	\$1,335,000	\$264,485,000			
			Fort Collins	City of Fort Collins	Ziegler from Harmony to Horsetooth - Upgrade to 4 lane arterial standards	\$1,000,000	\$265,485,000			
			Fort Collins	City of Fort Collins	Horsetooth from Ziegler to Strauss Cabin Rd. - Upgrade to 2 lane collector standards	\$2,670,000	\$268,155,000			
			Fort Collins	City of Fort Collins	Mountain Vista from Timberline to I-25 - Upgrade to 4 lane arterial standards, plus RR crossing	\$10,012,000	\$278,167,000			
			Fort Collins	City of Fort Collins	Overland Trail at Drake - Intersection improvements	\$2,000,000	\$280,167,000			
			Fort Collins	City of Fort Collins	Conifer Extension from Lemay to Timberline - New street - 2 lane minor arterial	\$3,200,000	\$283,367,000			
			Fort Collins	City of Fort Collins	Vine from College to Lemay - New alignment - 4 lane arterial street	\$8,010,000	\$291,377,000			
			Fort Collins	City of Fort Collins	Vine from Lemay to Timberline - Upgrade to 4 lane arterial standards	\$6,007,500	\$297,384,500			



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Overland Trail from Prospect to Mulberry - upgrade to 4 lane arterial standards	\$4,005,000	\$301,389,500			
			Fort Collins	City of Fort Collins	Trilby from College to Lemay - Upgrade to 4 lane arterial standards	\$4,005,000	\$305,394,500			
			Fort Collins	City of Fort Collins	Vine from Timberline to I-25 - Upgrade to 4 lane arterial standards	\$8,000,000	\$313,394,500			
			Fort Collins	City of Fort Collins	Drake from Overland Trail to Hampshire - Upgrade from 2 lane minor arterial	\$2,000,000	\$315,394,500			
			Fort Collins	City of Fort Collins	Horsetooth from Overland Trail to Taft Hill - Upgrade to 4 lane arterial standards	\$4,005,000	\$319,399,500			
			Fort Collins	City of Fort Collins	Lemay from Carpenter to Trilby - Upgrade to 4 lane arterial standards	\$4,005,000	\$323,404,500			
			Fort Collins	City of Fort Collins	Lemay from Conifer to Country Club - Upgrade to 4 lane arterial standards	\$6,000,000	\$329,404,500			
			Fort Collins	City of Fort Collins	Lincoln from Riverside to Lemay - Upgrade to 4 lane arterial - incl. bridge over Poudre river	\$6,007,500	\$335,412,000			
			Fort Collins	City of Fort Collins	Overland Trail from Cottonwood Glen Pk to Drake - Upgrade to 4 lane arterial standards	\$2,002,500	\$337,414,500			
			Fort Collins	City of Fort Collins	Overland Trail from Drake to Prospect - Upgrade to 4 lane arterial standards	\$4,005,000	\$341,419,500			
			Fort Collins	City of Fort Collins	Overland Trail from Mulberry to LaPorte - Upgrade to 4 lane arterial standards	\$4,005,000	\$345,424,500			
			Fort Collins	City of Fort Collins	Trilby from Taft Hill to Shields - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$348,094,500			
			Fort Collins	City of Fort Collins	Trilby from Shields to College - Upgrade to 2 lane minor arterial standards	\$4,005,000	\$352,099,500			
			Fort Collins	City of Fort Collins	Ziegler from Ketcher Road to Rock Creek - Upgrade to 2 lane minor arterial standards	\$1,335,000	\$353,434,500			
			Fort Collins	City of Fort Collins	County Road 52 from County Route 11 to County Route 9 - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$356,104,500			
			Fort Collins	City of Fort Collins	County Road 11 from Mountain Vista to Douglas Road - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$358,107,000			



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Mountain Vista from County Road 11 to Timberline - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$360,109,500			
			Fort Collins	City of Fort Collins	Prospect at Overland Trail - Intersection improvements	\$2,000,000	\$362,109,500			
			Fort Collins	City of Fort Collins	Overland Trail at Elizabeth - Intersection improvements	\$1,000,000	\$363,109,500			
			Fort Collins	City of Fort Collins	Timberline Extension from Mountain Vista Drive to County Road 11 - New 2 lane collector street	\$6,675,000	\$369,784,500			
			Fort Collins	City of Fort Collins	Elizabeth at McHugh Street - Intersection improvements	\$3,000,000	\$372,784,500			
			Fort Collins	City of Fort Collins	County Road 9 from Mountain Vista to County Road 52 - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$374,787,000			
			Fort Collins	City of Fort Collins	County Road 9 Extension from Timberline to Mountain Vista - New 2 lane minor arterial	\$4,005,000	\$378,792,000			
			Fort Collins	City of Fort Collins	County Road 11 Extension from Vine to Mountain Vista - New 2 lane minor arterial	\$2,670,000	\$381,462,000			
			Fort Collins	City of Fort Collins	LaPorte from Taft Hill to Shields - Upgrade to 4 lane arterial standards	\$8,010,000	\$389,472,000			
			Fort Collins	City of Fort Collins	Trilby from Lemay to Timberline - Upgrade to 4 lane arterial standards	\$7,000,000	\$396,472,000			
			Fort Collins	City of Fort Collins	Shields from LaPorte to Vine - Upgrade to 4 lane arterial standards	\$3,000,000	\$399,472,000			
			Fort Collins	City of Fort Collins	Drake from Harvard to Stover - Upgrade to 4 lane arterial standards	\$2,002,500	\$401,474,500			
			Fort Collins	City of Fort Collins	Horsetooth at McClelland - Intersection improvements	\$4,000,000	\$405,474,500			
			Fort Collins	City of Fort Collins	LaPorte from Shields to Wood - Upgrade to 4 lane arterial standards	\$2,002,500	\$407,477,000			
			Fort Collins	City of Fort Collins	Mulberry from Overland Trail to Taft Hill - Upgrade to 4 lane arterial standards	\$4,005,000	\$411,482,000			
			Fort Collins	City of Fort Collins	Strauss Cabin Rd. from Ketcher Road to Harmony - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$414,152,000			
			Fort Collins	City of Fort Collins	Vine from Overland Trail to Taft Hill - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$416,822,000			



## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Vine from I-25 to GMA - Upgrade to 2 lane minor arterial standards	\$1,335,000	\$418,157,000			
			Fort Collins	City of Fort Collins	Wilcox from Shields to College - Upgrade to 2 lane minor arterial standards	\$3,200,000	\$421,357,000			
			Fort Collins	City of Fort Collins	Wilcox from College to Lemay - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$424,027,000			
			Fort Collins	City of Fort Collins	Ziegler from Horsetooth to Rigden Pkwy - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$426,029,500			
			Fort Collins	City of Fort Collins	County Road 52 from County Road 9 to I-25 - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$428,699,500			
			Fort Collins	City of Fort Collins	Douglas Road from County Road 13 to County Road 11 - Upgrade to 2 lane collector	\$2,670,000	\$431,369,500			
			Fort Collins	City of Fort Collins	Ketcher Road from Timberline to Ziegler - Upgrade to 2 lane minor arterial standards	\$2,670,000	\$434,039,500			
			Fort Collins	City of Fort Collins	Ketcher Road from Strauss Cabin Rd. to I-25 - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$436,042,000			
			Fort Collins	City of Fort Collins	LaPorte from Impala to Taft Hill - Upgrade to 2 lane minor arterial standards	\$1,001,250	\$437,043,250			
			Fort Collins	City of Fort Collins	Mountain Vista from i-25 to GMA - Upgrade to 2 lane minor arterial standards	\$1,335,000	\$438,378,250			
			Fort Collins	City of Fort Collins	Overland Trail from LaPorte to Vine - Upgrade to 2 lane minor arterial standards	\$2,002,500	\$440,380,750			
			Fort Collins	City of Fort Collins	Overland Trail from Vine to Michaud - Upgrade to 2 lane minor arterial standards	\$4,005,000	\$444,385,750			
			Fort Collins	City of Fort Collins	Cambridge Ave. from Harmony to Rock Creek - New 2 lane collector street	\$1,335,000	\$445,720,750			
			Fort Collins	City of Fort Collins	International Blvd. from Lincoln to Greenfields - Upgrade to 2 lane minor arterial standards	\$1,000,000	\$446,720,750			
			Fort Collins	City of Fort Collins	Troutman Extension from Seneca to Shields - New 2 lane collector street	\$1,335,000	\$448,055,750			
			Fort Collins	City of Fort Collins	Overland Trail at LaPorte - Intersection improvements	\$4,000,000	\$452,055,750			





**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Shields at Vine - Intersection improvements	\$2,000,000	\$454,055,750			
			Fort Collins	City of Fort Collins	New Roadway from Timberline to Mountain Vista - New facility between Vine and Conifer Extension	\$2,670,000	\$456,725,750			
			Fort Collins	City of Fort Collins	New Roadway from Vine to Mountain Vista - new 2 lane arterial west of Waterglen Development	\$2,670,000	\$459,395,750			
			Fort Collins	City of Fort Collins	Overland Trail from County Road 38E to Horsetooth - New 2 lane arterial street	\$2,002,500	\$461,398,250			
			Fort Collins	City of Fort Collins	Overland Trail at County Road 42C - intersection improvements	\$3,000,000	\$464,398,250			
			Fort Collins	City of Fort Collins	Rigden Pkwy. From Custer Drive to Ziegler - New 2 lane collector street	\$1,335,000	\$465,733,250			
			Fort Collins	City of Fort Collins	Rock Creek Extension from Ziegler to Strauss Cabin Road - New 2 lane collector street	\$2,670,000	\$468,403,250			
			Fort Collins	City of Fort Collins	Timberwood Dr. extension from Timberline to Timberwood Dr. - New 2 lane collector street	\$1,335,000	\$469,738,250			
			Fort Collins	City of Fort Collins	Trilby Extension from Westchase to Ziegler - New 2 lane collector street	\$2,002,500	\$471,740,750			
			Fort Collins	City of Fort Collins	Corbett Extension from Harmony to Sunstone Drive - New 2 lane collector street	\$1,335,000	\$473,075,750			
			Fort Collins	City of Fort Collins	Technology Pkwy from Harmony to Rock Creek - New 2 lane collector street	\$2,002,500	\$475,078,250			
			Fort Collins	City of Fort Collins	Blue Spruce from Conifer to Willox Ln - New 2 lane collector street	\$2,002,500	\$477,080,750			
			Fort Collins	City of Fort Collins	Buckingham from Linden to Lemay - Upgrade to Collector standards	\$2,002,500	\$479,083,250			
			Fort Collins	City of Fort Collins	Shields from Vine to Douglas Road - Upgrade to 2 lane minor arterial standards	\$10,000,000	\$489,083,250			
			Fort Collins	City of Fort Collins	Vine from Taft Hill to Shields - Upgrade to 2 lane minor arterial standards	\$4,005,000	\$493,088,250			
			Fort Collins	City of Fort Collins	Country Club from State Highway 1 to Lemay - Upgrade to 2 lane minor arterial standards	\$3,003,750	\$496,092,000			
			Fort Collins	City of Fort Collins	Country Club from Lemay to County Road 11 - Upgrade to 2 lane minor arterial standards	\$5,006,250	\$501,098,250			



