



# North Front Range Regional Transportation Plan 2035 Update

STAC  
September 16, 2011



## 2035 RTP Update

- Corridor-based plan
- Fiscal constraint is determined by Tier
- Plan lists Tier projects only (1 lane mile of roadway or regionally significant transit)

	Highway Capacity Projects (75%) (in millions)	Other Projects (25%) (in millions)	Total (in millions)
Tier 1 (70%)	\$52.7	\$17.6	<b>\$70.2</b>
Tier 2 (15%)	\$11.3	\$3.8	<b>\$15.0</b>
Tier 3 (15%)	\$11.3	\$3.8	<b>\$15.0</b>
<b>Total</b>	<b>\$75.2</b>	<b>\$25.1</b>	<b>\$100.3</b>



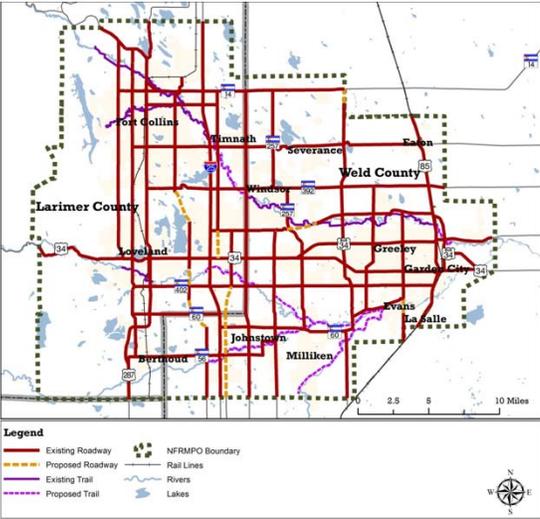


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### Regionally Significant Corridors (RSCs)

Three criteria were used to identify RSCs

- 1. All State Highways**  
...most state highways are regional in nature...
- 2. Functional Classification**  
Roadways must have a functional classification of Arterial or higher, as defined by the appropriate member government.
- 3. Connectivity**  
The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers.







