



North Front Range
**Metropolitan
Planning
Organization**

2050 Regional Transportation Plan

Prepared by:

North Front Range Metropolitan Planning Organization
419 Canyon Ave, Suite 300
Fort Collins, CO 80521

To Be Adopted:

September 6, 2023

Effective Date:

October 2023 – October 2027

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Acknowledgements

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RESOLUTION NO. 2023-15

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS FOR THE NORTH FRONT RANGE METROPOLITAN
PLANNING AREA FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE
FISCALLY CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN (RTP) AND FOR THE
NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION PLANNING REGION
2045 RTP AND THE FY2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
(STIP)**

WHEREAS, 23 CFR §450 requires the development of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs) through a continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process; and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, a portion of the City of Fort Collins is currently designated as a maintenance area for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area which includes the North Front Range metropolitan planning area and portions of Larimer and Weld counties outside the NFRMPO boundary, but are contained within the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, the Northern Subarea of the Denver Metro-North Front Range 8-hour ozone nonattainment area was expanded in December 2021 to include all of Weld County to the state line; and

WHEREAS, the NFRMPO is required to update the 2050 RTP to be in compliance with the State of Colorado GHG Planning Standard; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council determines the FY2024-2027 TIP, the 2050 RTP, a portion of the Upper Front Range 2045 RTP, and a portion of the Colorado FY2024-2027 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott K. James

Scott K James (Sep 8, 2023 12:25 MDT)

Scott James, Chair

ATTEST:

Suzette Mallette

Suzette Mallette (Sep 8, 2023 13:10 MDT)

Suzette Mallette, Executive Director



RESOLUTION NO. 2023-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Planning Council, in their responsibility as the Lead Planning Agency and constituting the Northern Subarea of the Denver Metro/North Front Range 8-Hour Ozone Nonattainment Area, has made a positive air quality conformity determination on the 2050 RTP; and

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Planning Council adopted the GHG Transportation Report for the 2050 RTP, which followed CDOT's GHG Transportation Planning Standard, and was approved by the Colorado Transportation Commission; and

WHEREAS, the Planning Council approves the 2050 RTP and submits copies for informational purposes to the Governor and official copies for approval to FHWA and FTA;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2050 Regional Transportation Plan (RTP).

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of September 2023.

Scott K James

Scott K James (Sep 8, 2023 12:25 MDT)

Scott James, Chair

ATTEST:

Suzette Mallette

Suzette Mallette (Sep 8, 2023 13:10 MDT)

Suzette Mallette, Executive Director



Colorado Division 12300 W. Dakota Ave., Suite #180
Lakewood, Colorado 80228
720-963-3000

October 11, 2023

Suzette Mallette
Executive Director, NFRMPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Subject: Conformity Determination for the NFRMPO 2050 Regional Transportation Plan

Dear Ms. Mallette:

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (US DOT) is required to make an air quality conformity determination for Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region 8 Memorandum of Agreement (MOA) for Transportation Planning Oversight, the FHWA Colorado Division office signs the letter on behalf of FTA Region 8.

On September 7, 2023, the North Front Range Planning Organization (NFRMPO) adopted an air quality conformity determination for the Denver Metro/North Front Range (Northern Subarea) 8-hour Ozone nonattainment area and for the Fort Collins Carbon Monoxide (CO) maintenance area for the North Front Range Metropolitan Planning Area 2050 RTP, the FY24-27 NFRMPO TIP, the Northern Subarea of the Upper Front Range Transportation Planning Region (UFR TPR) 2045 RTP, and for the Northern Subarea of the UFR TPR portion of the FY24-27 Statewide Transportation Improvement Program (STIP). The NFRMPO adopted the conformity determination in its capacity as the Metropolitan Planning Organization.

Based on our evaluation of the NFRMPO conformity determination, in coordination with the Environmental Protection Agency (EPA) Region 8, the Denver Regional Council of Governments (DRCOG), the NFRMPO, the Colorado Air Quality Control Commission (AQCC), the Regional Air Quality Council (RAQC), and the Colorado Department of Transportation (CDOT), we have determined that the requirements of 40 CFR 51 and 93, 23 CFR 450, and 49 CFR 613 along with FHWA/FTA policies and guidance have been met. Furthermore, the conformity determination is consistent with the 2008 and 2015 DRCOG/NFRMPO 8-hour Ozone MOA.

A conformity determination for the NFRMPO 2050 RTP is hereby made. We are also making a conformity determination for the Northern Subarea of the UFR TPR 2045 RTP and UFR TPR portion of the FY24-27 of the STIP. The FHWA Colorado Division Office will make a conformity determination for NFRMPO's FY24-27 TIP following the approval of the TIP by the Governor. This conformity determination does restart the clock for conformity for the NFRMPO 2050 RTP. Our action is consistent with the FHWA/FTA Transportation Planning MOA.

If you have any questions, please contact William Keenan of this office at william.keenan@dot.gov or (720) 963-3019.

Sincerely,

John M. Cater, P.E.
Division Administrator

CC:

Mr. Doug Rex, DRCOG (drex@drcog.org)

Mr. Scott James, UFR TPR (sjames@weld.gov)

Mr. Rick Coffin, APCD (richard.coffin@state.co.us)

Ms. Marissa Gaughan, CDOT (marissa.gaughan@state.co.us)

Ms. Becky Karasko, NFRMPO (rkarasko@nfrmpo.org)

Ms. Tracey MacDonald, FTA (tracey.macdonald@dot.gov)

Mr. Gregory Lohrke, EPA (lohrke.gregory@epa.gov)



August 28, 2023

Ms. Suzette Mallette, Executive Director
North Front Range Metropolitan Planning Organization
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

The Colorado Air Quality Control Commission has reviewed the North Front Range Metropolitan Planning Organization's conformity determination conducted for the following transportation plans and programs: the North Front Range Metropolitan Planning Area 2050 Regional Transportation Plan Update, the FY2024-2027 Transportation Improvement Program, the Northern Subarea of the Upper Front Range Transportation Planning Region 2050 Regional Transportation Plan, and for the Northern Subarea of the Upper Front Range Transportation Planning Region portion of the Colorado FY2024-2027 Statewide Transportation Improvement Program. The Air Quality Control Commission agrees that these plans and programs conform to the State Implementation Plan and emissions budgets for ozone precursors.

North Front Range Metropolitan Planning Organization's and the Air Pollution Control Division's analyses indicate that emissions budgets for these pollutants will not be exceeded in any of the conformity staging or reporting years. Therefore, the Air Quality Control Commission concurs with this conformity determination. We understand that the North Front Range Metropolitan Planning Organization Planning Council plans to formally adopt these plans and programs on September 7, 2023. Barring any substantive changes in the interim, our concurrence with the positive conformity determination will apply to the final version of these plans and programs.

Should you have any questions regarding the Air Quality Control Commission's action, please contact Rick Coffin at 303-692-3127 or at richard.coffin@state.co.us.

Sincerely,

A handwritten signature in black ink, appearing to read "Elise Jones".

Elise Jones, Chair
Colorado Air Quality Control Commission

Cc: Greg Lohrke, U.S. EPA, Region 8
Bill Haas, FHWA
Doug Rex, DRCOG
Becky Karasko, NFRMPO
Chris LaPlante, CDOT
Jojo La, CDPHE
Rick Coffin, CDPHE

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List of Acronyms

Acronym	Meaning/Context
§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)

Acronym	Meaning/Context
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA \$5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds
CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration

Acronym	Meaning/Context
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization

Acronym	Meaning/Context
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)

Acronym	Meaning/Context
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (see TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG <i>(previously STP-Metro)</i>	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously TAP)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally designated place >200,000 population)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR

Acronym	Meaning/Context
UPWP	Unified Planning Work Program
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

Chapter 1. Planning Context

Planning Context

Chapter 1

Image 1-1: A photo of the Cache La Poudre River in the City of Fort Collins. Image credit CDOT Flickr.



The North Front Range Metropolitan Planning Organization (NFRMPO) region has seen continuous and rapid growth in both population and jobs. To accommodate this growth, the region must continue investing in its transportation system. The transportation system – roadways, freight and railroad systems, transit networks, and bicycle and pedestrian infrastructure – connects all portions of our region to allow residents and visitors alike to access jobs, education, shopping, and recreation. To that end, this [2050 Regional Transportation Plan \(RTP\)](#) is a fiscally constrained plan identifying projects to enhance the existing multimodal transportation system and address ozone and greenhouse gas (GHG) emissions.

North Front Range Metropolitan Planning Organization

The NFRMPO has led the continuing, cooperative, and comprehensive (3C) transportation planning process on behalf of two counties and 13 communities in Northern Colorado since it was founded in 1988. The NFRMPO policy is set by the Planning Council, which consists of the counties, communities, and two state agencies. At its core, the NFRMPO provides a forum to identify, study, and recommend solutions to regional transportation and transportation-related air quality problems.

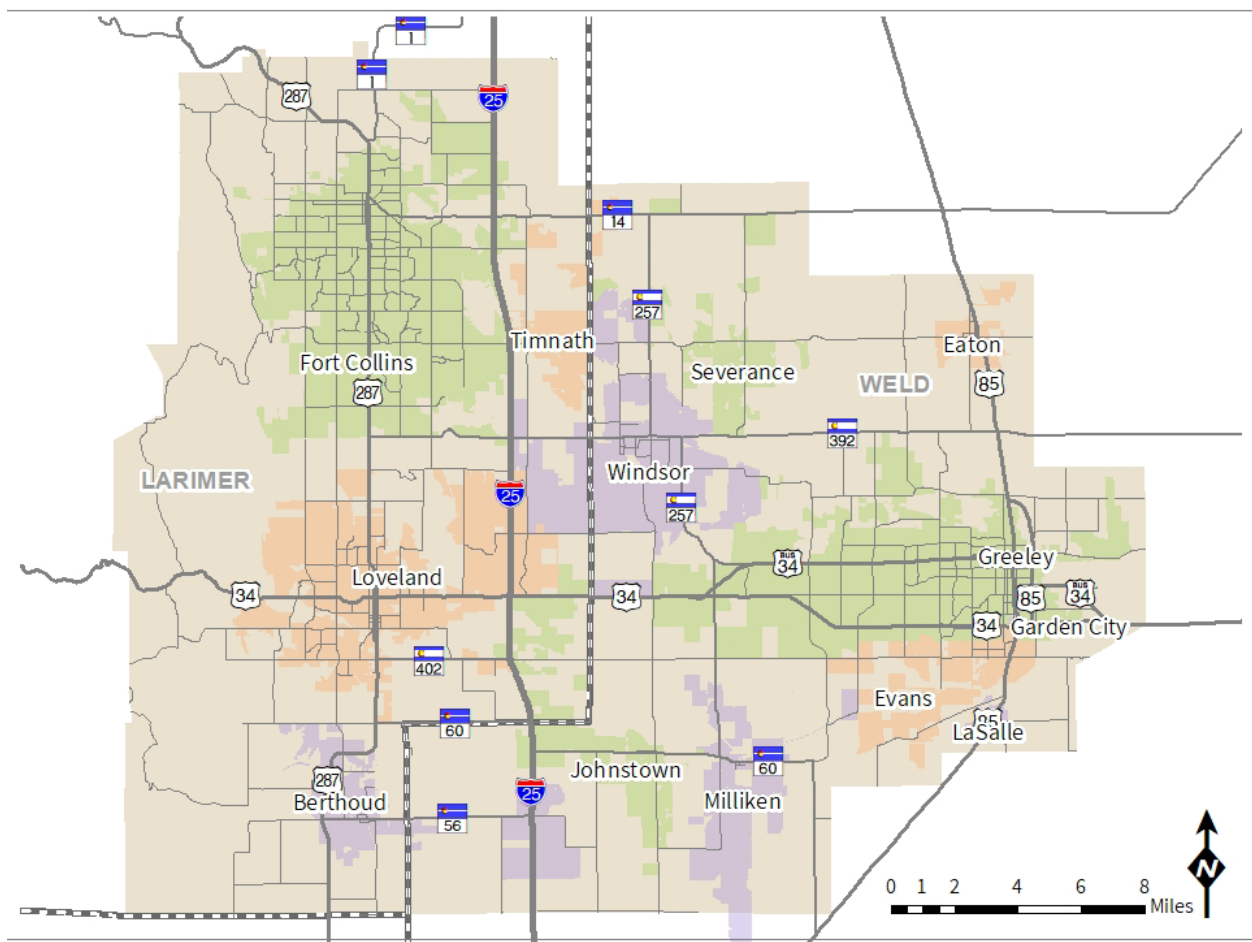
A map of the NFRMPO region is shown in **Figure 1-1**.