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	LaPorte from GMA to Impala - Upgrade to 2 lane minor arterial standards	\$3,200,000	\$504,298,250			
			Fort Collins	City of Fort Collins	Strauss Cabin Rd. from Harmony to Horsetooth - Upgrade to Collector standards	\$2,670,000	\$506,968,250			
			Fort Collins	City of Fort Collins	Michaud from Overland Trail to GMA - Upgrade to Collector standards	\$1,335,000	\$508,303,250			
			Fort Collins	City of Fort Collins	Mason/Howes from Laurel to Cherry - conversion to two way streets	\$650,000	\$508,953,250			
			Fort Collins	City of Fort Collins	Gregory Road from Country Club Road to State Highway 1 - Upgrade to 2 lane minor arterial standards	\$4,005,000	\$512,958,250			
			Fort Collins	City of Fort Collins	Paving of downtown alleys	\$1,000,000	\$513,958,250			
			Fort Collins	City of Fort Collins	Redwood Extension from Willox to Country Club Road - New 2 lane collector, includes bridge	\$2,002,500	\$515,960,750			
			Fort Collins	City of Fort Collins	Sharp Point Drive Extension from Drake to Midpoint Drive - New 2 lane collector	\$2,002,500	\$517,963,250			
			Fort Collins	City of Fort Collins	Solar Ct. from Tribby to Skyway Dr. - New 2 lane collector	\$2,002,500	\$519,965,750			
			Fort Collins	City of Fort Collins	Swallow Road extension from Taft Hill to Dunbar Ave - new 2 lane collector	\$1,335,000	\$521,300,750			
			Fort Collins	City of Fort Collins	Overland Trail at Mulberry - Intersection improvements	\$4,000,000	\$525,300,750			
			Fort Collins	City of Fort Collins	Overland Trail at Vine - Intersection improvements	\$2,000,000	\$527,300,750			
			Fort Collins	City of Fort Collins	Shields at Willox - Intersection improvements	\$3,000,000	\$530,300,750			
			Fort Collins	City of Fort Collins	Avondale Drive extension from Avondale Road to Carpenter Road - New 2 lane collector	\$667,500	\$530,968,250			
			Fort Collins	City of Fort Collins	Greenfields Ct. from Locust to Mulberry - Upgrade to Collector standards	\$1,335,000	\$532,303,250			
			Fort Collins	City of Fort Collins	Hickory extension from Shields to College - New 2 lane collector	\$3,200,000	\$535,503,250			
			Fort Collins	City of Fort Collins	New Roadway from Timberline to County Road 9 - New 2 lane collector - Fossil Creek area, south of CR 36	\$2,670,000	\$538,173,250			
			Fort Collins	City of Fort Collins	Willow from College to Lincoln - Upgrade to Collector standards	\$1,335,000	\$539,508,250			
			Fort Collins	City of Fort Collins	Linden from Jefferson to Redwood - upgrade to 2 lane collector standards; include Vine intersection improvements	\$1,335,000	\$540,843,250			



**Table V-3 Highway/HOV (Continued)**

Rank	Type	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	On State System?	On-System Cumulative Cost	Weighted Score
			Fort Collins	City of Fort Collins	Old Vine from College to Lemay - Upgrade to Collector standards	\$2,670,000	\$543,513,250			
			Fort Collins	City of Fort Collins	Conifer at Hickory - Intersection realignment	\$4,000,000	\$547,513,250			
		H-1002U	Fort Collins	City of Fort Collins	Trilby Road Grade Separation at UPRR	\$5,200,000	\$5,200,000			
			Fort Collins	City of Fort Collins	Trilby Road Grade Separation at BNSF	\$5,200,000	\$10,400,000			
		H-1073	Greeley	City of Greeley	US 34 Bypass from 47 to 65 Ave - noise reduction overlay	\$400,000	\$10,800,000	Y	\$400,000	

Project Types: S = Strategic Projects, H = General Highway Projects, I = Intersection Projects, R = Highway/Railroad Crossing Projects  
 (1) There is a total of \$29.7M for Intersection Projects, however, because these three projects scored the same, they are all included in the Fiscally Constrained Plan  
         = Fiscally Constrained Line



**Table V-4 Transportation System Management**

Rank	Project #	Submitting Agency	Location	Description	Capital Estimate	Cumulative Capital	Weighted Score
<b>TIP PROJECTS AND POOLS</b>							
	TSM-1000	NFRT&AQPC	Region Wide	Planning work in the UPWP	\$15,275,000	\$15,275,000	
	TSM1006	Fort Collins	Region Wide	Region-wide ITS Pool	\$2,000,000	\$17,275,000	214
<b>SCORED PROJECTS</b>							
1	TSM1028	Greeley	City of Greeley	US34 Bus, 23rd Ave to 35th Ave - access control improvements	\$1,403,000	\$1,403,000	232
2	TSM-1001	NFRT&AQPC	Region Wide	Center to Center Coordination for ITS information sharing	\$575,000	\$1,978,000	231
3	TSM1024	Loveland	City of Loveland	Traffic operations center (TOC)	\$500,000	\$2,478,000	229
3	TSM1026	Loveland	City of Loveland	Upgrade current TOC	\$250,000	\$2,728,000	229
3	TSM1023	Greeley	City of Greeley	Traffic operations center	\$575,000	\$3,303,000	229
6	TSM-1002a	CDOT R4	I-25 Corridor SH7 to Fort Collins	Design & install fiber optic infrastructure along I-25	\$3,000,000	\$6,303,000	214
6	TSM-1002b	CDOT R4	I-25 Corridor SH7 to Fort Collins	Connection between I-25 fiber & field devices & traffic/incident/transit agencies	\$200,000	\$6,503,000	214
6	TSM-1002c	CDOT R4	I-25 Corridor SH7 to Fort Collins	Deploy & Install additional ITS devices along I-25	\$1,000,000	\$7,503,000	214
6	TSM1007	Fort Collins	City of Fort Collins	Full implementation of Advanced Traffic Management System	\$5,500,000	\$13,003,000	214
6	TSM-1004a	CDOT R4	US 85 Corridor Brighton to Greeley	Design & install fiber optic infrastructure along US 85	\$3,000,000	\$16,003,000	214





**Table V-4 Transportation System Management (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Estimate	Cumulative Capital	Weighted Score
6	TSM-1004b	CDOT R4	US 85 Corridor Brighton to Greeley	Connection between US 85 fiber & field devices & traffic/incident/transit agencies	\$200,000	\$16,203,000	214
6	TSM-1004c	CDOT R4	US 85 Corridor Brighton to Greeley	Deploy & Install additional ITS devices along US 85	\$800,000	\$17,003,000	214
13	TSM1025	Loveland	City of Loveland	ITS Field devices	\$850,000	\$17,853,000	212
13	TSM1022	Greeley	City of Greeley	ITS Traffic Operations Communication Plan	\$85,000	\$17,938,000	212
15	TSM1016	Greeley	City of Greeley	Weather monitoring stations @ US34 & SH257	\$250,000	\$18,188,000	210
16	TSM1027	Evans	City of Evans	37th St Signal Coordination	\$265,531	\$18,453,531	202
17	TSM1020	Greeley	Region Wide	Communications Deployment	\$100,000	\$18,553,531	197
18	TSM1015	Greeley	City of Greeley	Traffic signal timing	\$175,000	\$18,728,531	194
19	TSM1011	Greeley	City of Greeley	Closed Circuit Video	\$150,000	\$18,878,531	185
20	TSM1014	Greeley	City of Greeley	Install Streetlights on US34 Business	\$120,000	\$18,998,531	184
21	TSM1017	Greeley	City of Greeley	Weather monitoring stations @ US34 Bypass & US 85 Bypass	\$250,000	\$19,248,531	176
22	TSM1021	Greeley	City of Greeley	Dynamic Message Sign Deployment	\$350,000	\$19,598,531	175
23	TSM1013	Greeley	City of Greeley	Traffic Signal inventory and inspection program	\$550,000	\$20,148,531	140
24	TSM1008	Greeley	City of Greeley	Two Rivers Pkwy study from US34 to SH392	\$200,000	\$20,348,531	130



**Table V-4 Transportation System Management (Continued)**

Rank	Project #	Submitting Agency	Location	Description	Capital Estimate	Cumulative Capital	Weighted Score
24	TSM1012	Greeley	City of Greeley	"O" Street Extension Study	\$200,000	\$20,548,531	130
26	TSM1029	City of Fort Collins	City of Fort Collins	Preparation of a Dial-A-Ride Strategic Plan and Enhanced Travel Corridor Plans.	\$150,000	\$20,698,531	113
26	TSM1031	City of Loveland	City of Loveland	Perform bike/ped system assessment and create prioritized plan for physical improvements.	\$15,000	\$20,713,531	113
28	TSM1018	Greeley	City of Greeley	Poudre Rive Trail extension study	\$100,000	\$20,813,531	104
29	TSM1010	Greeley	City of Greeley	4th Street Extension Study	\$100,000	\$20,913,531	96
30	TSM1019	Greeley	City of Greeley	16th St Extension Study	\$60,000	\$20,973,531	96
<p>Note: Only Capital Costs are eligible for funding under current Resource Allocation            _____ = Fiscally Constrained Line</p>							



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-5 Transportation Demand Management**

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Operating Cost	Total Cost	Cumulative Cost	Weighted Score
<b>TIP PROJECTS</b>									
	TDM1000	Fort Collins	City of Fort Collins	Fort Collins TDM Program		\$14,214,000	\$14,214,000	\$14,214,000	
	TDM1005	NFRT&AQPC	North Front Range	Regional TDM Program		\$5,500,000	\$5,500,000	\$19,714,000	
<b>SCORED PROJECTS</b>									
1	TDM1002	Greeley	Greeley/Evans/Windsor	Implement marketing campaigns		\$1,700,000	\$1,700,000	\$1,700,000	226
2	TDM1008	Loveland	Loveland	Promote & Improve Alternate modes programs & facilities	\$25,000		\$25,000	\$1,725,000	213
3	TDM1004	Greeley	Greeley/Evans/Windsor	Bike commercials & bike lockers	\$30,000	\$1,000,000	\$1,030,000	\$2,755,000	159
4	TDM1001	Greeley	Greeley/Evans	Promote sale of discounted monthly bus passes		\$600,000	\$600,000	\$3,355,000	148
5	TDM1009	City of Greeley	City of Greeley	Enhanced transit image campaign to increase ridership in Greeley and Evans.	\$85,500		\$85,500	\$3,440,500	137
6	TDM1006	Loveland	Loveland	Loveland TDM Plan assessment	\$10,000		\$10,000	\$3,450,500	118
7	TDM1003	Greeley	Greeley/Evans/Windsor	Update, input, & manage VMT database		\$875,000	\$875,000	\$4,325,500	105
8	TDM1010	City of Greeley	City of Greeley	Provide facility for TDM functions in City of Greeley.	\$150,000	\$125,000	\$275,000	\$4,600,500	70
<p>_____ = Fiscally Constrained Line</p>									



# The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table V-6 Passenger and Freight Rail**

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost	O & M Cost (25 Years)	Weighted Score
1	R1012	NFRT&AQPC	I-25 from Fort Collins, US 85 from Greeley to MPO southern boundary	Preserve land use opportunities for inter regional rail service	\$5,100,000	\$5,100,000		256
2	R1013	NFRT&AQPC	NFR Region	Passenger rail service between Fort Collins, Greeley & Loveland	\$246,000,000	*	\$407,500,000	243
3	R1014	NFRT&AQPC	From I-25 /US34 to Fort Collins/Greeley	Passenger rail service from North Front Range to Denver	\$345,700,000	*	\$440,000,000	243
4	R1015	NFRT&AQPC	I-25 Corridor, WCR 38 to US 34	Passenger rail service from North Front Range to Denver	\$161,300,000	*	\$222,500,000	243
Corridor Preservation Cost included in inter-regional and intra-regional Passenger Rail Projects					-\$5,100,000			
<b>Passenger Rail Total</b>					<b>\$753,000,000</b>		<b>\$1,070,000,000</b>	
LISTED NOT SCORED								
	R1004	Greeley	City of Greeley	UPRR Depot Site Renovation	\$350,000			
* Funds for these projects would be outside of the resource allocation for this Plan _____ = Fiscally Constrained Line								





## Aviation Projects

The preferred list of airport projects and their associated cost estimates were developed by CDOT, Division of Aeronautics, utilizing several sources of information:

- ▶ **Six Year Capital Improvement Program:** Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period.
- ▶ **National Plan of Integrated Airport Systems (NPIAS):** The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are eligible to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process.
- ▶ **Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan):** In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.
- ▶ **Airport Survey Information:** As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits took place requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period.
- ▶ **Joint Planning Conferences:** One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport.