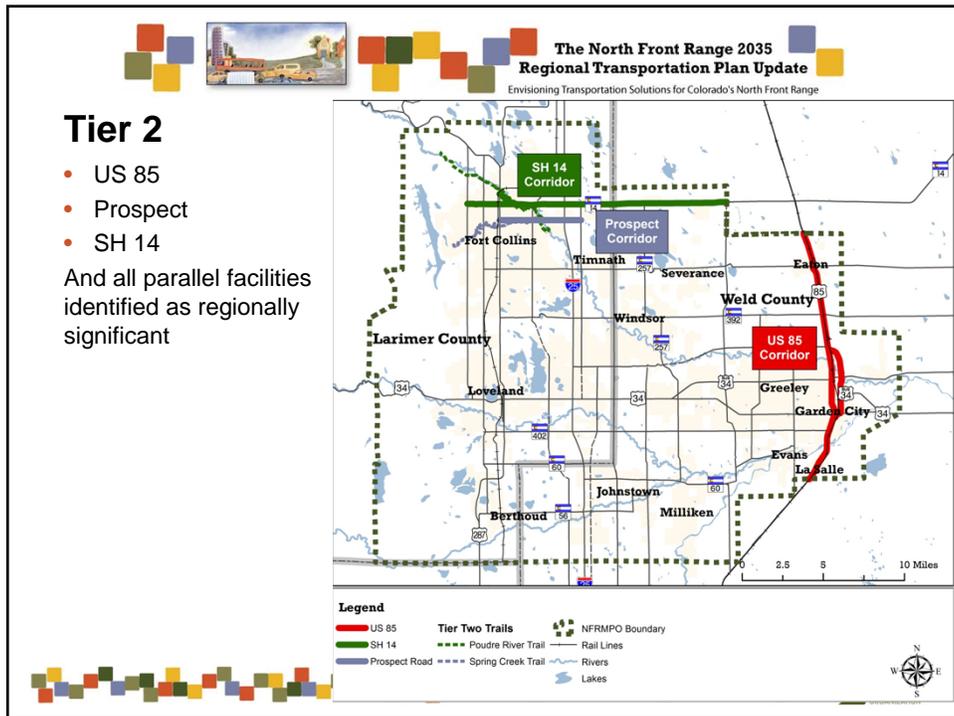
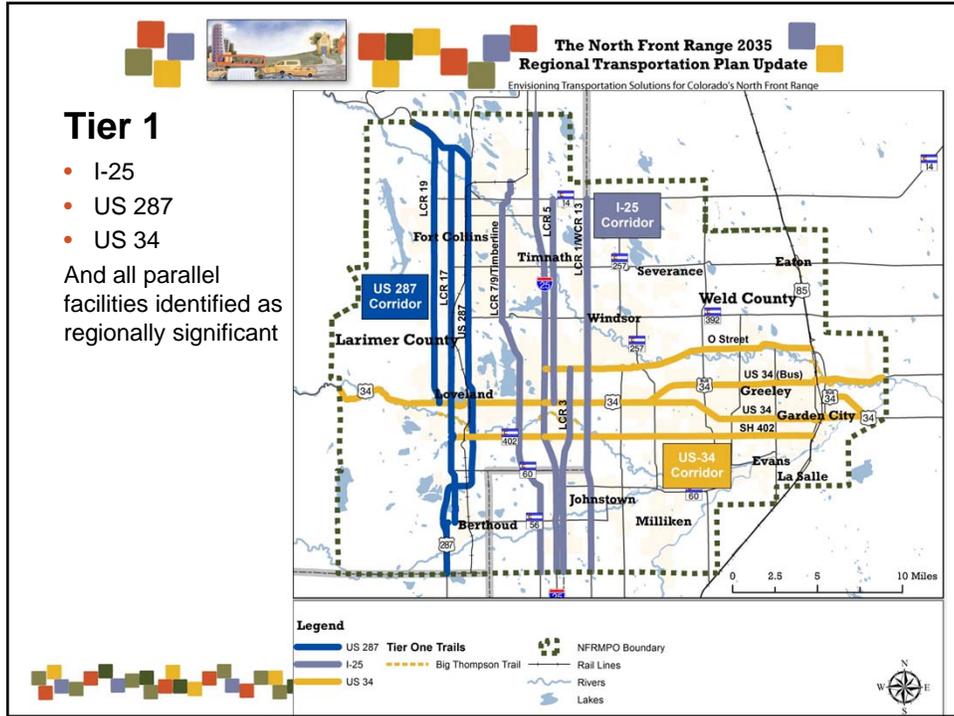
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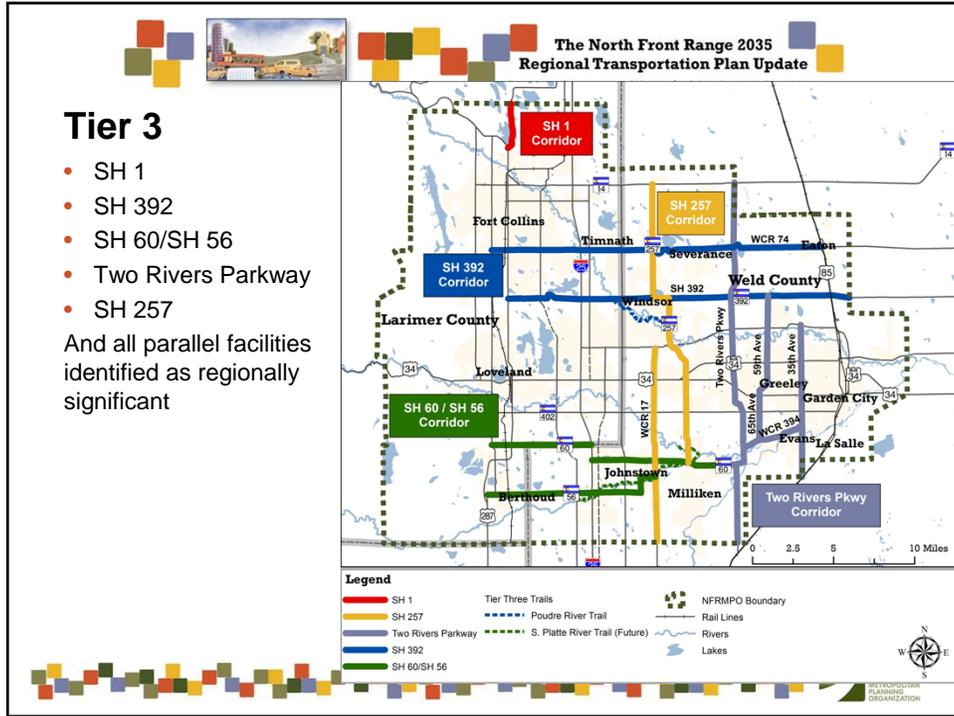
### Grouping of the Regionally Significant Corridors