The members of the NFRMPO Planning Council include:

- Air Pollution Control Division
- Berthoud
- Colorado Transportation Commission

- Eaton
- Evans
- Fort Collins
- Garden City
- Greeley
- Johnstown
- Larimer County
- LaSalle
- Loveland
- Milliken
- Severance
- Timnath
- Weld County
- Windsor

Figure 1-1: NFRMPO Boundary



April 2023
Sources: CDOT, NFRMPO

Legend

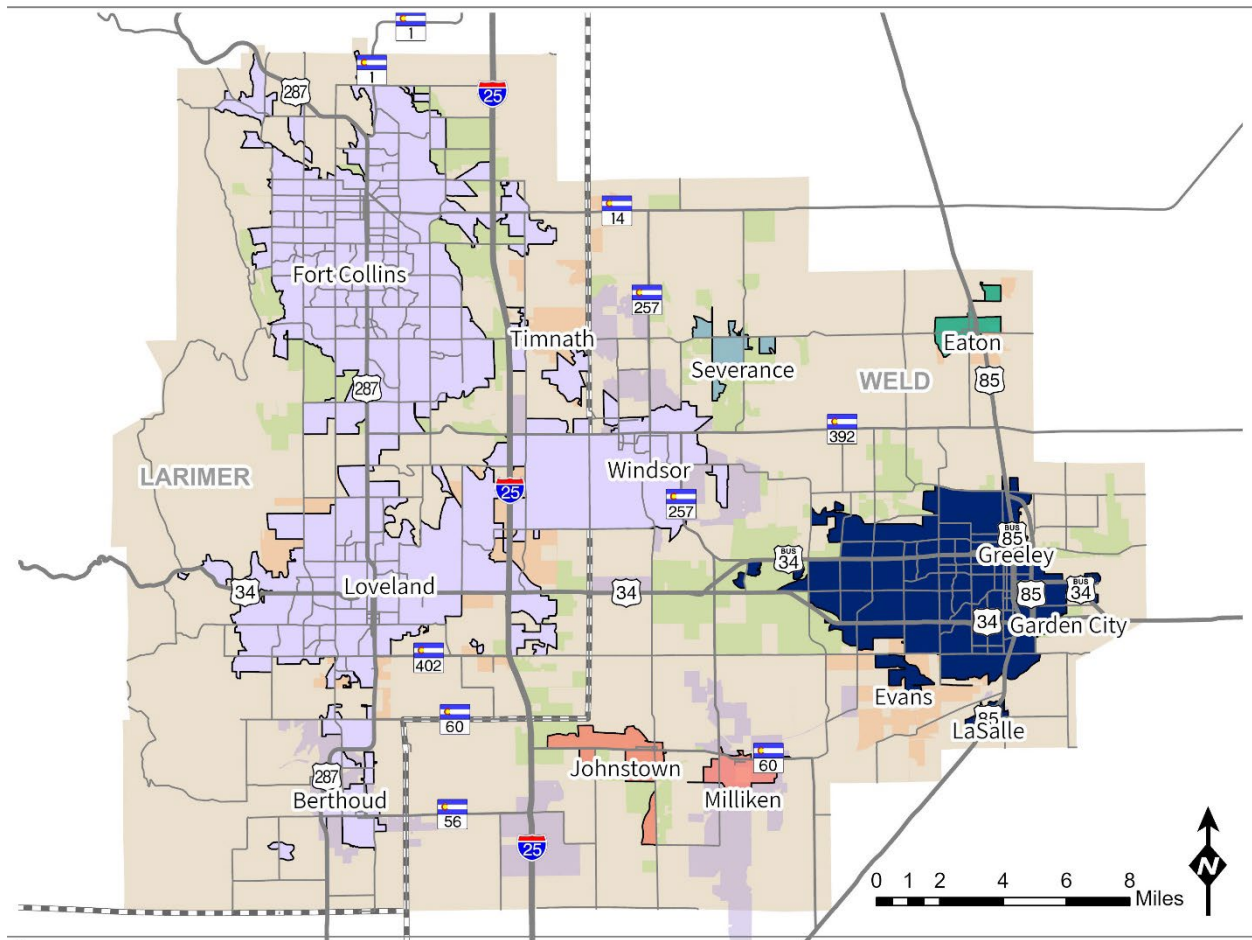
- County Boundary
- NFRMPO Planning Area



Figure 1-1 Additional Description: The map above shows the NFRMPO boundary. This boundary includes the cities of Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, and Windsor. The boundary also includes portions of unincorporated Larimer County and Weld County.

U.S. Census-designated urban areas (UA) with populations over 50,000 are the basis for the NFRMPO planning area, which includes the Fort Collins Transportation Management Area (TMA) and the Greeley UA. TMAs contain more than 200,000 residents and have additional requirements. The NFRMPO area also contains three smaller UAs: the Eaton UA, the Severance UA, and the Johnstown UA. The boundaries of the UAs are shown in **Figure 1-2**. It is important to note that municipal boundaries do not match urban area boundaries, regardless of size.

Figure 1-2: 2020 Urban Area Boundaries



Legend

- | | | |
|----------------------|---------------------------|----------------------|
| County Boundary | Census Urban Areas | Greeley Urban Area |
| NFRMPO Planning Area | Eaton Urban Area | Johnstown Urban Area |
| | Fort Collins Urban Area | Severance Urban Area |

July 2023
Sources: US Census, CDOT, NFRMPO



The NFRMPO is responsible for three major initiatives: the planning-focused Unified Planning Work Program (UPWP), the short-range Transportation Improvement Program (TIP), and the long-range Regional Transportation Plan (RTP). Each of these plans and programs tie together to invest transportation dollars in Northern Colorado. Local plans, CDOT planning initiatives, and MPO and transit planning studies are funded through the UPWP, which can influence which projects are funded through the TIP process, all of which are incorporated into the long-range RTP. In addition, planning work from the NFRMPO is incorporated into statewide initiatives like the Statewide TIP (STIP) and the Statewide Transportation Plan (SWP). A schematic of this process is shown in **Figure 1-3**.

Figure 1-3: Planning Products Flowchart

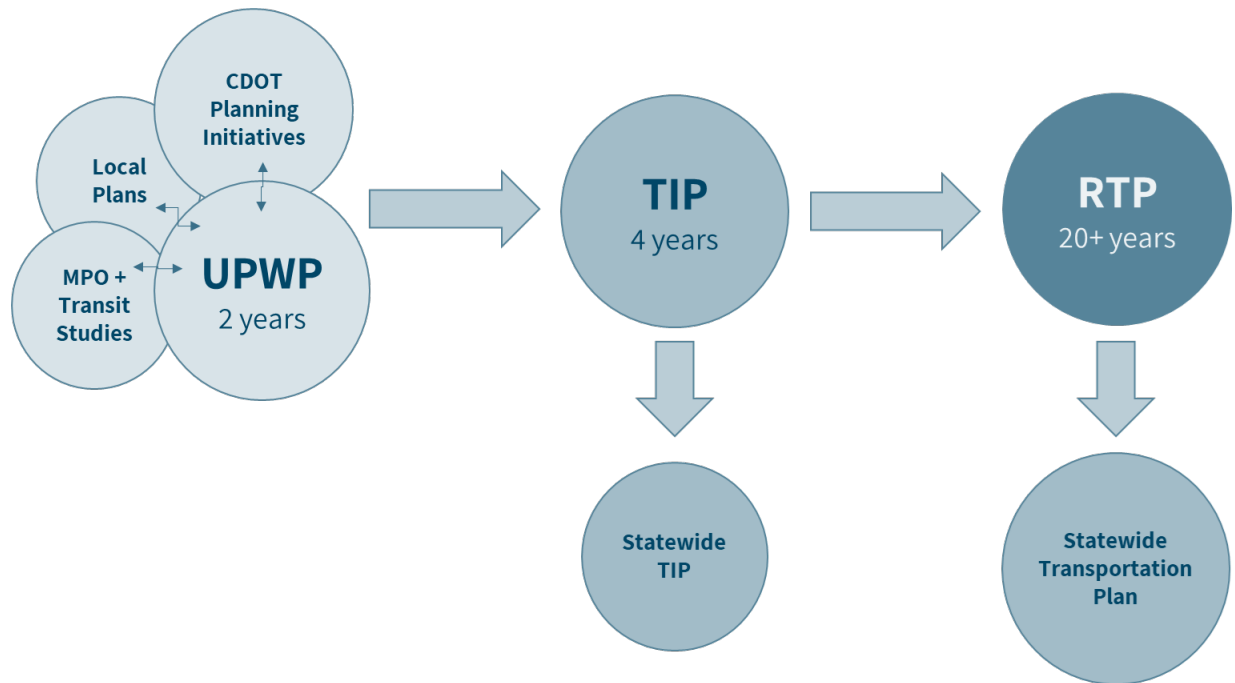


Image 1-2: Construction on 37th Street in the City of Evans. Image Credit City of Evans.



Regional Transportation Plan

Every four years, the NFRMPO engages stakeholders to develop a new long-range transportation plan for the region. The purpose of the RTP is to develop a program of projects and strategies based on identified goals and performance measures, expected population and job growth, available funding, and projects identified by local communities.

The 2050 RTP reflects the identified needs of local communities in a regional context because of stakeholder involvement. The finished product is a fiscally constrained plan, which means the projects identified in the preferred scenario must have reasonably anticipated funding.

What's in the Plan?

The RTP consists of four chapters: Planning Context; Trends; Scenarios and Visioning; and Funding and Financing.

- 1) **Planning Context** – what is important to contextualize the 2050 RTP?
- 2) **Trends** – what is happening today and what do we expect to happen in the future?
- 3) **Scenarios and Visioning** – how can we use the NFRMPO Regional Travel Demand Model (RTDM) and Land Use Allocation Model (LUAM) to better understand the future?
- 4) **Funding and Financing** – what projects can the region afford?