Table V-7 shows the Aviation Vision Plan, along with those projects that are fiscally constrained are to the year 2009.



**Table V-7 North Front Range 2030 Aviation Projects**

Preferred Aviation Projects					
Airport	Corridor Number	Projects	CDOT Investment Category	Cost Estimate	Fiscally Constrained***
Ft. Collins-Loveland	Corridor Vision No. 3: I-25 Front Range	1. Runway 15-33 Maintenance	System Quality	\$250,000	X
		2. Expand SRE Building	System Quality	\$388,888	X
		3. Pave and paint runway 6-24	System Quality	\$300,000	
		4. Install MITL TW "D"	Safety	\$222,222	X
		5. Terminal Building expansion	Mobility	\$2,200,000	
		6. Expand airline ramp	Mobility	\$2,200,000	
		7. Rehab RW 6-24	System Quality	\$1,650,000	
		8. Rehab TW A	System Quality	\$2,200,000	
		9. Rehab RW 15/33	System Quality	\$3,300,000	
		10. Snow Removal equipment	Safety	\$275,000	
		11. ARFF Equipment	Safety	\$550,000	
		12. Acquire land for land use compatibility	System Quality	\$1,650,000	
		13. Construct snow removal equipment building	Safety	\$1,045,000	
		14. Widen and strengthen runway 15-33	Mobility	\$6,050,000	
		15. Widen and strengthen taxiway A and connectors	Mobility	\$2,750,000	
Ft. Collins Downtown		<b>NOTE: This is a privately operated airport. No Capital program has been identified for this airport</b>			
Greeley-Weld County	Corridor Vision Number 13: US 34 Urban	1. Perimeter Fence	Safety	\$316,666	X
		2. RW 9-27 Lighting	System Quality	\$555,555	X



**Table V-7 North Front Range 2030 Aviation Projects (Continued)**

Preferred Aviation Projects					
Airport	Corridor Number	Projects	CDOT Investment Category	Cost Estimate	Fiscally Constrained***
		3. Land Acquisition for RW 16 Approach	Safety	\$666,666	X
		4. Rehab aprons and taxi-lanes	System Quality	\$500,000	
		5. Strengthen RW 16-34 to 150K DWG	Mobility	\$3,500,000	
		6. Strengthen RW 9-27 to 75K DWG	Mobility	\$2,500,000	
		7. West Parallel TW for RW 16-34	Safety	\$1,000,000	
		8. Strengthen RW 16-34 Taxiway to 150K DWG	Mobility	\$2,500,000	
		9. Strengthen RW 9-27 Taxiway to 75K DWG	Mobility	\$2,500,000	
<b>TOTAL PREFERRED AVIATION PROJECT COSTS – NFR MPO</b>				<b>\$39,069,997</b>	
<p>* Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA</p> <p>** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)</p> <p>*** Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to State Plan for additional information.</p> <p>Source: CDOT Aeronautics Division, 2003</p>					



## VI. 2030 FISCALLY CONSTRAINED PLAN

The Fiscally Constrained Plan is comprised of the high priority projects from the Vision Plan that are likely to be funded by the year 2030, based upon the financial resources that are projected to be available to the region.

### A. Funding Estimates

Estimates of available federal, state, and local funding for the plan period from 2005 to 2030 are shown in Table VI-1. Sources for these revenue projections include CDOT estimates (July 15, 2004), the 2005-2010 NFR Transportation Improvement Program (TIP), Regional Transportation Services and Funding Feasibility Study projections, and 2001 sales tax receipts. All funding estimates are stated in constant (year 2005) dollars,

**Table VI-1 Available Funding Sources (in millions)**

Funding Category	Federal/State	Local	Total
RPP	\$26.8	\$0	\$26.8
Impact & other local fees (1)	\$0	\$253.0	\$253.0
Enhancement	\$14.8	\$3.7	\$18.5
CMAQ	\$28.7	\$7.0	\$35.7
STP Metro	\$53.6	\$11.8	\$65.4
Congestion Relief	\$10.6	\$0	\$10.6
Transit (2)	\$180.8	\$212.4	\$393.2
Strategic Projects (3)	\$362.8	\$0	\$362.8
Other Local Funds (4)	\$0	\$139.3	\$139.3
<b>Total</b>	<b>\$678.1</b>	<b>\$627.2</b>	<b>\$1,305.3</b>

1. Impact Fee estimates, Source: Regional Transportation Services and Funding Feasibility Study, Kimley Horn & Associates, Inc., Nov, 2000.
2. Based on TIP 2003-2005, expanded by CDOT inflation factors to FY05 dollars. Includes \$60 million for one time large transit projects.
3. Limited to Strategic Project - SP4028 - I-25 North Corridor.
4. Other Local Funds are above and beyond impact fees or capital expansion fees which are noted separately. The majority of these funds are used on specific projects and are reflected in the fiscal constraint line.

Note: All allocations are subject to change based on performance measures and economic conditions.

Funding estimates total \$1,305.3 million for the 25-year plan period. Federal and State funds account for \$678.1 million, or 52% of the total. Local funding, including local government and private contributions, are projected to be \$627.2 million, or 48% of the total.

Following are brief descriptions of the nine funding categories listed in Table VI-1.





- ▶ **Regional Priorities Programs (RPP):** A large portion of this federal/state funding comes from the federal Surface Transportation Program (STP) funds and State Highway Users Tax Fund dollars that are allocated by CDOT to the North Front Range region. Federal guidelines on the use of these funds is relatively flexible in terms of project categories, with some improvement types within each of the NFR's six project categories eligible; however, the Colorado Transportation Commission has historically limited spending of these funds to projects on the State Highway System.
- ▶ **Impact and Other Local Fees:** Local funding estimates are estimates of local and county government expenditures for both local match for federally funded projects and locally financed improvement projects, as well as estimates of private sector participation that can be expected toward financing of major roadways.
- ▶ **Enhancement:** Starting with ISTEA, and continuing with the TEA-21, 10% of Surface Transportation Program funds are set aside for transportation enhancements. Transportation enhancements include facilities for bicycles and pedestrians, scenic or historic highway programs, landscaping, historic transportation building preservation, preservation of abandoned railway corridors, mitigation of water pollution due to highway runoff, and others. The CDOT Regions are responsible for the administration of this program, working with their Regional Planning Commissions.
- ▶ **Congestion Mitigation and Air Quality (CMAQ):** CMAQ funds are aimed at improvements that will contribute to attainment or maintenance of national ambient air quality standards. Only the Fort Collins carbon monoxide maintenance area is eligible. CMAQ funds in the NFR MPO have been used to finance the Fort Collins portion of the region's SMART *Trips* transportation demand management program and, more recently, the advanced traffic management system.
- ▶ **Surface Transportation Program Metro (STP Metro):** These federal funds are sub-allocated to urbanized areas with populations over 200,000. The sub-allocation is based on each area's share of population in areas over 200,000 in the state. The funds may be used for any of the eligible purposes set forth in 23 U.S.C. 133(b), which includes a wide variety of programs. This is one of the most flexible federal funding sources available. Estimates are based on the funding levels in TEA-21.
- ▶ **Congestion Relief:** This program was created by the Colorado Transportation Commission in October 2003 to address congestion issues that are present throughout the state of Colorado. The program will start in FY 2006-07 and will be funded with 8 million dollars per year, statewide. The objective of the program is to show measurable improvements on congested State Highways, and an eligible project must receive at least 40% of its funding from congestion relief dollars. Eligible activities are access management, construction, as in turning lanes and median separation, studies to implement ITS or TDM strategies which could subsequently be implemented, and the conversion of HOV lanes to High Occupancy Toll (HOT) lanes.



- ▶ **Transit:** The federal/state portion of Transit funds consists of Federal Transit Administration (FTA) funding in various capital, operational, and maintenance funding programs, all of which are specifically targeted at transit service. Local funds in the transit category represent local matches for these federal funds, as well as continuation of the overmatch that the Cities of Fort Collins, Greeley, and Loveland have applied to bus systems within each of those cities.
- ▶ **Strategic Projects:** The Strategic Project program, commonly referred to as the “7<sup>th</sup> Pot,” is a funding program targeted by the Colorado Transportation Commission for investments in strategic corridors throughout the state. The North I-25 corridor through the North Front Range and Upper Front Range planning areas is one of those strategic corridors. These funds would be used for improvements in this corridor.
- ▶ **Other Local Funds:** The MPO Council felt that local funds other than impact fees that were being spent on regional transportation projects in the region should be taken into account. Local governments were contacted and these funds identified, though not all of the members expend such funds. The majority of dollars identified in this category are tied to specific highway projects and those ties were taken into account during the fiscal constraint process.

### *B. Restricted and Committed Funding*

A significant portion of the \$1,305.3 million total resources described in the previous section is either restricted in its use to certain categories, or it has already been committed to projects and programs. Thus these funds are not available to be allocated to new projects in the RTP. Table VI-2 shows the funding limitations by funding category, with the available funds balance representing the dollars available for the Planning Council's resource allocation process.

For transit, the committed funds represent on-going bus and vanpool services which are assumed to continue at the current level of \$405.1 million over the next 25 years. For bike/pedestrian, the \$18.5 million of restricted funds come from the Enhancement program which limits application of the money to certain types of projects.

The restricted funds for Highway/HOV are made up of the \$253 million in local impact fees which can be spent only on roadway related facilities with a nexus to the project which generates them. Committed funds are composed of the \$362.8 million from the Strategic Projects which can be spent only on the North I-25 corridor. Other Local Funds accounts for \$139.3 million and \$17.5 to the first three years of the TIP (05-07).

The Transportation Systems Management dollars are committed to the on-going operation of the MPO, \$15.3 million, and to a one time \$2 million ITS pool. Transportation Demand Management dollars are committed to two on-going projects – the Regional TDM, \$5.5 million, and the Fort Collins TDM, \$14.2 million, programs.

It is also important to note that some of the funding sources limit application of dollars to certain systems or geographical areas. For example, the RPP money can be spent only on the State Highway system. And certain transit dollars can be only be spent in particular communities.



**Table VI-2 Funding Restrictions and Commitments (in millions)**

RTP Categories	Funding Restrictions	Available Funds Balance	Comments
		\$1,305.5	
Transit	\$405.1		Transit funds (\$393.2m) and VanGo program (\$11.9m)
		\$900.4	
Bike/Pedestrian	\$18.5		Enhancement funds
		\$881.9	
Highway/HOV	\$772.8		Strategic Projects (\$233m), Impact Fees (\$253m), TIP Projects (\$17.5m), and \$139.3 m in Other Local Funds
		\$109.1	
Transportation Systems Management	\$17.3		Approximately 50% of funds used for MPO operation (\$15.3m) & ITS Pool (\$2m)
		\$91.8	
Travel Demand Management	\$19.7		Regional TDM (\$5.5m) & FC TDM (\$14.2m CMAQ)
		\$72.1	
Passenger and Freight Rail	\$0.0		
<b>Total</b>	<b>\$1,223.4</b>	<b>\$72.1</b>	



### C. Resource Allocation

Resource Allocation is a process that reflects how the MPO Planning Council believes the limited funding that is available for regional transportation system improvements should be distributed among the six project categories in order to best achieve the vision and goals of the plan. The process for this RTP is slightly different than previous plans due to the fact that the MPO Council was asked to consider the restrictions on the funds prior to making a distribution to the six categories. The Council was then asked to allocate the remaining available funds over which it has control to the six categories, and Table VI-3 shows the results of this distribution. Table VI-3 also summarizes the distribution of restricted and committed funding and the total funding available for each of the six project categories.