- Safety
- Congestion
- Accessibility
- Freight
- Public Opinion

Tier One	Tier Two	Tier Three
I-25 US 287 US 34	SH 14 US 85 Prospect	SH 392 SH 1 Two Rivers Pkwy SH 60/SH 56 SH 257







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## Revise data and components

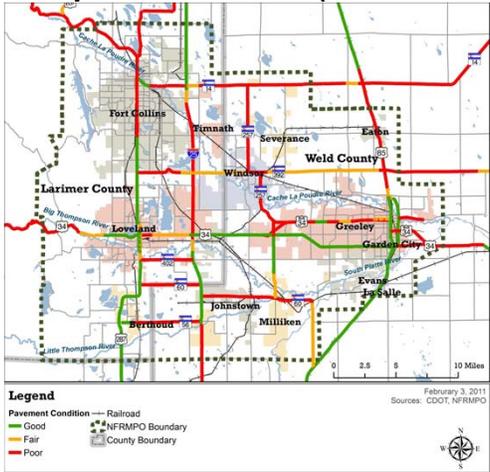
- Prepare ~~inventory~~ ~~inventory~~ inventory (not doing!)
- Update data:
  - travel demand model, land use allocation model, forecast report, and other data
- Include greenhouse gas emissions data
- Incorporate new plans:
  - Transportation Demand Management (TDM)
  - Regional Transit Element (RTE)
  - Congestion Management Process (CMP)

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## Update data (2005 to 2009)



**Legend**

- Good
- Fair
- Poor
- Railroad
- NFRMPO Boundary
- County Boundary

February 3, 2011  
Sources: CDOT, NFRMPO

- Land Use and Travel model updated, used existing forecast report for 2035 out-year
- Updated existing conditions: e.g. pavement, bridges, truck traffic, socioeconomic, and environmental
- Updated references on Safety and Security





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## Greenhouse Gas Emissions data

### Mobile Source Greenhouse Gas Emissions

Area	Tons of CO <sub>2</sub> Equivalent		
	2009	2035 (Fiscally Constrained)	Percent Growth (%)
<b>North Front Range</b>	6,880	9,796	42.4%

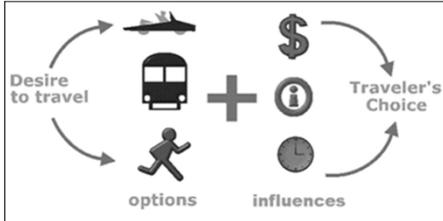
Source: North Front Range 2009 Regional Travel Model, LSA and Associates, Inc., 2011

Note: Regional energy consumption, as measured in British Thermal Units (BTUs) is based on the estimated VMT multiplied by standard energy consumption factors for various vehicle classifications and fuel types. The greenhouse gas emissions are calculated from the BTU estimates multiplied by standard tons CO<sub>2</sub>/million BTU conversion factors. Consistent factors have been used to calculate the base year and future energy consumption; no change in fuel efficiency is assumed in the calculation.




  
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## Incorporate New Plan – **Travel Demand Mgmt**



The diagram illustrates a feedback loop. On the left, 'Desire to travel' is represented by an airplane icon. On the right, 'Traveler's Choice' is represented by a person icon. In the center, there is a plus sign between 'options' (represented by a bus icon) and 'influences' (represented by a dollar sign, a person icon, and a clock icon). Arrows indicate that 'Desire to travel' leads to 'options', which leads to 'Traveler's Choice', which in turn leads to 'influences', which then feeds back into 'Desire to travel'.