Other plans and documents have been prepared as part of the 2050 RTP effort, including the 2023 Congestion Management Process (CMP), 2021 Coordinated Public Transit/Human Services Transportation (Coordinated Plan), 2021 Active Transportation Plan (ATP), Freight Northern Colorado, and the Transportation Demand Management (TDM) Action Plan.

What Guides the Plan?

Stakeholders guided the work of the 2050 RTP: the Community Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Planning Council provided guidance. In addition, the NFRMPO attended meetings and events to discuss issues, concerns, and visions with the public.

The 2050 RTP is structured to address Federal and State legislation.

- **Federal transportation legislation** – With each new federal transportation authorization bill, additional requirements are added to the planning process. This plan follows federal regulations set out in 23 CFR § 450.306 and 49 CFR § 613.100 as updated by the Infrastructure Investment and Jobs Act (IIJA).
- **Federal air quality legislation** – The NFRMPO region is within the Denver Metro/North Front Range 8-Hour Ozone Nonattainment Area, meaning air quality is a major component of the long-range plan. This work is guided by the Clean Air Act Amendments of 1990.

- **Federal civil rights legislation** – Because the NFRMPO receives funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the NFRMPO is subject to the Civil Rights Act, Title VI, and executive orders related to environmental justice.
- **State legislation** – Senate Bill (SB)21-260 identified additional requirements for greenhouse gas reductions related to the transportation planning process for CDOT and MPOs in the State.

Planning Process

The NFRMPO develops its transportation plans and programs using the continuous, cooperative, and comprehensive (3C) planning process, as required by the Federal Highway Administration (FHWA) in [23 CFR § 450.306](#) and the Federal Transit Administration (FTA) in [49 CFR § 613.100](#). IIJA is the current comprehensive federal legislation addressing surface transportation and guides the long-range planning process.

IIJA maintains the 10 planning factors that must be addressed by the 3C metropolitan transportation planning process. The relationships between the [2050 RTP](#) and the planning factors are shown in

Table 1-1.

IIJA Planning Factors:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the **safety** of the transportation system for all motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility and mobility** of people and freight;
5. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote efficient **system management and operation**;
8. Emphasize the **preservation** of the existing transportation system.

9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance **travel and tourism**.¹

The new requirement for MPOs in IIJA/BIL to include the consideration of housing as a planning factor in the metropolitan transportation planning process has been determined to be a clarification of Planning Factor 5 and will be reflected in the NFRMPO's work as such.

This 2050 RTP is corridor-based, and the projects included are those analyzed during the determination of conformity with air quality regulations for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) budgets outlined in the Colorado State Implementation Plan (SIP). The vision plan is at the corridor-level. The Financial Plan builds on the currently adopted FY2023-2026 TIP as well as information provided by CDOT and local governments. A corridor based RTP provides greater flexibility for financial constraint and in project selection at the TIP level.

¹23 CFR 450.306: <https://www.gpo.gov/fdsys/granule/CFR-2011-title23-vol1/CFR-2011-title23-vol1-sec450-306>

Table 1-1: NFRMPO Planning Factors by Chapter or Section Number

Planning Factor	Chapter or Section Number										
	1	2-1	2-2	2-3	2-4	3-1	3-2	4-1	4-2	4-3	4-4
Economic Vitality	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Safety	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Security	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
Accessibility and Mobility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Environment	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Integration and Connectivity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
System Management and Operations	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Preservation	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Resiliency and Reliability	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Travel and Tourism	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes

Vision and Goals

Chapter 2, Section 3 expands on the region’s Goals, Objectives, Performance Measures, and Targets (GOPMT). The GOPMT was developed with input and guidance from the Community Advisory Committee (CAC) and Technical Advisory Committee (TAC) and builds on the consensus of priorities from the NFRMPO’s Planning Council.






Vision Statement

Ensure the multimodal transportation system in Northern Colorado is safe, socially and environmentally sensitive, and strengthens the region’s quality of life and economic vitality.

Goals and Objectives

The following five goals and objectives put into action the vision statement.

Table 1-2: NFRMPO Goals and Objectives

Goals	Objectives	Icons That Represent the Goals and Objectives
Safety	Reduce the number of roadway related fatalities and serious injuries within the region	
Regional Health	Improve economic development, residents’ quality of life, and air quality	
Mobility	Moves people and goods safely, efficiently, and reliably on a continuous transportation system	
Multimodal	Improve accessibility of and access to transit and alternative modes of transportation	
Operations	Optimize operations, planning, and funding of transportation facilities	

Related Plans, Studies, and Initiatives

The [2050 RTP](#) is the culmination of local and regional plans and builds upon State-level plans.

Local Plans

Since 2019, the following agencies have developed long-range and comprehensive plans. The plans included below may not be the only transportation-related plans. Links are provided to each plan and are valid as of Summer 2023.

- [Berthoud: 2021 Comprehensive Plan](#)
- Eaton: The Town of Eaton Comprehensive Plan
- [Evans: Evans Master Plan](#)
- [Fort Collins: Fort Collins City Plan](#)
- Greeley: 2045 Transportation Master Plan
- [Johnstown: 2021 Johnstown Area Comprehensive Plan](#)
- [Larimer County: Larimer County Transportation Master Plan](#)
- [LaSalle: Comprehensive Plan 2018](#)
- [Loveland: Connect Loveland Transportation Master Plan](#)
- [Milliken: Town of Milliken Comprehensive Plan](#)
- [Severance: Severance Transportation Plan](#)
- [Timnath: Comprehensive Plan](#)
- [Weld County: Weld County Transportation Plan 2045](#)
- [Windsor: Town of Windsor Transportation Master Plan](#)

NFRMPO Plans

- [NFRMPO Regional Active Transportation Plan](#)
- [NFRMPO Coordinated Public Transit/Human Services Transportation Plan](#)
- [NFRMPO Congestion Management Process](#)
- [FY2023-2026 Transportation Improvement Program \(TIP\)](#)
- [Transportation Demand Management \(TDM\) Action Plan](#)
- [LinkNoCo](#)

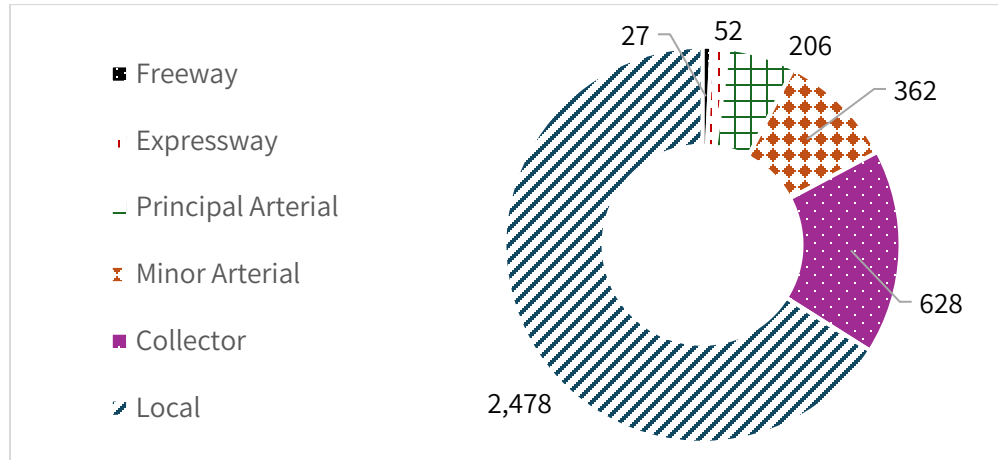
Statewide Plans

- Statewide Implementation Plan
- Colorado Freight Plan
- [Intercity Regional Bus Network Plan](#)
- Greenhouse Gas Reduction Roadmap
- [Statewide Transportation Plan](#)

Multimodal Transportation System

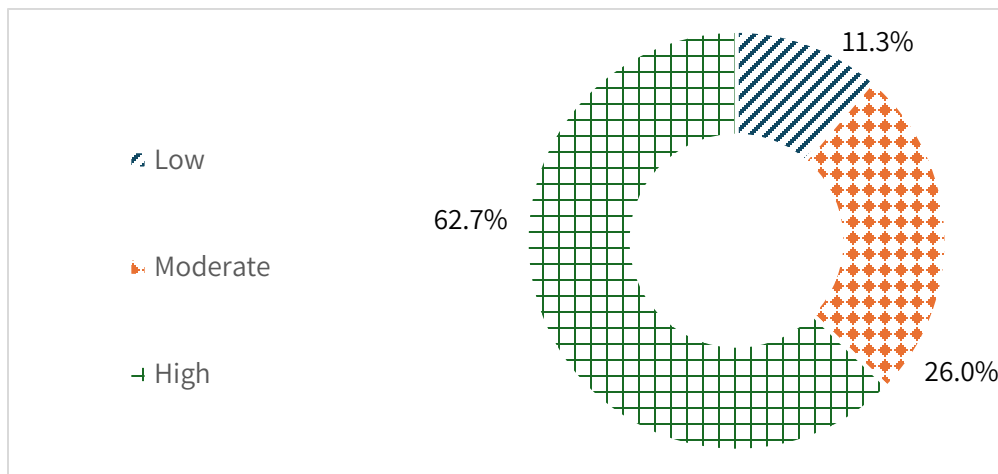
Region at a Glance

Figure 1-4: Centerline Miles by Functional Type



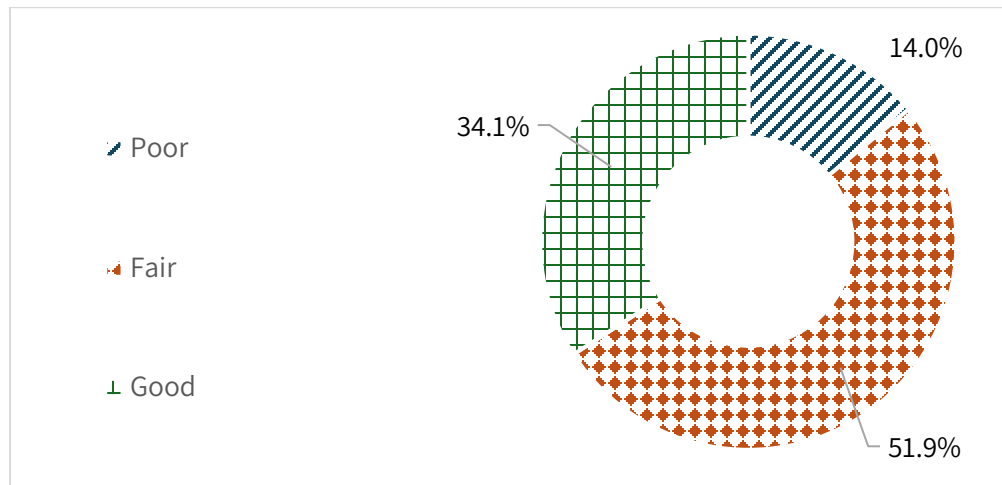
Local streets make up the majority of roadways in the NFRMPO region, followed by collectors, arterials, and expressways. I-25 is the only interstate in the region, while portions of US34, US287, and US85 make up the expressways. Each type of roadway serves a different purpose, from interstate travel to deliveries to commutes.