**Table VI-3 Resource Allocation (in millions)**

RTP Categories	Flexible Funding		Restricted and Committed Funding	Total Funding
	Allocation Percent	Allocation Amount		
Transit (1)	18.2%	\$13.1	\$405.1	\$418.6
Bike/Ped	2.6%	\$1.9	\$18.5	\$20.4
Highway/HOV (1)	61.5%	\$44.3	\$772.8	\$817.1
Transportation Systems Management (1)	5.3%	\$3.8	\$17.3	\$21.1
Travel Demand Management (1)	5.6%	\$4.0	\$19.7	\$23.7
Passenger & Freight Rail	6.8%	\$4.9	\$0.0	\$4.9
<b>Total</b>	<b>100.0%</b>	<b>\$72.1</b>	<b>\$1,223.4</b>	<b>\$1,305.5</b>
(1) Restricted funding applied to ongoing projects.				

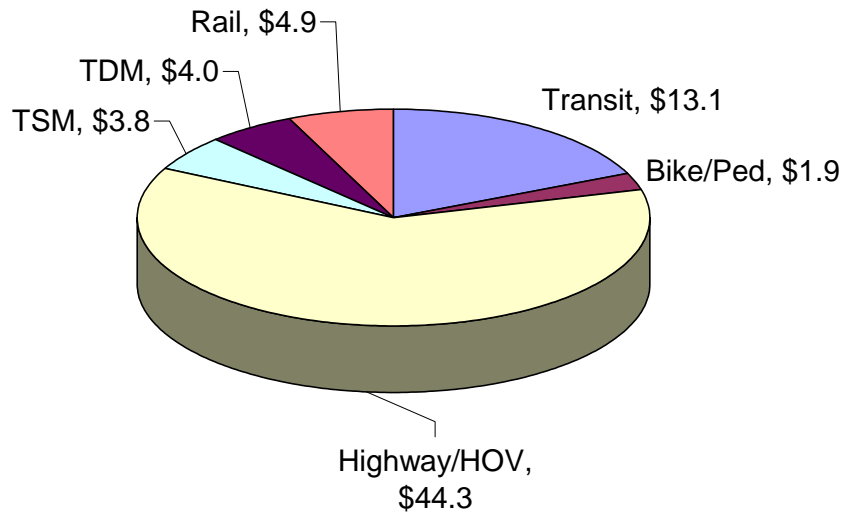




## D. Fiscally Constrained Plan

The Fiscally Constrained Plan is the portion of the Vision Plan that can be expected to be funded in the twenty-five year time horizon of the Plan. The funding has been divided into two areas, flexible and restricted/committed. The flexible portion totals \$72.1 million and Council has allocated this by percentage across the six categories. Figure VI-1 shows the distribution of these funds.

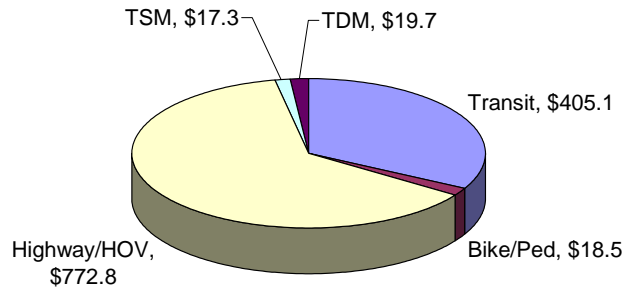
**Figure VI-1 Flexible Funding Allocation**



The restricted/committed funds are identified as restricted to certain uses or committed to specific projects that will continue to be funded. The total dollar amount is \$1,233.4 million and it does include \$362.8 million of 7<sup>th</sup> Pot funds that is entirely in the NFR region. Figure VI-2 depicts this distribution.

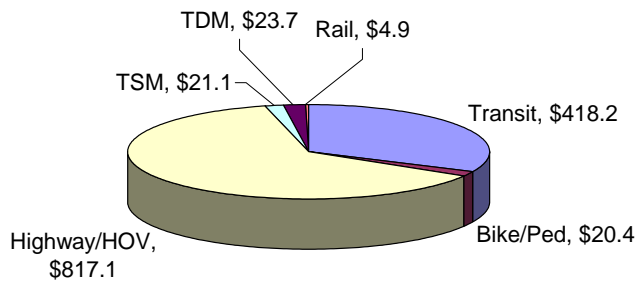


**Figure VI-2 Restricted & Committed Funds**



The combination of these two funds creates the total picture of the funding in the region. The total, including 7<sup>th</sup> Pot, is \$1,305.3 million. Figure VI-3 depicts the total dollar amount.

**Figure VI-3 Total Funds**



The fiscally constrained lines have been drawn for each project category in Tables V-1 through V-6 based on the resource allocation. The projects that fall within the Fiscally Constrained Plan are shown graphically on Figures VI-4 through VI-7.

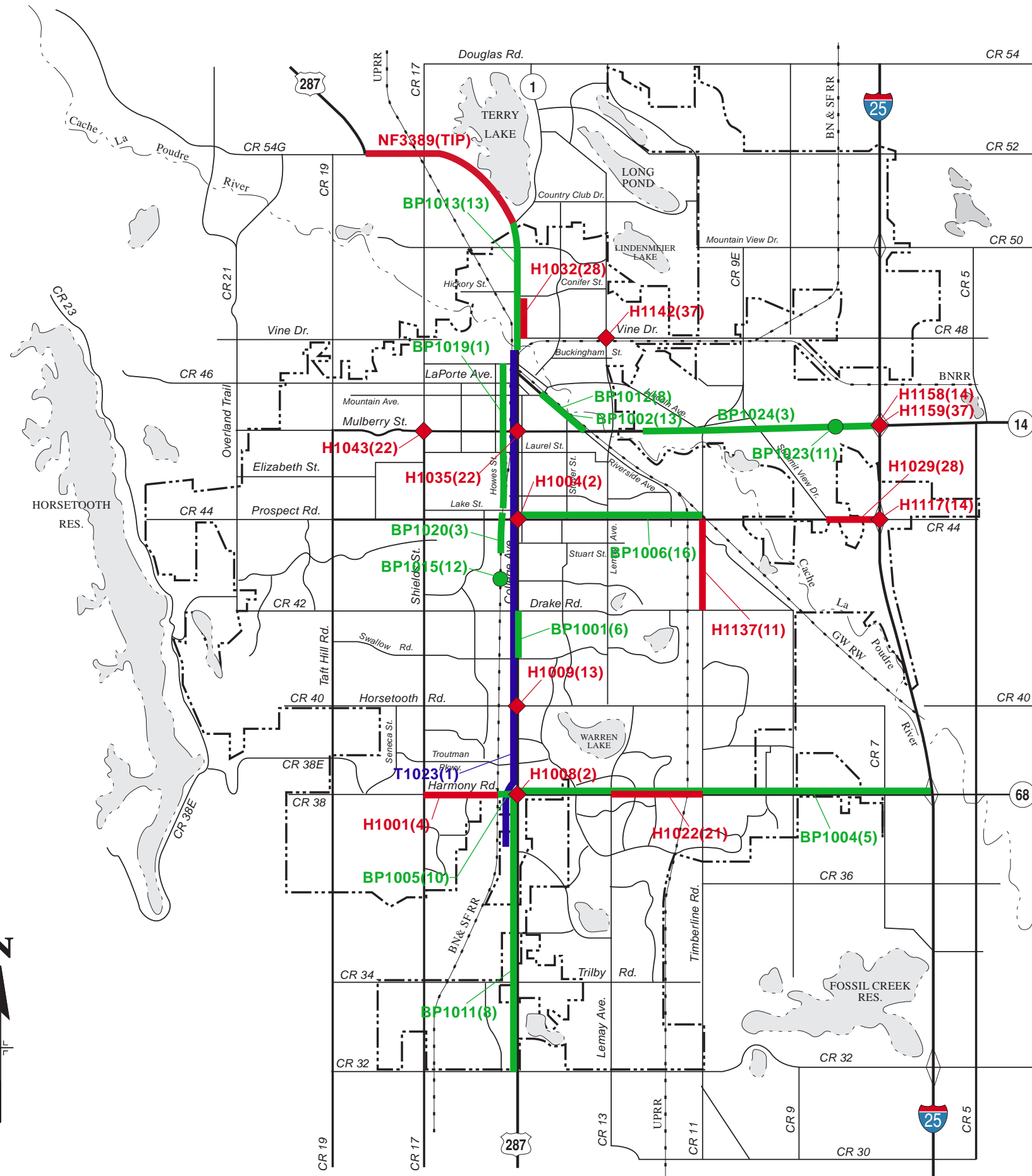
The North Front Range  
2030 Regional  
Transportation Plan



Envisioning Transportation Solutions for  
Colorado's North Front Range



03-127 August 11, 2004



**LEGEND**

- = Highway / HOV
- = Transportation Systems Management
- = Bicycle / Pedestrian
- = Transportation Demand Management
- = Transit
- = Passenger & Freight Rail
- XXXX(XX) = Project ID (Rank within Project Category)

**CITYWIDE PROJECTS**

- TDM1000** Fort Collins TDM Program
- T1024(2)** Fort Collins New and Expanded Transit Service (2006-2007)
- T1025(2)** Fort Collins New and Expanded Transit Service (2008-2010)