- Tied into the Congestion Management Process
- Tied into the ITS Strategic Plan
- Used 2010 Household Survey data


  
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## Incorporate New Plan – **Regional Transit Element**



The map shows the North Front Range MPO Regional Transit Element. It features a network of transit corridors (solid lines) and stations (dotted lines) across the region. The legend indicates:
 

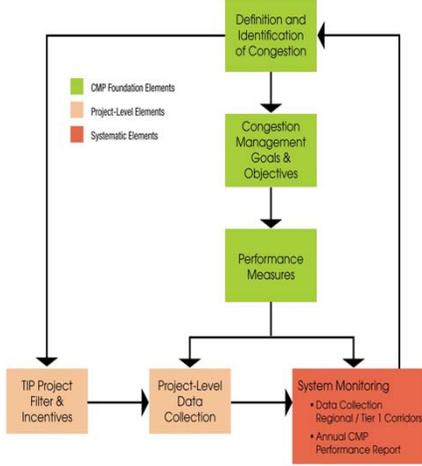
- Heavy service corridor with 15-30 min headway
- Medium service corridor with 15-30 min headway
- Light service corridor with 30-60 min headway
- Station
- Proposed Park and Ride
- Proposed Park and Ride
- Proposed stop

- Benchmark for Level of Service for Transit
- Governing structures, funding, and delivery of service options were discussed, but not prescribed
- Corridor Plans would be created prior to starting service


  
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## Incorporate New Plan – Congestion Management



**Legend:**

- CMP Foundation Elements
- Project-Level Elements
- Systematic Elements

**Manage the increase in congestion levels on the regional transportation system.**

- Tier 1 corridors (I-25, US 34, US 287)
- Filter & incentive for project selection
- Annual system & project level performance reporting




## Public Involvement Process

- Targeted Outreach
- Ongoing efforts: webpage, recruiting interested parties
- Phase I: Focus Groups, Surveys, Community Dialogues (February-May)
- Phase II: Draft Plan: press release, Open houses, electronic feedback mechanisms (July)
- Phase III: 30 day public hearing notice on Final document (September)





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# Next Steps



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## Greatest Challenge in RTP

- **Finding resources to pay for implementing 2035 RTP.**
  - **Funding shortfall of \$3.6 billion.**
- **And, dollars identified in the Fiscally Constrained Plan are not necessarily certain sources of funding.**
- **So... what can we do?**



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## Potential RTP Strategies

*Planning Council could pursue policies that will aid in implementing the RTP [Chapter 10, 2035 RTP].*

*The strategies presented here represent a menu of options that **could** be used effectively to implement portions of the 2035 RTP for the NFRMPO.*



## Strategy #1 - Change the Call for Projects

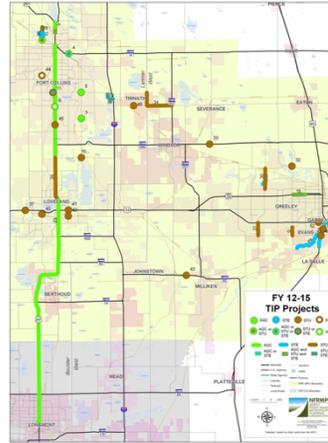
- Acknowledgement that MPO project resources are limited – they should be directed where they can do the most good for the region
- New program needs to focus on the Planning Council's articulated "**goals**" for appropriate regional projects



## Strategy #1 - Change the Call for Projects

- Emphasis on regional projects would mean more collaboration; less competitiveness – the region would be the winner
- Should result in more cooperative projects submitted among large and small jurisdictions

NFRMPO TIP Project Selection for FY12-15



## Strategy #2- Critical Projects

Focus available funding on only the most critical projects – “priority” projects

- ▶ Planning Council has specified a desire to complete existing projects
  - **Start with current TIP projects**, rather than distributing limited funding to small pieces of many other projects.
- ▶ Help CDOT Region 4 staff implement Phase I of the North I-25 EIS, including parallel facilities.





## Strategy #3 – Most Benefit/Least Cost

Focus on projects that provide the most benefit for the least expenditure

- Travel Demand Management (e.g. carpooling, vanpooling, ITS),
- Transportation System Management (e.g., traffic management, traveler information, intersection improvement projects),
- Emphasize “thin roads, thick nodes” to guide improvements, particularly intersections.



## Strategy #4 – Minimize Long-Term Costs

Emphasize projects that minimize long-term costs

- Such as **phased projects or temporary improvements** (e.g. US 34 Interchange).
- **Roadway maintenance** (which can postpone or eliminate the need for expensive reconstruction).