Figure 1-5: State Highway Drivability Life, 2022



CDOT collects data on the Drivability Life, similar to pavement condition, for State Highways. High Drivability Life denotes pavement in good condition, while Low Drivability Life denotes pavement that should be replaced sooner.

Figure 1-6: State Highway Bridge Condition, 2022



Bridges can be classified as poor, fair, and good. Poor bridges need to be replaced soonest, while good bridges do not need to be replaced. CDOT collects and reports this information for bridges on the State Highway system.

The System

The transportation network within the NFRMPO region includes a mix of roadways, transit systems, bicycle and pedestrian networks, railroads, and airports. A mixture of local governments, educational facilities, CDOT, non-profits, and private companies operate these complementary systems. As a result, the NFRMPO looks holistically at the transportation system across the region with a focus on accessibility, connectivity, and efficiency.

Roadways

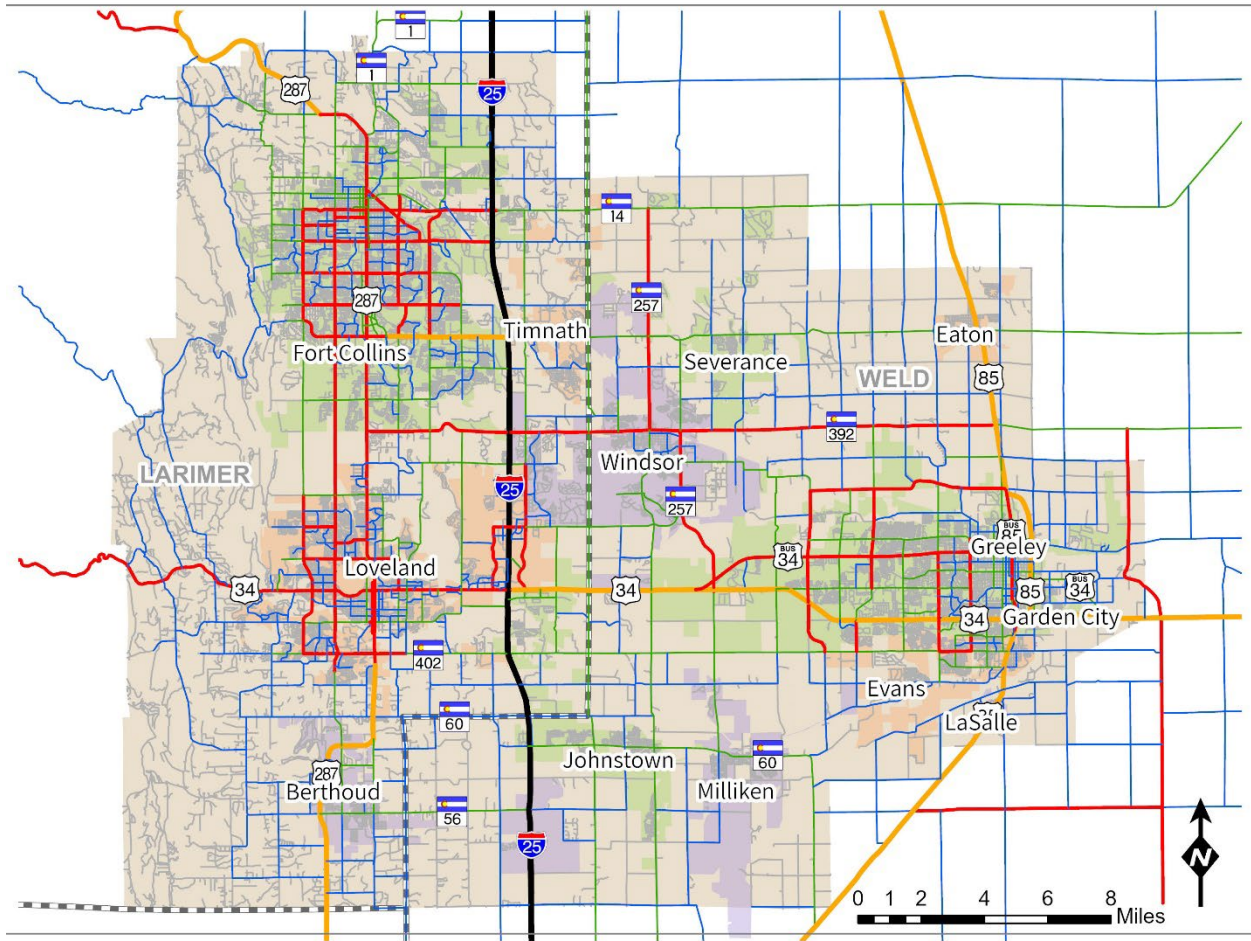
Roadways are organized into roadway types in the Regional Travel Demand Model (RTDM) based on their purpose and characteristics, known as functional classifications. CDOT maintains the functional classification system used to determine which roads are eligible for federal aid. Local governments may also maintain local functional class systems of their own, which may differ from CDOT. Roadway types from the RTDM are shown in **Figure 1-7**.

- **Interstate:** Routes which comprise the Interstate Highway system.
- **Freeway or Expressway:** Directional travel lanes, which tend to be separated by some type of physical barrier, and their access points are limited to on- and off- ramp locations or a very limited number of at-grade intersections.
- **Principal Arterial:** Serves major activity centers, high traffic volume corridors, and longest trip demands. Principal Arterials interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban areas.

- **Minor Arterial:** Collect and distribute traffic from principal arterials, freeways, and expressways to streets of lower functional classification and, in some cases, allow traffic to directly access properties.
- **Collector:** Serve traffic circulation in residential and commercial/industrial areas by distributing and channeling trips between Local Roads and Arterials.
- **Ramps:** Connections between controlled-access highways and the surrounding roadway network.
- **Frontage Roads:** Serve a specific purpose in providing local access adjacent to a freeway or expressway.

Local roads are represented by centroid connectors in the RTDM and are roads that connect collector roads and above to neighborhoods.

Figure 1-7: Roadway Types from RTDM



Legend

- | | | |
|----------------------|----------------------------------|------------------------|
| County Boundary | Functional Classification | 3 - Principal Arterial |
| NFRMPO Planning Area | 1 - Freeway | 4 - Minor Arterial |
| Local Roads | 2 - Expressway | 5 - Collector |

July 2023
Sources: CDOT, NFRMPO



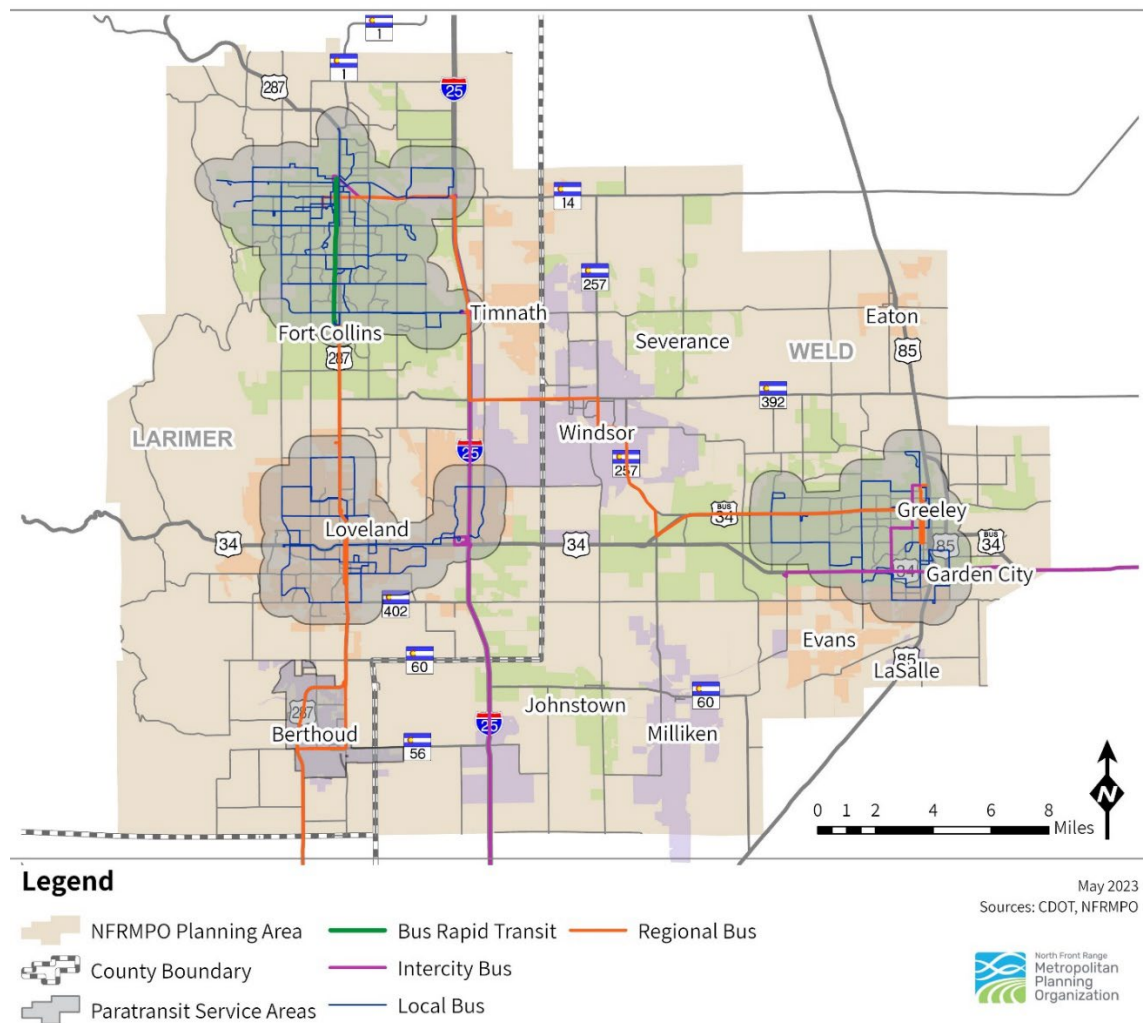
Figure 1-7 Additional Description: This map shows different roadway types within the NFRMPO boundary, with the different roadway types explained above in the preceding paragraphs. The roadway types are shown as different colors on the map, with black being freeway, yellow being expressway, red being principal arterial, green being minor arterial, and blue being collector.

Transit

Transit in the NFRMPO region is operated by local municipalities and CDOT and consists of bus and paratransit services. **Figure 1-8** shows the transit systems by service type: local bus service, intercity bus service, regional bus service, and local bus service. Local buses stop more often, operate in mixed-transit, and provide consistent service throughout the day.

- Intercity bus services connect multiple communities in multiple regions to major destinations with limited stops and limited schedules.
- Bus rapid transit provides frequent service, upgraded stations and amenities, and limited stops.
- Regional buses provide service across communities within the NFRMPO region with limited stops.
- Paratransit provides complementary service for individuals with disabilities within 3/4-mile of a fixed-route service.

Figure 1-8: Transit Service Types



Transfort

Transfort is the City of Fort Collins’s transit service and the largest provider in the NFRMPO region, providing local and regional fixed-route services, bus rapid transit (BRT), school-subsidized routes, and paratransit. Transfort operates 23 routes Monday through Saturday.