**Figure VI-4**  
**Fiscally Constrained Plan**  
**in Fort Collins Area**

The North Front Range  
2030 Regional  
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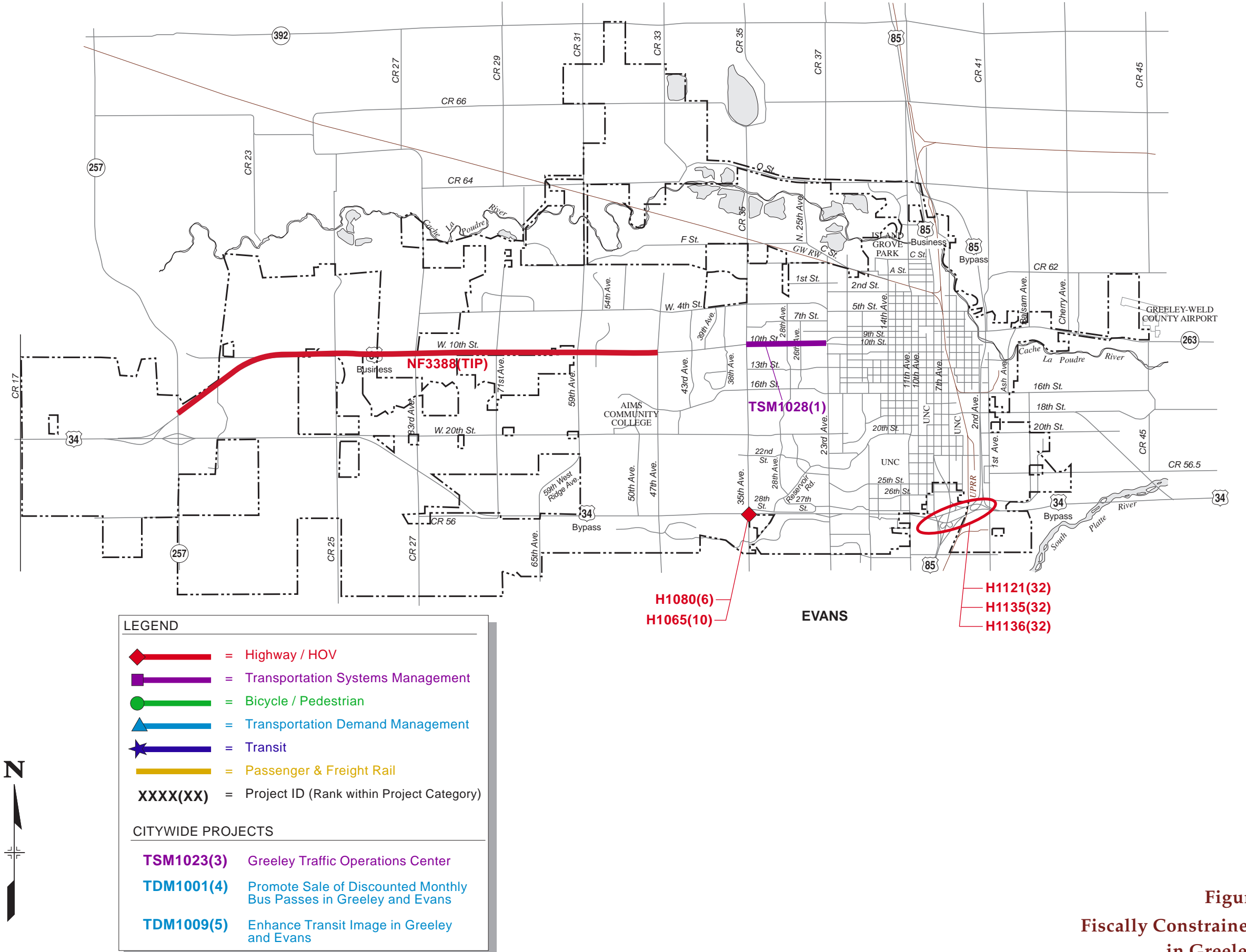


Figure VI-5  
Fiscally Constrained Plan  
in Greeley Area



The North Front Range  
2030 Regional  
Transportation Plan



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**LEGEND**

- = Highway / HOV
- = Transportation Systems Management
- = Bicycle / Pedestrian
- = Transportation Demand Management
- = Transit
- = Passenger & Freight Rail
- XXXX(X) = Project ID (Rank within Project Category)

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**CITYWIDE PROJECTS**

- H1101(31)** Downtown Loveland Traffic Signal Upgrades
- TSM1024(3)** Loveland Traffic Operations Center
- TSM1026(3)** Upgrade Loveland's Current Traffic Operations Center
- TDM1008(2)** Promote and Improve Alternative Modes Programs and Facilities
- TDM1006(6)** TDM Plan Assessment

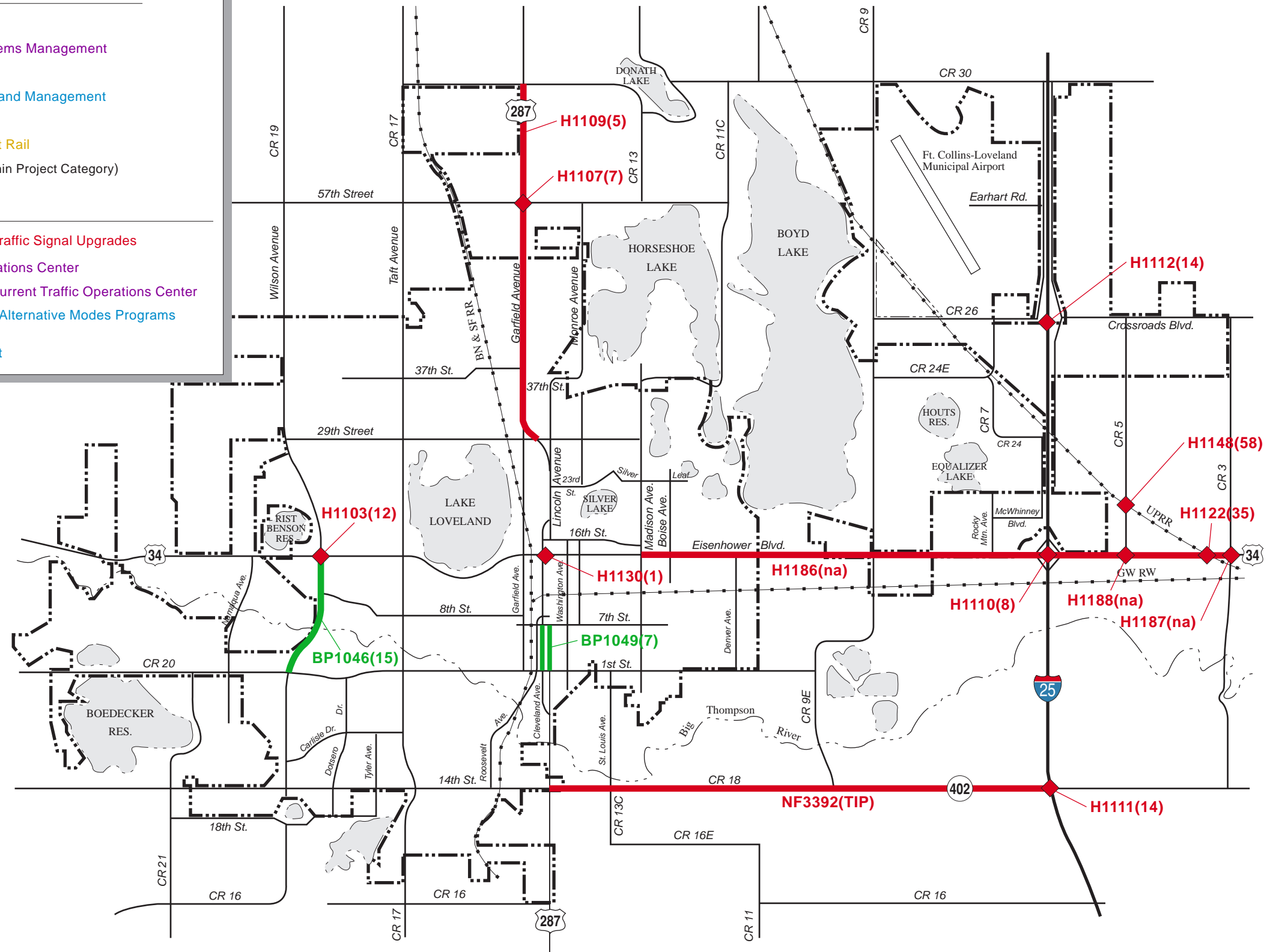


Figure VI-6  
Fiscally Constrained Plan  
in Loveland Area

The North Front Range  
2030 Regional  
Transportation Plan



Envisioning Transportation Solutions for  
Colorado's North Front Range



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LEGEND	
	= Highway / HOV
	= Transportation Systems Management
	= Bicycle / Pedestrian
	= Transportation Demand Management
	= Transit
	= Passenger & Freight Rail
XXXX(XX)	= Project ID (Rank within Project Category)
	= North Front Range Boundary
REGIONWIDE PROJECTS	
<b>R1012(1)</b>	Preserve Land Use Opportunities for Inter-Regional Rail Service
<b>TDM1005</b>	Regional TDM Program
<b>TDM1002(1)</b>	Implement TDM Marketing Campaign in Greeley/Windsor/Evans
<b>TDM1004(3)</b>	Bike Commercials and Lockers in Greeley / Windsor / Evans
<b>TDM1003(7)</b>	VMT Database for Greeley / Windsor / Evans
<b>TSM1000</b>	Planning Work in UPWP
<b>TSM1006</b>	Regionwide ITS Pool
<b>TSM1001(2)</b>	Center to Center Coordination for ITS Information Sharing



# LARIMER WELD

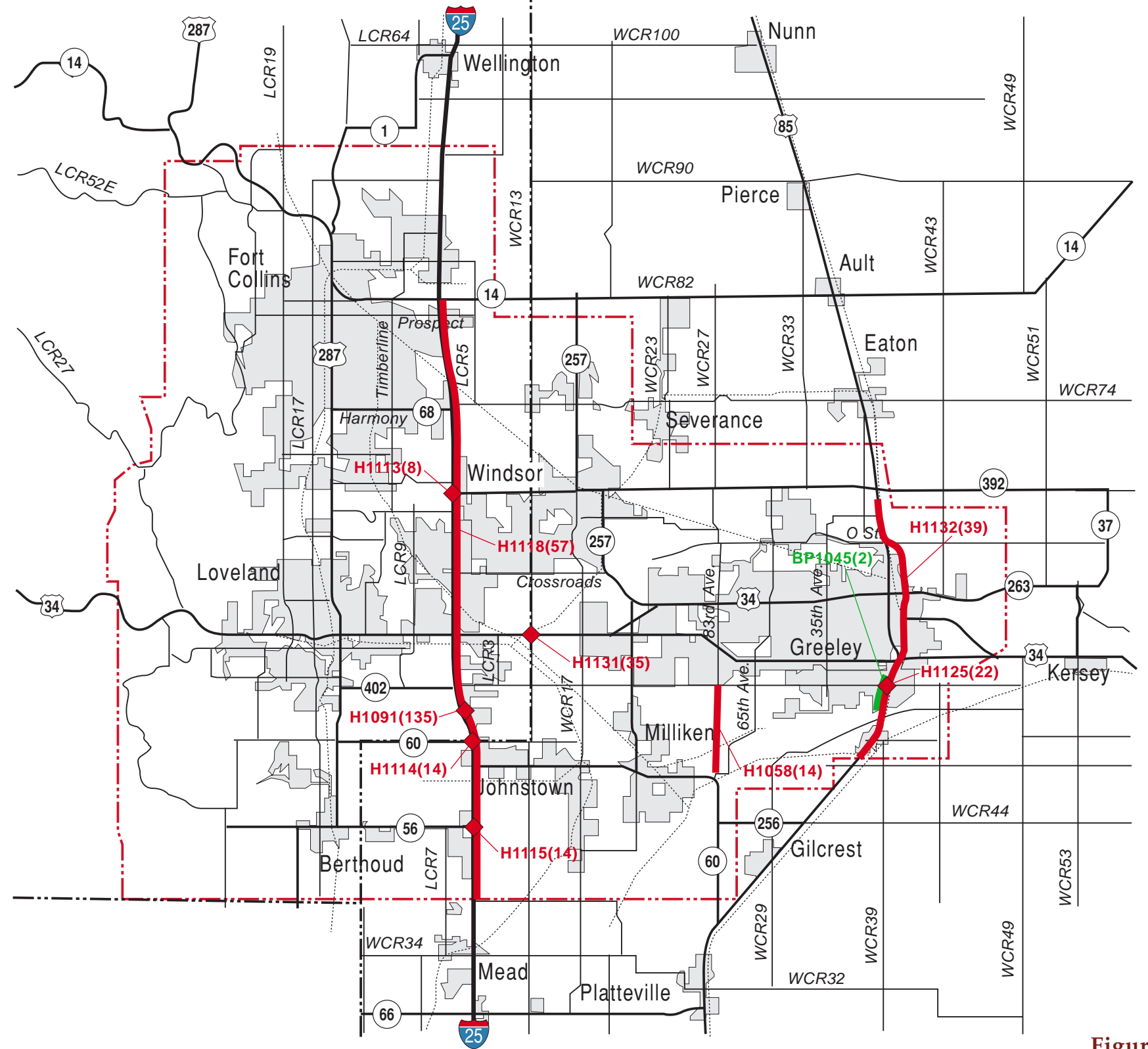


Figure VI-7  
Fiscally Constrained Plan  
Outside of the City Areas



## E. Cross Category Prioritization

After the projects were scored and ranked in each of the project categories, the fiscally constrained list of projects was established based on the available funding level and the resources allocated to the various project categories. The next step was to combine the fiscally constrained projects into one list, prioritized across project categories. The following is a description of the method the Technical Advisory Committee has recommended for cross-category prioritization. It should be noted that cross-category prioritization includes the fiscally constrained projects, plus those projects that fall within an additional 20% of the total dollar amount allocated to each project category. The purpose of the additional 20% is to account for potential fluctuations in the funding level available to the North Front Range.