## Strategy #5 – Access Control

Complete Access Control Plans (ACP) w/ CDOT Region 4

- **Preserves capacity and enhances safety** on corridors where residential or commercial development is anticipated.
  - Strategic Action Plan (2010) encourages developing ACPs for all Regionally Significant Corridors with CDOT Region 4.
- Additional county and city arterials that have been identified as “regionally significant” should also have ACPs developed.



## Strategy #6 – Promote Planning

Encourage local governments and state and federal agencies to coordinate planning

- Coordinate with CDOT Region 4 to develop or update local comprehensive plans (including transportation plans).
  - Minimizes the effects of growth and development on transportation infrastructure.



## Strategy #7 – New Funding Mechanisms

- Create new opportunities for “leveraging scarce funding sources”
  - Support Funding Initiatives - Special Improvement Districts and Regional Transportation Authorities (RTA) - for transportation projects on regional facilities.



## Strategy #7 – New Funding Mechanisms (cont.)

- Support initiatives to increase state and federal funding for transportation.
  - SAFETEA-LU Reauthorization
    - Planning Council has historically supported indexing of gas tax.
    - Other initiatives?





## Strategy #7 – New Funding Mechanisms (cont.)

- Study the prospects for an increase in regional services to reduce individual costs to member governments
  - (e.g. VanGo™ vanpooling program, travel modeling, FTA program management, regional transit, access control plans, etc.)
  - Other regional services?
- Provide opportunities for cost-sharing
  - e.g. mobility management, data collection and analysis, aerial photography, modeling, grant applications, geographic information systems, U.S. Census data, etc.



## Strategy #8 – ROW Preservation

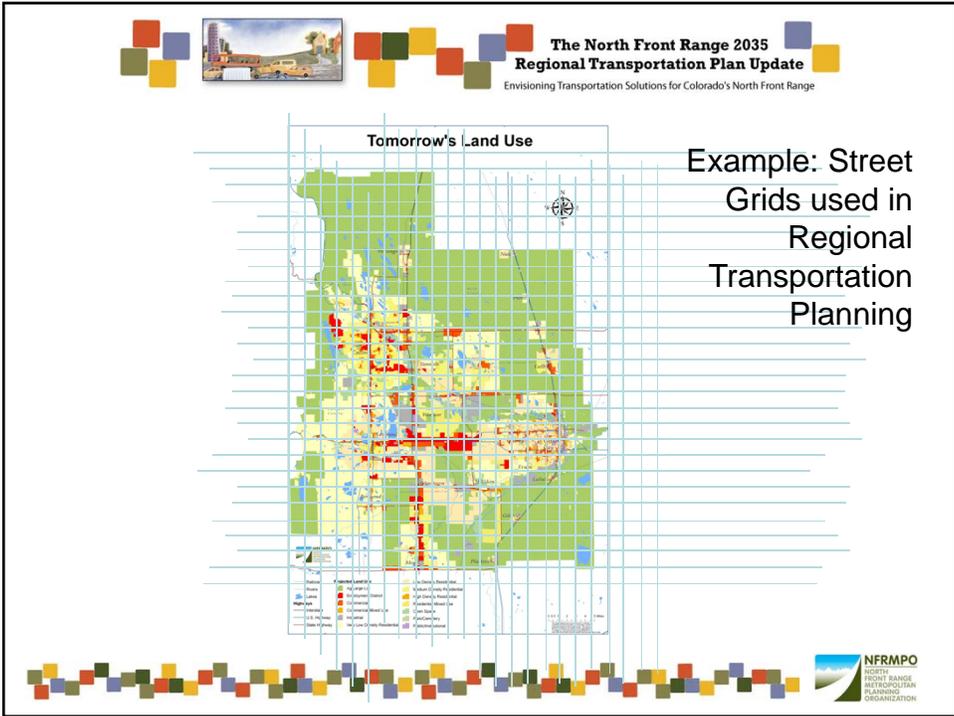
**Encourage corridor preservation efforts for both passenger and freight rail**

- Work with member governments, other agencies, and railroads
  - Coordinate with new Transit & Rail Division in CDOT.

**Preserve right of way for a regional arterial grid system**

- Work with member governments to support future development and complement Regionally Significant Corridors.





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September 16, 2011

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