Some routes operate for school trips or late-night service only. Transfort has operated fare-free since the beginning of the COVID-19 pandemic.

Paratransit service is contracted through the Dial-a-Ride program. The Dial-a-Ride program provides door-to-door paratransit to individuals who meet minimum service requirements of the ADA. Riders pay \$2.50 per one-way trip. Rides can be booked between 24 hours and 14 days in advance. In addition to Dial-a-Ride, Transfort Dial-a-Ride users can use Dial-a-Taxi. Dial-a-Taxi uses \$5310 funds to provide ADA Paratransit-eligible riders the ability to use a taxi for eligible rides both inside and outside the service area.

FLEX: Transfort operates the FLEX service along US287 and SH119 in Larimer and Boulder counties with financial support from CDOT, Fort Collins, Loveland, Berthoud, Boulder County, Longmont, Colorado State University (CSU), and the University of Colorado at Boulder.

Monday through Saturday, the FLEX service operates two routes:

- Fort Collins to Longmont, runs from the South Transit Center (STC) in Fort Collins to Loveland, Berthoud, and Longmont with local stops along the way; and
- Fort Collins to Boulder, runs from the Downtown Transit Center in Fort Collins along the MAX guideway to the STC, then makes express stops in Loveland, Longmont, and along the Diagonal Highway (SH119) to Boulder.

MAX: MAX is the first BRT route operating in Northern Colorado along the six-mile Mason Corridor. MAX uses a mix of city streets and a fixed-guideway (dedicated transit lanes) adjacent to the BNSF Railroad, limited stops, upgraded station amenities, and transit signal priority to create a more rapid bus service that is competitive with driving. Extensions to MAX are under study. MAX buses stop at dedicated stations with passenger information displays, ticket vending machines, and artistic shelters.

Image 1-3: A MAX bus at a station in the City of Fort Collins. Image credit City of Fort Collins Flickr.



Greeley Evans Transit

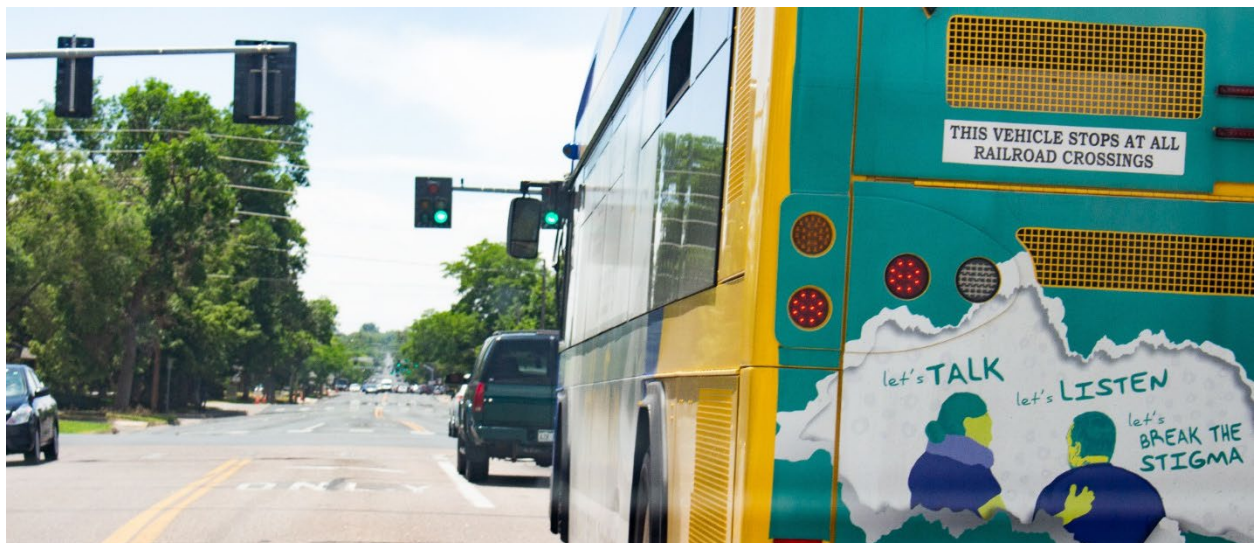
The City of Greeley operates transit with support from the City of Evans and the Town of Garden City through purchase of service agreements. Greeley Evans Transit (GET) operates a variety of services, including fixed-route, paratransit, and Call-N-Ride. GET has seven routes, including the UNC Boomerang. Service is provided Monday through Saturday. Fares cost \$1.50 per trip.

Paratransit service provides door-to-door service for persons who qualify under the ADA. Service is provided Monday through Saturdays. Outside of operating hours, GET provides a Call-N-Ride service Monday through Saturday, after regular fixed-route service ends, until 9:00 p.m. and on Sunday from 7:45 a.m. to 1:45 p.m. Paratransit trips cost \$3.

Poudre Express

GET operates the Poudre Express between Fort Collins, Windsor, and Greeley, with financial support from Fort Collins, Windsor, CSU, and Greeley. The Poudre Express operates between Colorado State University and the Greeley Regional Transportation Center, with additional stops at the Harmony Transfer Center, three stops within Windsor, and stops along 10th Street and the University of Northern Colorado (UNC) in Greeley.

Image 1-4: A Poudre Express bus driving on the road. Image credit NFRMPO Staff.



City of Loveland Transit (COLT)

City of Loveland Transit (COLT) provides fixed-route service and paratransit within Loveland. The Loveland Public Works Department operates the fixed-route system from Monday through Saturday. Service operates on five routes, one running to each quadrant of the city and one operating along US287.

Paratransit service operates within $\frac{3}{4}$ -miles of a fixed-route service, and riders may use a Dial-a-Ride or Dial-a-Taxi service. Dial-a-Ride must book the ride between 14 days to 24-hours in advance and must be ADA Paratransit eligible. Dial-a-Taxi is a program using Federal Transit Administration (FTA) §5310 funds to provide ADA Paratransit-eligible users the ability to use a taxi for eligible rides inside and outside of the COLT service area.

Image 1-5: A COLT bus driving down the road. Image credit COLT.



CDOT/Bustang

CDOT operates Bustang service which provides transit connectivity across Colorado. Bustang operates three routes out of Denver Union Station, including the North Line that connects the Downtown Transit Center and Harmony Road Transfer Center in Fort Collins and the Loveland/Greeley Park-n-Ride to Downtown Denver. Bustang Outrider provides additional services from some cities to smaller and more rural towns and cities. As of 2023, there is a three-day-a-week service between Sterling and Greeley.

The North Line runs daily, seven round trips Monday through Friday; the RamsRoute, which runs when CSU is in session with a trip from the CSU Transit Center to downtown Denver on Fridays and returning on Sundays; and two roundtrips per day on Saturdays and Sundays.

Image 1-6: A CDOT Bustang bus driving down the road. Image credit NFRMPO Staff.



In 2022, CDOT inaugurated a new Bustang Outrider service, connecting Sterling in Logan County to Greeley and Denver. The bus also connects to the Fort Morgan Amtrak station, providing additional connections to the national railroad network. The service stops at the UCHealth Greeley Campus, North Colorado Medical Center, and the Greeley Regional Transportation Center. Service is provided to Greeley on Monday, Wednesday, and Friday; Tuesday and Thursday, the service operates to Denver.

BATS

The Berthoud Area Transportation System (BATS) provides demand-response service within the Berthoud town limits throughout the week and operates fixed trips on certain days of the week. On Mondays, BATS transports riders to Longmont between 8:00 a.m. and 11:30 a.m. Tuesday through Friday, BATS transports riders to Loveland between 8:00 a.m. and 11:30 a.m., with additional service to Loveland on Thursday between 11:30 a.m. and 3:00 p.m.

Volunteer and Demand Response Services

In addition to the municipally operated services previously described, various human service, volunteer, and demand-response services provide service to older adults, individuals with disabilities, and others in need of transportation.

- **60+ Ride:** 60+ Ride is a volunteer transportation service in Weld County. 60+ drivers use their own vehicles to provide mobility to seniors over the age of 60.
- **Heart&SOUL Paratransit:** Heart&SOUL Paratransit specializes in transportation for older adults and adults with disabilities in Larimer and Weld counties. Heart&SOUL provides customized transportation, including door-through-door services and works with numerous hospices, living facilities, as well as major local hospitals.

- **RAFT:** RAFT is a volunteer transportation non-profit offering door-to-door, on-demand services to eligible seniors (60+) and adults (18+) with disabilities residing within the Berthoud Fire Protection District (BFPD). Trips are made from the BFPD to Berthoud, Loveland, and Longmont.
- **SAINT:** SAINT is a volunteer transportation service within, but not between, Fort Collins and Loveland. SAINT drivers use their own vehicles to provide mobility to seniors over 60 and adults (18+) with disabilities.

VanGo™

VanGo™ is a vanpooling program administered by the NFRMPO, where commuters beginning and ending in similar locations share a van. Vanpool members pay a monthly fee which covers the cost of the program, fuel, maintenance, and insurance. Tolls and parking are covered by the commuters themselves. The VanGo™ fares are calculated using a zone system. Fares are computed according to the distance between zones of origin and destination in the vanpool's route.

Intercity Travel

Express Arrow

Express Arrow provides service between Buffalo, Wyoming and Denver. The daily service travels through Greeley, providing daily service between Greeley and Denver, and Cheyenne, Casper, and Buffalo, WY. The service leaves Greeley going north at 2:20 p.m. and heads south at 2:35 p.m. Tickets between Denver and Greeley cost \$32. Tickets between Cheyenne and Greeley cost \$31. More information is available at <http://expressarrow.com/>

El Paso – Los Angeles Limousine Express

The El Paso – Los Angeles Limousine Express, Inc., operates in the US85 corridor and has two departures per day from Greeley to Denver. The ultimate destinations for these services are Albuquerque, New Mexico and El Paso, Texas. The charge for a one-way fare is \$15.00 for adults and \$10.00 for children. More information is available at <http://www.eplalimo.com/>

Greyhound

Greyhound does not operate its own service within the NFRMPO region. Instead, Greyhound provides information on its website about Bustang and Express Arrow. This improves information for riders and can make it easier to book longer distance bus services.

Connections to Denver International Airport (DEN)

Landline and Groome Transportation provide transportation to Denver International Airport from locations throughout Northern Colorado. Both services use the Northern Colorado Regional Airport (FNL) as a hub, including parking, check-in, and other services. Landline also codeshares with United.

Active Transportation

Facilities identified in the [2021 ATP](#) include sidewalks, off-street shared-used paths, on-street bicycle lanes, and on-street bicycle routes. The following are common definitions of these facilities:

- **Sidewalk-** Hard-surface paths providing space intended for pedestrian travel within the public right-of-way and separated from motor vehicle traffic by a curb, buffer, or curb with buffer. Sidewalks often also serve bicyclists.
- **Shared-Use Path-** Typically distinguished from sidewalks by having a consistent width of eight feet or greater that allows for two-way travel or passing by different types of users (foot traffic, wheelchair users, bicyclists, roller skaters, etc.). Shared-use paths (often referred to as trails or multi-use paths) are sometimes characterized by more separation from traffic than sidewalks. Shared-use paths can be paved (hard surface) or unpaved (soft surface). The NFRMPO inventory only includes all hard-surface paths and some soft-surface paths where information is available.
- **Bicycle Lane-** A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists. Bike lanes can have physical barriers (bollards, medians, raised curbs, etc.) that restrict the encroachment of vehicle traffic.
- **Bicycle Route** – Streets with low motorized traffic volumes and speeds, designated and designed for bicycle safety, comfort, and connectivity. Bicycle routes typically use signs, pavement markings, speed and volume management measures, and enhanced bicycle crossings of busy streets.