The concept driving the recommended cross-category prioritization process is to spend the resources that have been allocated to each project category at an equal rate. The cross-category prioritization is based on the percent of the total project category resources that have already been allocated to higher ranked projects. Each project will have two percentages associated with it. The first percentage represents the cumulative amount of resources that have been spent in the particular category *before* the subject project is complete, and the second percentage represents the cumulative amount of resources that have been spent in the particular category *after* the subject project is complete. The two percentages for each project are then averaged. After a percentage is established for all projects in the six categories (and the sub-categories of Highway/HOV), the projects are simply ranked in increasing order of the average percentage. The purpose of using the two percentages is to prevent favoring either low cost or high cost projects. The result of this cross-category prioritization process is a single list of ranked projects presented in Table VI-4. The projects that have been held harmless (TIP projects and on-going projects) are listed at the top of Table VI-4 without an overall ranking.



**Table VI-4 Cross Category Prioritization**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
	T1001	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2005	\$424,000	\$424,000
	T1002	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2006-07	\$717,500	\$1,141,500
	T1003	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 2008-10	\$537,000	\$1,678,500
	T1004	City of Fort Collins	City of Fort Collins	ITS/Technology improvements - 20010-12	\$193,000	\$1,871,500
	T1006	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2005.	\$3,091,031	\$4,962,531
	T1007	City of Fort Collins	City of Fort Collins	Replacement of 14 transit vehicles for the period 2006-2007.	\$4,613,000	\$9,575,531
	T1008	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2008-2010.	\$1,935,500	\$11,511,031
	T1009	City of Fort Collins	City of Fort Collins	Replacement of 6 transit vehicles in the period 2010-2012.	\$2,151,324	\$13,662,355
	T1010	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2015.	\$3,026,602	\$16,688,957
	T1011	City of Fort Collins	City of Fort Collins	Replacement of 36 transit vehicles in 2018.	\$6,323,808	\$23,012,765
	T1012	City of Fort Collins	City of Fort Collins	Replacement of 21 transit vehicles in 2022.	\$6,781,316	\$29,794,081
	T1017	City of Fort Collins	City of Fort Collins	Continuation of existing Transfort level of service 2005-2030.	\$164,596,050	\$194,390,131
	T1018	City of Fort Collins	City of Fort Collins	Construction of indoor transit center on CSU campus.	\$8,530,000	\$202,920,131
	T1019	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2005	\$303,220	\$203,223,351



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
	T1020	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2006-07	\$720,477	\$203,943,828
	T1021	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2008-10	\$702,321	\$204,646,149
	T1022	City of Fort Collins	City of Fort Collins	Facilities upgrades/Improvements - 2010-12	\$61,804	\$204,707,953
	T1031A	City of Greeley	City of Greeley	2005-2009 continuation of existing bus service.	\$10,900,000	\$215,607,953
	T1031B	City of Greeley	City of Greeley	2010-2014 continuation of existing bus service.	\$10,900,000	\$226,507,953
	T1031C	City of Greeley	City of Greeley	2015-2019 continuation of existing bus service.	\$10,900,000	\$237,407,953
	T1031D	City of Greeley	City of Greeley	2020-2024 continuation of existing bus service.	\$10,900,000	\$248,307,953
	T1031E	City of Greeley	City of Greeley	2025-2030 continuation of existing bus service.	\$10,900,000	\$259,207,953
	T1032A	City of Greeley	City of Greeley	2005-2009 replacement & refurbishment of the bus transit revenue vehicles.	\$2,167,000	\$261,374,953
	T1032B	City of Greeley	City of Greeley	2010-2014 replacement & refurbishment of the bus transit revenue vehicles.	\$1,060,000	\$262,434,953
	T1032C	City of Greeley	City of Greeley	2015-2019 replacement & refurbishment of the bus transit revenue vehicles.	\$1,046,000	\$263,480,953
	T1032D	City of Greeley	City of Greeley	2020-2024 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$264,980,953
	T1032E	City of Greeley	City of Greeley	2025-2030 replacement & refurbishment of the bus transit revenue vehicles.	\$1,500,000	\$266,480,953
	T1047A	City of Greeley	City of Greeley	2005-2009 replacement of The Bus support equipment.	\$70,000	\$266,550,953
	T1047B	City of Greeley	City of Greeley	2010-2014 replacement of The Bus support equipment.	\$40,000	\$266,590,953





**Table VI-4 Cross Category Prioritization (Continued)**

	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
	T1047C	City of Greeley	City of Greeley	2015-2019 replacement of The Bus support equipment.	\$40,000	\$266,630,953
	T1047D	City of Greeley	City of Greeley	2020-2024 replacement of The Bus support equipment.	\$40,000	\$266,670,953
	T1047E	City of Greeley	City of Greeley	2025-2030 replacement of The Bus support equipment.	\$40,000	\$266,710,953
	T1063	City of Loveland	City of Loveland	Continue providing operating assistance to transit service to elderly, disabled, low-income, and general population.	\$18,463,350	\$285,174,303
	T1067	City of Loveland	City of Loveland	Continue funding for access to jobs for the disabled and low-income.	\$5,500,000	\$290,674,303
	T1068a	City of Loveland	City of Loveland	Replacement of rolling stock (vehicles) as needed.	\$250,000	\$290,924,303
	T1073	NFR&AQPC	Larimer County	Continuing existing service for Larimer County rural transit.	\$2,475,000	\$293,399,303
	T1078	NFR MPO	Weld County/Larimer County	Vehicle replacement used by transportation of elderly and disabled individuals	\$560,000	\$293,959,303
	T1084	NFRT&AQPC	Berthoud	Replacement vehicles for general public transit services in the Berthoud area.	\$165,000	\$294,124,303
	T1085	NFRT&AQPC	Berthoud	Demand responsive general public transit services in the Berthoud area.	\$5,000,000	\$299,124,303
	T1086	NFRT&AQPC	Berthoud	Replacement vehicles for human service provided in Larimer County.	\$200,000	\$299,324,303
	T1090	Weld County	Weld County	Continuing existing service for Weld County rural transit.	\$33,925,000	\$333,249,303
	T1091	NFRT&AQPC	North Front Range	Ongoing one time large expenditures - transfer centers	\$60,000,000	\$393,249,303
	T-1088	NFRT&AQPC	North Front Range	VanGo Vanpool	\$11,828,600	\$405,077,903



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
	NF3388	CDOT	City of Greeley	US 34 Business: SH257 to 47th Ave, 2 to 4 lanes	\$3,529,000	\$408,606,903
	NF3389	CDOT	City of Fort Collins	US 287: SH1 to LaPorte Bypass, 2 to 4 lanes	\$9,114,000	\$417,720,903
	NF3392	CDOT	City of Loveland	SH 402: US 287 to I-25, 2 to 4 lanes	\$4,850,000	\$422,570,903
	TSM1000	NFRT&AQPC	Region Wide	Planning work in the UPWP	\$15,275,000	\$437,845,903
	TSM1006	Fort Collins	Region Wide	Regionwide ITS Pool	\$2,000,000	\$439,845,903
	TDM1000	Fort Collins	City of Fort Collins	Fort Collins TDM Program	\$14,214,000	\$454,059,903
	TDM1005	NFRT&AQPC	North Front Range	Regional TDM Program	\$5,500,000	\$459,559,903
1	T1023	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor 2006-2007	\$0	\$459,559,903
2	H-1001 (H)	Fort Collins	City of Fort Collins	Harmony Rd-Shields to College Ave Widen from 2 to 4 lanes	\$7,500,000	\$467,059,903
3	BP1019	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail Downtown	\$700,000	\$467,759,903
4	H-1109 (H)	Loveland	City of Loveland	US 287/ 29th St to 71st St - widening & restriping	\$3,500,000	\$471,259,903
5	BP1045	City of Evans	City of Evans	US 85 West service Rd bike facilities from S Platte River to 31st St.	\$450,000	\$471,709,903
6	H-1110 (S)	CDOT	Larimer/Loveland/Johnstown	I-25 & US 34 Interchange	\$42,500,000	\$514,209,903
7	H-1065 (H)	Greeley	City of Greeley	US 34 Bypass & 35th Ave - grade separated interchange	\$25,000,000	\$539,209,903
8	H-1130 (I)	Loveland	City of Loveland	US 287 & US 34 Intersection Rebuild	\$8,000,000	\$547,209,903



## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
9	BP1020	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - N of Spring Cr to CSU	\$3,500,000	\$550,709,903
10	H-1137 (H)	Fort Collins	City of Fort Collins	Timberline Rd - Drake to Prospect - widen 2 to 4 lanes	\$11,400,000	\$562,109,903
11	H-1113 (S)	CDOT/Windsor	Larimer/Windsor	I-25 & SH 392 Interchange	\$20,500,000	\$582,609,903
12	TSM1028	Greeley	City of Greeley	US34 Bus, 23rd Ave to 35th Ave - access control improvements	\$1,403,000	\$584,012,903
13	TDM1002	Greeley	Greeley/Evans/Windsor	Implement marketing campaigns	\$1,700,000	\$585,712,903
14	H-1058 (H)	Greeley	City of Greeley	Two Rivers Parkway from SH60 to WCR 54 - Construct new 4 lane arterial	\$25,000,000	\$610,712,903
15	H-1122 (R)	CDOT	Larimer/Loveland	US 34 w/o LCR 3 - UPRR Grade separated crossing	\$14,000,000	\$624,712,903
16	H-1111 (S)	CDOT	Larimer/Loveland	I-25 & SH 402 Interchange	\$18,100,000	\$642,812,903
17	T1024	City of Fort Collins	City of Fort Collins	2006-2007 new and expanded service.	\$6,928,842	\$649,741,745
18	H-1158 (H)	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 5	\$11,700,000	\$661,441,745
19	H-1112 (S)	CDOT/Loveland	Larimer/Loveland	I-25 & Crossroads - Interchange reconstruction	\$20,300,000	\$681,741,745
20	BP1024	City of Fort Collins	City of Fort Collins	SH 14 (E. Mulberry St.) frontage road bike lanes/multi-use trail	\$2,400,000	\$684,141,745
21	H-1022 (H)	Fort Collins	City of Fort Collins	Harmony Rd - Lemay to Timberline - widen from 4 to 6 lanes	\$8,700,000	\$692,841,745
22	H-1004 (I)	Fort Collins	City of Fort Collins	College Ave & Prospect - full rebuild of intersection	\$4,000,000	\$696,841,745
23	H-1029 (H)	Fort Collins	City of Fort Collins	Prospect Rd from Summit View to I-25 Frontage Rd - widen from 2 to 4 lanes	\$4,000,000	\$700,841,745



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
24	H-1032 (H)	Fort Collins	City of Fort Collins	College from Vine Dr to Conifer- update to arterial street standards	\$8,000,000	\$708,841,745
25	H-1115 (S)	CDOT	Weld	I-25 & SH 56 Interchange	\$21,500,000	\$730,341,745
26	H-1101 (H)	Loveland	City of Loveland	Downtown Traffic signal upgrades	\$480,000	\$730,821,745
27	BP1004	City of Fort Collins	City of Fort Collins	Harmony Rd sidewalk/trail system - Harmony transfer center to College	\$600,000	\$731,421,745
28	H-1121 (H)	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange Phase I - Interchange improvements	\$4,100,000	\$735,521,745
29	BP1001	City of Fort Collins	City of Fort Collins	S. College Ave (Drake to Swallow) ADA sidewalk improvements	\$400,000	\$735,921,745
30	H-1135 (H)	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange - Phase III	\$6,600,000	\$742,521,745
31	TDM1008	Loveland	Loveland	Promote & Improve Alternate modes programs & facilities	\$25,000	\$742,546,745
32	H-1136 (H)	CDOT	Weld/Greeley/Evans	US 34 Bypass & US 85 Interchange - Phase II	\$5,300,000	\$747,846,745
33	H-1117 (S)	CDOT	Larimer/Fort Collins	I-25 & Prospect Interchange	\$14,500,000	\$762,346,745
34	BP1049	City of Loveland	City of Loveland	Downtown ped safety improvements - Lincoln & Cleveland, 1st St to 7th St.	\$500,000	\$762,846,745
35	TSM-1001	NFRT&AQPC	Region Wide	Center to Center Coordination for ITS information sharing	\$575,000	\$763,421,745
36	H-1008 (I)	Fort Collins	City of Fort Collins	College Ave & Harmony - full rebuild of intersection	\$4,000,000	\$767,421,745
37	H-1131 (H)	Windsor	Windsor	US 34 & WCR 13 - Diamond interchange	\$20,000,000	\$787,421,745



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
38	H-1114 (S)	CDOT	Weld/Johnstown	I-25 & SH 60 Interchange	\$14,000,000	\$801,421,745
39	BP1011	City of Fort Collins	City of Fort Collins	US 287 bike lanes and sidewalks from Harmony to Carpenter	\$1,800,000	\$803,221,745
40	R1012	NFRT&AQPC	I-25 from Fort Collins, US 85 from Greeley to MPO southern boundary	Preserve land use opportunities for inter regional rail service	\$5,100,000	\$808,321,745
41	H-1159 (H)	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 6	\$1,500,000	\$809,821,745
42	TDM1004	Greeley	Greeley/Evans/Winds or	Bike commercials & bike lockers	\$1,030,000	\$810,851,745
43	BP1012	City of Fort Collins	City of Fort Collins	Riverside/SH14 between Mulberry & Lincoln Streets - detached bike/ped trail NE side	\$500,000	\$811,351,745
44	H-1080 (I)	Greeley	City of Greeley	US 34 Bypass/35th Ave - Intersection Improvements	\$676,000	\$812,027,745
45	TSM1024	Loveland	City of Loveland	Traffic operations center (TOC)	\$500,000	\$812,527,745
46	BP1005	City of Fort Collins	City of Fort Collins	Harmony Rd bike lanes BNSF to College	\$500,000	\$813,027,745
47	H-1107 (I)	Loveland	City of Loveland	US 287 @ 57th St - Intersection improvements	\$1,000,000	\$814,027,745
48	H-1103 (I)	Loveland	City of Loveland	US 34 & Wilson - Intersection widening & rebuild	\$1,000,000	\$815,027,745
49	H-1132 (H)	CDOT	Weld	US 85 from WCR 48 to WCR 70-reconstruction & widen	\$66,000,000	\$881,027,745
50	BP1023	City of Fort Collins	City of Fort Collins	SH 14 bike/ped underpass at Cooper Slough	\$2,000,000	\$883,027,745
51	H-1142 (R)	Fort Collins	City of Fort Collins	Lemay & Vine Dr - RR grade separated xing	\$12,900,000	\$895,927,745





## The North Front Range 2030 Regional Transportation Plan

Envisioning Transportation Solutions for Colorado's North Front Range



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
52	TSM1026	Loveland	City of Loveland	Upgrade current TOC	\$250,000	\$896,177,745
53	H-1009 (I)	Fort Collins	City of Fort Collins	College Ave & Horsetooth - full rebuild of intersection	\$4,000,000	\$900,177,745
54	T1025	City of Fort Collins	City of Fort Collins	2008-2010 new and expanded service.	\$5,186,724	\$905,364,469
55	BP1015	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - NRRC/University Mall grade separated crossing	\$1,200,000	\$906,564,469
56	TDM1001	Greeley	Greeley/Evans	Promote sale of discounted monthly bus passes	\$600,000	\$907,164,469
57	BP1002	City of Fort Collins	City of Fort Collins	Riverside sidewalk - Mulberry to Lincoln	\$500,000	\$907,664,469
58	TSM1023	Greeley	City of Greeley	Traffic operations center	\$575,000	\$908,239,469
59	H-1076 (H)	Greeley	City of Greeley	US 34 Bypass & 83rd Ave - Interchange	\$25,000,000	\$933,239,469
60	TDM1009	City of Greeley	City of Greeley	Enhanced transit image campaign to increase ridership in Greeley and Evans.	\$85,500	\$933,324,969
61	BP1013	City of Fort Collins	City of Fort Collins	College/US 287 from Poudre River to SH 1/Terry Lake Road - bike lanes and sidewalks	\$1,500,000	\$934,824,969
62	TDM1006	Loveland	Loveland	Loveland TDM Plan assessment	\$10,000	\$934,834,969
63	H-1035 (I)	Fort Collins	City of Fort Collins	College & Mulberry - full intersection upgrade	\$4,000,000	\$938,834,969
64	H-1010 (H)	Fort Collins	City of Fort Collins	Prospect from College to Lemay - widen to 4 lane arterial	\$8,000,000	\$946,834,969
65	BP1046	City of Loveland	City of Loveland	Widen bike lanes (BP-25) Wilson Ave./US 34 to 1st Street	\$350,000	\$947,184,969
66	H-1118 (S)	CDOT	Larimer/Weld	I-25 Mainline from WCR 38 to SH 14	\$245,000,000	\$1,192,184,969



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
67	H-1072 (H)	Greeley	City of Greeley	US 34 Bypass & 47th St - grade separated interchange	\$25,000,000	\$1,217,184,969
68	BP1006	City of Fort Collins	City of Fort Collins	Prospect Rd bike lanes & Sidewalk improvements from College to Timberline	\$1,900,000	\$1,219,084,969
69	TDM1003	Greeley	Greeley/Evans/Windsor	Update, input, & manage VMT database	\$875,000	\$1,219,959,969
70	H-1148 (R)	Loveland	City of Loveland	LCR5 /UPRR overpass	\$6,000,000	\$1,225,959,969
71	H-1043 (I)	Fort Collins	City of Fort Collins	Shields & SH14 - full intersection upgrade	\$3,000,000	\$1,228,959,969
72	H-1104 (H)	Loveland	City of Loveland	LCR 5 from US34 to Crossroads Blvd - 6 lane, from US 34 to UPRR xing 4 lane	\$10,000,000	\$1,238,959,969
73	H-1125 (I)	Evans	City of Evans	US 85 & 37th St - Intersection Improvement	\$650,000	\$1,239,609,969
74	H-1021 (H)	Fort Collins	City of Fort Collins	N College from Conifer to SH1 - upgrade to arterial street standards	\$8,010,000	\$1,247,619,969
75	BP1016	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Horsetooth grade separated crossing	\$2,000,000	\$1,249,619,969
76	H-1108 (H)	Loveland	City of Loveland	Taft Ave Phase II - wider travel lanes, turn lanes, bike lanes, and sidewalk	\$7,000,000	\$1,256,619,969
77	H-1155 (H)	Larimer County	Larimer County	SH 14 Interchange area improvements - Phase 2	\$1,500,000	\$1,258,119,969
78	TDM1010	City of Greeley	City of Greeley	Provide facility for TDM functions in City of Greeley.	\$275,000	\$1,258,394,969
79	H-1185 (H)	Windsor	Town of Windsor	US 34 & WCR 17 - Construct diamond interchange	\$13,684,000	\$1,272,078,969
80	H-1005 (I)	Fort Collins	City of Fort Collins	College Ave & Drake - full rebuild of intersection	\$4,000,000	\$1,276,078,969



**Table VI-4 Cross Category Prioritization (Continued)**

Overall Rank	Project #	Submitting Agency	Location	Description	Total Cost	Cumulative Cost
81	T1026	City of Fort Collins	City of Fort Collins	2010-2012 new and expanded service.	\$6,221,020	\$1,282,299,989
82	BP1017	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Harmony Rd grade separated crossing	\$2,000,000	\$1,284,299,989
83	H-1129 (H)	CDOT/Windsor	Larimer/Weld/Windsor	SH 392 from I-25 to Downtown Windsor - widen from 2 to 4 lanes	\$19,000,000	\$1,303,299,989
84	H-1006 (R)	Fort Collins	City of Fort Collins	W Drake at Mason RR grade separation	\$7,500,000	\$1,310,799,989
85	H-1025 (I)	Fort Collins	City of Fort Collins	Taft Hill & Horsetooth - intersection improvements	\$3,000,000	\$1,313,799,989
86	H-1078 (H)	Greeley	City of Greeley	O St from WCR 29 1/2 to Kodak - design and construction	\$25,257,000	\$1,339,056,989
87	TSM-1002a	CDOT R4	I-25 Corridor SH7 to Fort Collins	Design & install fiber optic infrastructure along I-25	\$3,000,000	\$1,342,056,989
88	BP1018	City of Fort Collins	City of Fort Collins	Mason Transportation Corridor bike/ped trail - Drake Rd grade separated crossing	\$2,000,000	\$1,344,056,989

= Fiscally Constrained Line  
 Highway Project Types:  
 (S) = Strategic Projects  
 (H) = General Highway Projects  
 (R) = Highway/Rail Crossing Projects



### F. CDOT Programs

The prioritized list of projects presented in Tables V-1 through V-6 have been financially constrained to coincide with the combined total funding from federal, state, and local sources as enumerated earlier. In addition to these categories, there are other funding programs that provide for the implementation of various projects selected through processes conducted by either CDOT or the U.S. Department of Transportation.

This 2030 RTP supports the inclusion of projects in the NFR TIP and the Statewide Transportation Improvement Program selected from the programs listed below by processes involving statewide competition, program-specific applications, or by CDOT Region 4:

- ▶ **CDOT Surface Treatment Program** - The CDOT Surface Treatment Program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the Transportation Commission's goals. The Transportation Commission has set an objective of having 60% of the State Highway system rated as good or fair.
- ▶ **CDOT Bridge Program** - The CDOT Bridge Program identifies the condition of every bridge on the highway system to determine where bridge funding should be used. The Transportation Commission has set a goal to meet 100% of structural, functional, and maintenance needs of the structures on the State Highway system.
- ▶ **CDOT Rest Area Program** - The CDOT Rest Area Program identifies current rest areas that needed to be replaced, reconstructed, and maintained. Funding for construction and replacement of rest areas will sunset in Fiscal Year 2004 when prioritized projects are expected to be completed.
- ▶ **CDOT Safety Program** - The CDOT Safety Program is aimed at meeting the Transportation Commission's goal to reduce motor vehicle crashes, injuries, and fatalities on the State Highway system. In addition, safety program objectives for sign replacement and roadway striping have been established.
- ▶ **CDOT Maintenance Program** - The CDOT Maintenance Program uses a process of grading maintenance levels of service on the State Highway system. The Transportation Commission has established specific grade levels as objectives for the various activities associated with the maintenance program.
- ▶ **CDOT Operations Program** - The CDOT Operations Program addresses the variety of administrative functions enabling CDOT to deliver its construction and maintenance programs. These include general support activities such as procurement services and human resource management, as well as program support activities such as transportation planning and roadway design.