Image 1-7: Participants are walking in a walk audit along the Great Western Trail. Image credit NFRMPO Staff.



Mileage by bicycle facility type shown in **Table 1-3** were identified in the NFRMPO [2021 ATP](#). Bicycle routes were omitted because they are defined differently across communities.

Table 1-3: Active Transportation Facilities

	Sidewalks	Shared-Use Paths and Trails	Bike Lanes and Bikeable Shoulders
Total Miles	2,845.3	250.6	783.3

Counter Locations

Several agencies and organizations in the NFRMPO region and CDOT document active transportation facility performance through permanent counting devices. **Figure 1-9** shows the permanent count devices installed along the Regional Active Transportation Corridors (RATCs) and on local trails. There are currently 45 devices installed permanently across the active transportation network, 21 of which are located on RATCs. There are also several temporary counters placed periodically at strategic locations to collect short-duration counts.

Monitoring trail usage helps the NFRMPO member agencies understand local and regional active transportation travel patterns and how they are impacted by factors such as temperature, precipitation, time of day, special events, and weekdays vs. weekends. Many of the counters in the region distinguish between pedestrians and bicyclists and capture direction of travel and speed. Others simply capture total volume.

Currently, staff from Colorado Parks & Wildlife (CPW), CSU, the Great Western Trail Authority, Fort Collins, Greeley, Loveland, Windsor, Larimer County, and the NFRMPO all monitor active transportation travel patterns using permanent and/or temporary counters. CDOT also operates a counter in the region and has purchased access to the Strava Metro dataset of bicycle and pedestrians travel patterns from the users of the Strava app. This data is especially

helpful in identifying popular routes among recreational cyclists. Additionally, the City of Fort Collins recruits volunteers to conduct manual counts of active transportation travelers throughout the City.

Figure 1-9: Permanent Counters in NFRMPO Region

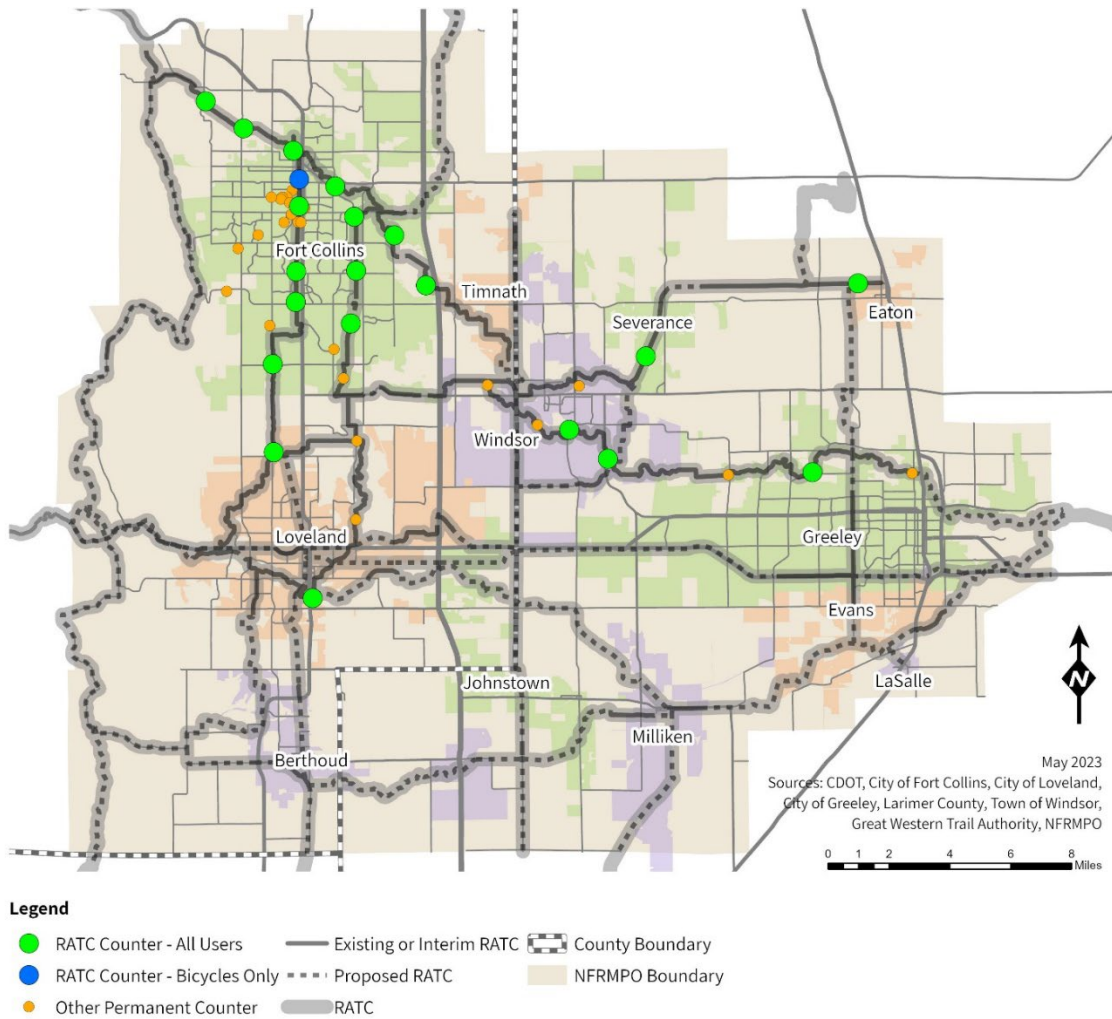


Figure 1-9 Additional Description: The map above shows the locations of permanent counters in the NFRMPO region. Green circles depict RACT counters for all users, blue circles depict RATC counters for bicycles only, and orange circles depict all other permanent counters. The preceding paragraphs go into further detail on counters.

Regional Corridors

The NFRMPO’s role in transportation planning is to focus on corridors that connect across communities and can act as the regional backbone for local connections. To this end, the NFRMPO has developed Regionally Significant Corridors (RSCs), Regional Transit Corridors

(RTCs), and Regionally Active Transportation Corridors (RATCs). These regional corridors were adopted by the Planning Council on July 7, 2022. Vision plans were developed for each of these corridors, shown in **Chapter 3**.

Regionally Significant Corridors

RSCs consist of roadways that meet the following criteria:

- The roadway is eligible to receive federal aid,
- The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2050,
- Segments of roadway that do not yet exist or are not currently federal-aid eligible have improvements planned by 2050,
- The roadway serves regional traffic as determined by local knowledge.

Implementation of the RSCs is undertaken by local communities and CDOT. RSCs are shown cartographically in **Figure 1-10** and in table form in **Table 1-4**.

Figure 1-10: Regionally Significant Corridors (RSCs)

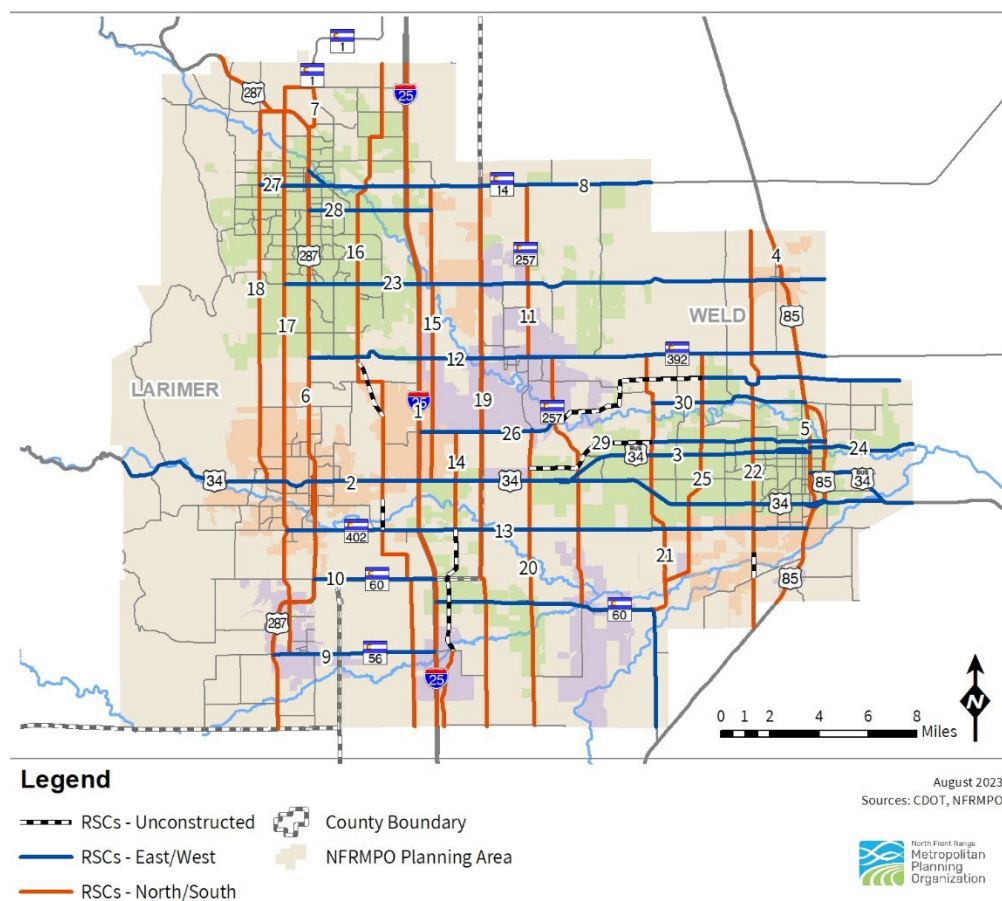


Table 1-4: Regionally Significant Corridors (RSCs)

Corridor	Name
RSC-1	I-25
RSC-2	US34
RSC-3	US34 Business
RSC-4	US85
RSC-5	US85 Business
RSC-6	US287
RSC-7	SH1
RSC-8	SH14
RSC-9	SH56
RSC-10	SH60
RSC-11	SH257
RSC-12	SH392
RSC-13	SH402/Freedom Parkway
RSC-14	LCR3/WCR9.5
RSC-15	LCR5
RSC-16	LCR7 / LCR9 / Timberline Rd
RSC-17	LCR17 / Shields St / Taft Ave / Berthoud Pkwy
RSC-18	LCR 19 / Taft Hill Rd / Wilson Ave
RSC-19	WCR13
RSC-20	WCR17
RSC-21	WCR27 / 83rd Ave / Two Rivers Pkwy
RSC-22	WCR35 / 35th Ave
RSC-23	WCR74 / Harmony Road
RSC-24	8th St
RSC-25	59th Ave / 65th Ave
RSC-26	Crossroads Blvd / WCR66
RSC-27	Mulberry St
RSC-28	Prospect Road
RSC-29	4th St
RSC-30	O Street

Regional Transit Corridors

RTCs are categorized by type of service and include:

- **Premium Transit Analysis** (LinkNoCo) – corridors recommended by the NFRMPO’s North Front Range Premium Transit Analysis, also known as LinkNoCo
- **Existing Service** – these regional services already exist but will provide additional frequency and improved infrastructure
- **Local Priorities** – services that do not currently exist but are important to local communities or do not fit into other categories
- **Front Range Passenger Rail** – potential corridors for the Front Range Passenger Rail, currently under study by the Front Range Rail District and CDOT

Implementation of RTCs will be in partnership with local transit agencies, municipalities, and CDOT. RTCs are shown in **Figure 1-11** and **Table 1-5**.