## The North Front Range 2030 Regional Transportation Plan

*Envisioning Transportation Solutions for Colorado's North Front Range*



In addition to these programs, federal discretionary programs such as Recreational Trails, the Transportation and Community and System Preservation, Access to Jobs/Reverse Commute, and various Federal Transit Administration grants can provide additional funding for specific transportation projects. Program and grant applicants should coordinate with the NFR MPO to ensure consistency with regional transportation plans and programs. Similarly, notification to CDOT is necessary to facilitate coordination between regional and statewide plans and programs. Consistency at the regional plan and Transportation Improvement Programs (TIP) level would be considered consistent with the statewide transportation plan, and enables the projects awarded grants under the discretionary programs to be interpreted as eligible for inclusion in the STIP.





## VII. CONGESTION MANAGEMENT SYSTEM

### A. Introduction

The NFR MPO was designated a Transportation Management Agency in 2002 as a result of data from the 2000 U.S. Census. This designation required the agency to develop a Congestion Management System (CMS) for Federal review by January 8, 2004. However, given the short time frame between this date and the designation, the FHWA determined that a framework describing the proposed development of the CMS would be acceptable at this time. This framework will be the basis for the further development of the CMS, which will be incorporated fully in the next Regional Transportation Plan.

### B. Background Information

FHWA defines a CMS as “a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.” The purpose of the CMS framework is to define congested corridors in the region, develop strategies to mitigate the congestion, and provide a way to monitor the effectiveness of the strategies. FHWA requires that consideration be given first to strategies that reduce single occupancy vehicle (SOV) travel and improve the efficiency of the existing system. All other reasonable strategies must be analyzed before a capacity increase is proposed as a mitigation technique.

The FHWA regulations specify that an effective CMS should include:

- ▶ Methods to monitor and evaluate the transportation system, identify the causes of congestion, identify and evaluate alternative actions, and evaluate the efficiency and effectiveness of implemented actions;
- ▶ Definition of parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of congestion reduction and mobility enhancing strategies;
- ▶ Establishment of a program for data collection and system performance monitoring;
- ▶ Identification and evaluation of the anticipated benefits of both traditional and non-traditional congestion management strategies;
- ▶ Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy; and
- ▶ Implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures.



## C. Framework

FHWA, in approving the submittal of a CMS framework by January 8, 2004, agreed that the initial document should address the following four elements:

- ▶ **Congestion Definition:** Develop a definition of congestion including objective congestion measures.
- ▶ **Identification of Congested Corridors:** Using the definitions developed in Step 1, identify those corridors within the system which show congestion both in the base year and projected years.
- ▶ **Strategy Development:** Create a menu of congestion mitigation strategies.
- ▶ **Monitoring Tools:** Identify measurement tools based on the Strategy Development chosen, to evaluate the degree of congestion mitigation.

### Congestion Definition

Congestion in the North Front Range MPO is defined as a corridor operating at level of service (LOS) E or F during the peak periods, as calculated in the travel demand model on the base year roadway network and subsequent out year networks. LOS E on a roadway segment can be defined as a volume to capacity (v/c) ratio between 0.9 and 1.0. LOS F can be defined as a v/c ratio of 1.0 or greater.

### Identification of Congested Corridors

The transportation network used for identifying congested corridors in the North Front Range is limited to the Regionally Significant Corridors. The MPO has gone through the process of identifying those corridors which are most significant to the region in order to focus the limited transportation resources. This set of corridors is therefore the logical network to be used in identifying future congestion.

The base year model results, along with interim out-year model results (using the base year network), will be used to identify the congested corridors in the region. By using incremental time horizons, the CMS will provide a sense of priority with regard to which corridors are anticipated to become congested the soonest.

The Regionally Significant Corridors include some roadway segments which are proposed and do not currently exist. Because the base year roadway network will be used to identify congestion, these proposed roadways will not be identified as congested in the out-year model results. However, construction of these segments could serve to mitigate congestion on existing Regionally Significant Corridors.



### **Congestion Mitigation Strategies**

After identifying the corridors that will be congested, the next step in the CMS is to examine each of these corridors individually and determine which congestion mitigation strategy or strategies would best apply in each situation. Ultimately, this step will involve developing an understanding of what the cause of the congestion is on each of the congested corridors in order to assign the appropriate mitigation measure(s) to each corridor.

For the CMS framework, a menu of potential mitigation strategies has been developed and grouped into six general categories. Land Use Considerations has been established as an over-arching guidance that should be applied region-wide. The specific strategies associated with Land Use Considerations are provided below.

#### **Land Use Considerations**

- ▶ Adequate Public Facilities Regulations
- ▶ Impact Fees
- ▶ Land Use Regulations/Growth Management
- ▶ Land Use Plans

The remaining five general categories for congestion mitigation strategies are listed below with the associated strategies. The federal regulations specify that all reasonable mitigation strategies must be evaluated and deemed inappropriate or infeasible prior to considering a capacity increase as a mitigation measure; therefore, the Capacity Improvements category has been listed last. There is no prioritization associated with the other four categories; these should be used where they best fit the needs of, and provide the most benefit for, the congested corridors.

#### **Travel Demand Management/Congestion Pricing**

- ▶ Telecommuting
- ▶ Flextime/Compressed work week
- ▶ Preferential parking (for carpools and vanpools)
- ▶ Vanpool services
- ▶ Parking fees
- ▶ Road user fees (toll lanes)
- ▶ Improved park-n-ride facilities
- ▶ HOV/HOT lanes
- ▶ Carpool services



## Alternative Travel Modes

- ▶ Transit fleet expansion
- ▶ Transit service expansion
- ▶ Traffic signal preemption for transit vehicles
- ▶ Transit information systems
- ▶ Bus only lanes
- ▶ New rail service
- ▶ Improved intermodal connections
- ▶ Improved/expanded bicycle/pedestrian network
- ▶ Bicycle storage systems

## Access Management

- ▶ Access control
- ▶ Frontage roads
- ▶ Median control

## Operational Improvements

- ▶ Intersection geometric improvements
- ▶ Intersection channelization
- ▶ Intersection turn restrictions
- ▶ Intersection signalization improvements
- ▶ Coordinated signal systems (ITS)
- ▶ Elimination of bottlenecks on freeways
- ▶ Ramp metering
- ▶ Incident management

## Capacity Improvements

- ▶ Freeway lanes
- ▶ Arterial lanes

## Monitoring Tools

The final step in the CMS involves a monitoring system to track the effectiveness of the CMS recommendations. For the CMS framework, a list of tools that may be useful in monitoring the effectiveness of the North Front Range's CMS has been developed. The measurement tools are grouped according to the congestion mitigation categories.

## Travel Demand Management/Congestion Pricing

- ▶ Service based surveys
- ▶ Monitor usage
- ▶ Traffic counts
- ▶ Travel model level of service (v/c), speeds and travel time



### Alternative Travel Modes

- ▶ Track usage with on board surveys
- ▶ Monitor transit vehicle routing times
- ▶ Service/amenity based surveys
- ▶ Travel model level of service (v/c), speeds and travel time

### Access Management

- ▶ Accident statistics
- ▶ Travel time surveys

### Operational Improvements

- ▶ Traffic counts
- ▶ Intersection level of service
- ▶ Travel model level of service (v/c), speeds and travel time
- ▶ Accident statistics

### Capacity Improvements

- ▶ Traffic counts
- ▶ Travel model level of service (v/c), speeds and travel time

## D. Next Steps

After the initial framework has been fully developed, the North Front Range MPO will continue to work toward establishing a CMS that incorporates the elements suggested in the FHWA regulations. It is anticipated that this process will involve using base year and out-year model runs in 10 year increments. In order to have a tiered approach to identifying congestion, these model runs will be reviewed in conjunction with gradations of volume to capacity ratios. Each congested corridor will be addressed individually; the cause of congestion will be identified, and the appropriate mitigation strategies will be assigned to each corridor.

The full CMS will ultimately be incorporated into the next Regional Transportation Plan through the project prioritization process. It is anticipated that projects on a congested corridor that are consistent with the strategies established for that corridor and that provide significant congestion relief (the definition of which will need to be established) will be rewarded with higher scores. As the development of the CMS progresses, the incorporation into the Project Prioritization Process will be further clarified.





## VIII. FUTURE PLANNING PROCESS

This section provides discussions of considerations that should be applied to future transportation planning activities that are undertaken by the NFR.

### A. *Regional Transportation Plan*

The NFR updates its regional transportation plan on a three-year cycle as required by Federal law for air quality non-attainment and maintenance areas, and the plan development process is continually evolving. Based on the 2030 RTP process, a few observations have been made by plan participants relative to modifications to the process that should be considered for future RTP updates.

- ▶ **Policy Plan** – The NFR Council has gone through work on the Strategic Action Plan (see Appendix A) to build a direction for the next 8 to 10 years. It is recommended that the policies and visions in this document be synthesized in a Policy Plan prior to the next RTP in order to offer guidance for strengthening the RTP process.
- ▶ **Project Categories** - The rail/highway crossing projects continue having a difficult time in evaluation and scoring. These projects were moved from the Rail category in the 2025 Plan to the Highway/HOV in the 2030 Plan. These remained problematic and a sub-allocation of the Highway/HOV dollars were placed on the rail/highway crossing projects specifically. It is recommended that they receive their own category in the next Plan.
- ▶ **Freight Planning** – Freight planning is becoming more important in the regional transportation planning process. While there is little information or guidance at this time, the National Cooperative Highway Research Program is developing a guidebook for Freight Policy, Planning and Programming in Small and Mid-Sized MPOs. This guidebook should provide the assistance needed start working on freight issues prior to the next RTP.

### B. *Plan Amendment Process*

In the approximate three-year periods between RTP updates, there may be a need to amend the plan. This could be caused by new projects or substantially modified project descriptions that come about as the result of a regional or local study or the availability of financial resources that were not anticipated in the RTP process.

CDOT has developed a Plan Amendment Process using the NFR MPO process as a model. Information is submitted to the MPO outlining the specific amendment request, and a clear explanation of the reason for the amendment. MPO staff review the request and determine how the request should be processed. The TAC and Council have final approval on all amendments prior to submission to CDOT.



## C. *Transportation Improvement Programs*

Every two years, the region's six-year Transportation Improvement Program (TIP) is updated by the MPO. The TIP is the primary tool for allocating funds to implement projects identified in the RTP, and thus the prioritization of projects in the RTP should continue to be used to develop the TIP. Three additional considerations have been suggested for possible incorporation in the TIP development process.

- ▶ **Small Cost Projects** – There is a concern that in allocating funds through the TIP process, one or two very high cost projects could use up all of the available funding for a significant period of time, thus delaying implementation of highly ranked smaller projects. It is recommended that special consideration be given to allocations to smaller cost projects in the development of TIP's.
- ▶ **Local Match** – The amount of local funding committed to projects for which federal and state funds are sought should be considered in selecting projects for inclusion in TIP's. If local governments can commit to significant investments for overmatch funds, that should be factored into the TIP project selection criteria. Such a consideration can serve to optimize the benefits derived from federal and state funds, as well as create incentives for local governments and private interests to invest in needed transportation improvements.
- ▶ **Project Phasing** – For some large multi-phased projects, the ranking of different phases in the RTP may not be the most logical order in which the overall project should be implemented. For example, the utility of one phase may be dependent upon the implementation of another phase that has been ranked lower in the RTP prioritization process. These phasing considerations should be factored into the TIP development process to ensure the most logical phasing of multi-phased projects.