Figure 1-11: Regional Transit Corridors (RTCs)

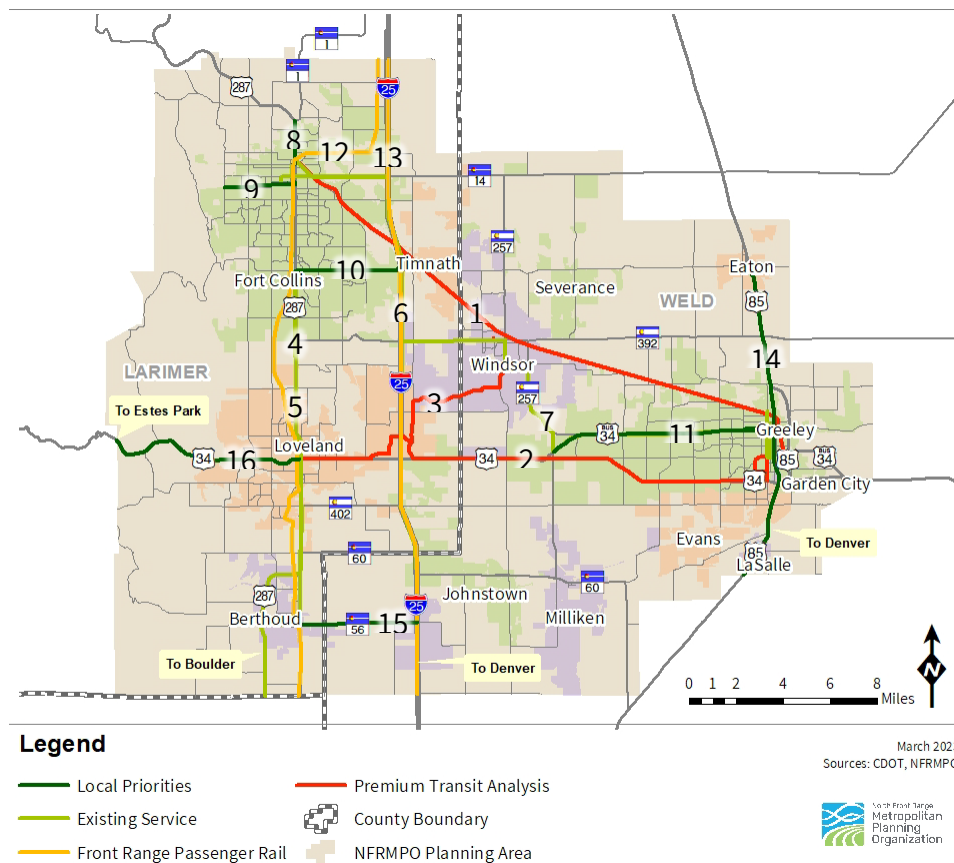


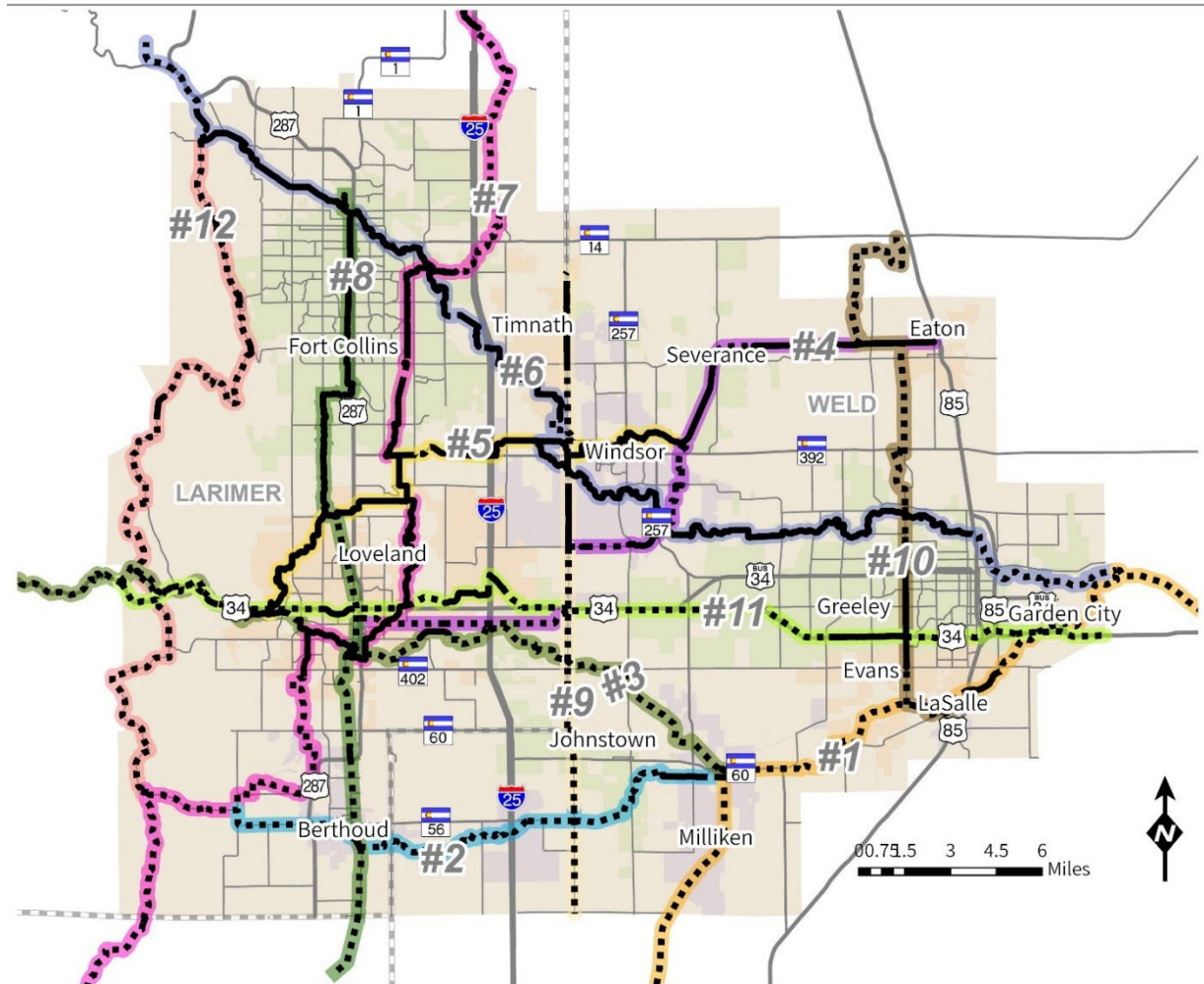
Table 1-5: Regional Transit Corridors (RTCs)

Corridor	Category	Name
RTC-1	Premium Transit Analysis	Great Western
RTC-2	Premium Transit Analysis	US34
RTC-3	Premium Transit Analysis	Loveland to Windsor
RTC-4	Existing Service	FLEX Express
RTC-5	Existing Service	FLEX Local
RTC-6	Existing Service	Bustang
RTC-7	Existing Service	Poudre Express
RTC-8	Local Priority	North College MAX
RTC-9	Local Priority	West Elizabeth MAX
RTC-10	Local Priority	Harmony Road MAX
RTC-11	Local Priority	34 Business Premier Transit
RTC-12	Front Range Rail	Front Range Passenger Rail - US287
RTC-13	Front Range Rail	Front Range Passenger Rail - I-25
RTC-14	Local Priority	US85 Transit Service
RTC-15	Local Priority	SH56 Transit Service
RTC-16	Local Priority	US34 West Loveland to Estes Park

Regional Active Transportation Corridors

RATCs were initially adopted as part of the 2013 Regional Bike Plan and have acted as the backbone for trail planning. The RATCs are predominantly off-street facilities that link multiple communities and provide safe and strategic local connections. In some cases, the RATCs are on-street facilities and may include bicycle lanes or side paths. RATCs serve a mix of recreational, commuter, and casual trips by walking, biking, and rolling. The NFRMPO works with local communities and the NoCo Bicycle and Pedestrian Collaborative to implement the RATCs. RATCs are shown in **Figure 1-12** and **Table 1-6**.

Figure 1-12: Regional Active Transportation Corridors (RATCs)



May 2023
Sources: CDOT, NFRMPO  North Front Range Metropolitan Planning Organization

Legend

- | | | |
|--|--|--|
|  Existing or Interim Alignment |  4: Great Western/Johnstown/Loveland |  9: Johnstown/Timnath |
|  Proposed Alignment |  5: North Loveland/Windsor |  10: Eaton/LaSalle |
|  1: South Platte/American Discovery Trail |  6: Poudre River Trail |  11: US34 Parallel |
|  2: Little Thompson River |  7: Front Range Trail West |  12: Carter Lake/Horsetooth Foothills |
|  3: Big Thompson River |  8: BNSF Fort Collins/Berthoud | |

Table 1-6: Regional Active Transportation Corridors (RATCs)

Corridor	Name
RATC-1	South Platte/American Discovery Trail
RATC-2	Little Thompson River
RATC-3	Big Thompson River
RATC-4	Great Western/Johnstown/Loveland
RATC-5	North Loveland/Windsor
RATC-6	Poudre River Trail
RATC-7	Front Range Trail (West)
RATC-8	BNSF Fort Collins/Berthoud
RATC-9	Johnstown/Timnath
RATC-10	Eaton/LaSalle
RATC-11	US 34 Non-Motorized
RATC-12	Carter Lake/Horsetooth Foothills Corridor

Airports

The NFRMPO works with but does not have jurisdiction over the two airports within the region.

Northern Colorado Regional Airport

The Northern Colorado Regional Airport, known as FNL, is a nonprimary commercial service airport located between and governed by Fort Collins and Loveland². The airport has previously had commercial air service provided by Avelo, most recently between 2021 and 2022. United, Landline, and Groome Transportation provide bus and shuttle services to Denver International Airport. A new terminal with two gates will be constructed and is expected to open in 2024.

FNL has also partnered with the Federal Aviation Administration (FAA) on the development of a remote air control tower³. The remote air control tower will use both satellite-based aircraft surveillance technology and ground-based video technology. It is hoped that the remote air control tower will expand commercial services at the airport.

Greeley-Weld County Airport

The Greeley-Weld County Airport, known as GXY, is a regional general aviation airport east of downtown Greeley. The airport is equipped with Very High Frequency (VHF) Omni-Directional Range (VOR), Instrument Landing System (ILS), Global Positioning Satellite (GPS), Precision

² 2023 List of NPIAS Airports: <https://www.faa.gov/sites/faa.gov/files/2022-10/ARP-NPIAS-2023-Appendix-A.pdf>. Accessed April 17, 2023.

³ Colorado Remote Tower Project: <https://www.codot.gov/programs/remotetower>. Accessed April 17, 2023.

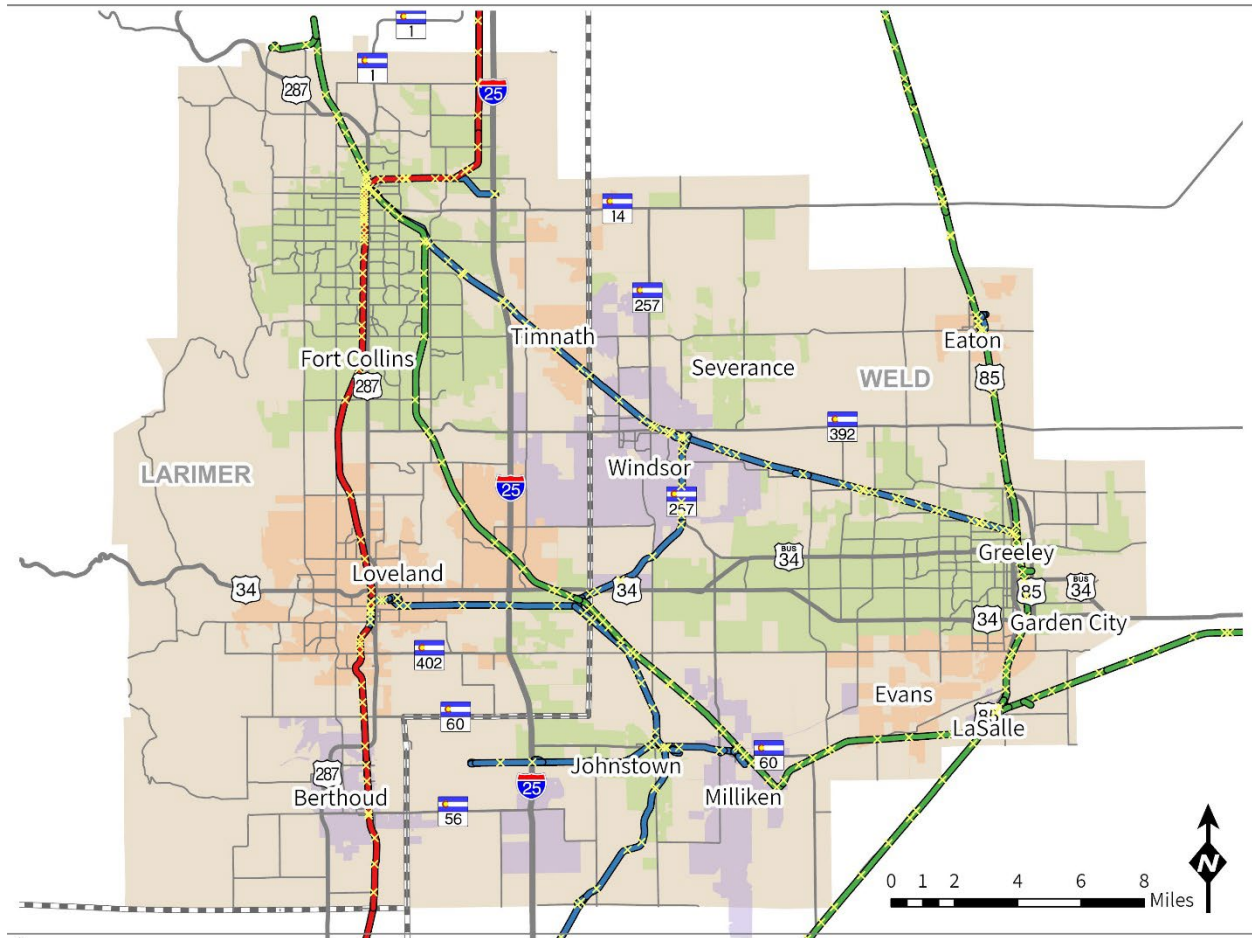
Approach Path indicators (PAPI), Visual Approach Slope Indicators (VASI) and Non-Directional Radio Beacon (NDB) as navigation aids.

The airport serves helicopter, military, jet, and general aviation aircraft. According to the CDOT Colorado Division of Aeronautics Economic Impact Study, activity from GXY employed 926 people with a total annual economic impact of \$125.13M. The airport is nearly ten years into a 20-year master plan from 2014 and will be updating it in the near future. The plan provides a 20-year planning period covering the extent and schedule of development needed to accommodate existing and future aviation demand.

Railroads

The NFRMPO region is served by two Class I railroads, the Union Pacific (UP) Railroad and the BNSF Railway, and a shortline railroad, the Great Western Railway of Colorado. In total, the NFRMPO region has approximately 161 miles of active railroad and approximately 409 at-grade crossings. Railroad ownership and grade crossings are shown in **Figure 1-13**. Quiet zones have been added in Windsor and Greeley.

Figure 1-13: Railroad Companies



Legend

- County Boundary
- NFRMPO Planning Area
- At-Grade Railroad Crossings
- BNSF Railway
- Great Western Railroad
- Union Pacific Railroad

May 2023
Sources: CDOT, NFRMPO



Figure 1-13 Additional Description: The map above shows the locations of different railroad companies in the NFRMPO region as well as where at-grade railroad crossings are. Red lines are BNSF railways, blue lines are Great Western railways, and green lines are Union Pacific railways. Yellow X's show where at-grade railroad crossings are. The preceding paragraph provides additional context on railroads in the NFRMPO region.

Equity Areas

The NFRMPO strives to ensure all members of the community have equal access to the resources and information developed by the North Front Range Metropolitan Planning Organization (NFRMPO). The NFRMPO has implemented policies and practices to address environmental justice within the transportation planning process, including the development

of an [Environmental Justice Plan](#) in 2021. Between 2021 and 2023, additional guidance from the United States and State of Colorado governments have been enacted to continue to address equity and ensure the benefits of transportation related investments are shared and burdens dispersed equally throughout the region. There are three leading initiatives at the federal and state level which guide equity planning within the NFRMPO: Justice40, Disproportionately Impacted (DI) Communities, and Environmental Justice (EJ) which are explored further in the following sections.

Justice 40

The Justice40 initiative was created in 2021 by *Executive Order 14008, Tackling the Climate Crisis at Home and Abroad*. Justice40 sets a goal of 40 percent of the benefits of certain federal investments flowing to disadvantaged communities.

“Through Justice40, the United States Department of Transportation (USDOT) will work to increase affordable transportation options, that connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state and territory in the country.

The initiative allows USDOT to identify and prioritize projects that benefit rural, suburban, tribal, and urban communities facing barriers to affordable, equitable, reliable, and safe transportation. Through Justice40, USDOT will also assess the negative impacts of transportation projects and systems on disadvantaged communities and will consider if local community leaders have been consulted in a meaningful way during the project’s development.”⁴

Justice40 census tracts are determined using demographic and environmental data to reflect disadvantage. Justice40 Disadvantaged Communities are identified based on an index of five component areas: transportation insecurity, environmental burden, social vulnerability, health vulnerability, and climate and disaster risk. Each of these components are summed into an Overall Score. A census tract will be considered disadvantaged if the overall index score places it in the 65th percentile or higher of all US census tracts.

More information about the Justice40 initiative can be found on the USDOT website:

<https://www.transportation.gov/equity-Justice40>

⁴ Justice40, 2023. <https://www.transportation.gov/equity-Justice40> (Accessed 3/27/2023)

Disproportionately Impacted (DI) Communities

Disproportionately Impacted (DI) communities were established through *Colorado House Bill (HB) 21-1266: Environmental Justice Disproportionate Impacted Community*, which was passed in 2021 and revised under HB 23-1233 in 2023. Colorado law defines a DI community as census block groups where:

- More than 40 percent of the population are low-income (meaning that median household income is at or below 200 percent of the federal poverty line)
- 50 percent of the households are housing cost-burdened (meaning that a household spends more than 30 percent of its income on housing costs like rent or a mortgage)
- 40 percent of the population are people of color (including all people who do not identify as non-Hispanic white)
- 20 percent of households are linguistically isolated (meaning that all members of a household that are 14 years old or older have difficulty with speaking English)
- Census block groups that experience higher rates of cumulative impacts, which is represented by an EnviroScreen Score (Percentile) above 80⁵.

The EnviroScreen Score is calculated using the 35 indicators which are grouped into two broad categories: Health & Social Factors and Pollution & Climate Burden. More information about the EnviroScreen indicators and a mapping tool created to view DI Communities in Colorado can be found at <https://cdphe.colorado.gov/enviroscreen>.

Environmental Justice

Environmental Justice (EJ) is ensuring disadvantaged populations do not face higher and more adverse impacts of public programs or projects than the rest of the population. There are three major principles of EJ, as outlined in *Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations (1994)*:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Environmental Protection Agency (EPA) defines EJ as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to

⁵ Colorado EnviroScreen, 2023. <https://cdphe.colorado.gov/enviroscreen> (Accessed 6/8/2023)

the development, implementation, and enforcement of environmental laws, regulations, and policies.” Federal Highway Administration (FHWA) expands on this definition by adding EJ “identif[ies] and address[es] disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.”⁶

NFRMPO EJ areas are determined using American Community Survey (ACS) five-year averages at the census block group level. Using this data, a regional average for people who identify as minority and low-income households is calculated. Each census block group in the region is then determined to be EJ if it exceeds the regional average for minority, low-income, or both. Unlike Justice40, which compares each census tract to all census tracts across the US, and the EnviroScreen tool which compared census block groups across the state of Colorado, the EJ areas calculated by the NFRMPO is a focused regional analysis. Comparing census block groups to a regional average allows for a more granular look that the areas in need within the NFRMPO region.

More information about EJ at the NFRMPO please view the [2021 EJ Plan](https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan.pdf):
<https://nfrmpo.org/wp-content/uploads/2021-environmental-justice-plan.pdf>

Equity Index

The NFRMPO has created an Equity Index of census block groups within the NFRMPO area which qualify as disadvantaged based on one or more of these equity areas. The Equity Index map illustrates the census block groups in the region which qualify as disadvantaged based on the overall Justice40, DI Community, or EJ definitions. Each qualifying census block group is given a score of one to three based on if it qualifies under one or more definition. The Equity Index allows for the NFRMPO to look more holistically at the disadvantaged areas within the region during the planning process to ensure the benefits of implemented projects are dispersed equally throughout the region.

The equity index is utilized through the NFRMPO’s Call for Projects which awards Federal and State funding to NFRMPO local agency transportation projects. Considerations for equity are a requirement for prioritization of projects and determination of project funding under the evaluation criteria for all funding programs per the guidance of Federal and State funding programs and NFRMPO priorities. Equity analysis is conducted on a project level. The Equity Index allows the NFRMPO to identify which projects are located within or will directly impact disadvantaged communities within the region. In addition to identifying projects which are located within Equity Index areas, through the Equity Analysis included in the NFRMPO Call for

⁶ Environmental Justice, 2022. https://www.fhwa.dot.gov/Environment/environmental_justice/ (Accessed 3/27/2023)

Projects and the Transportation Improvement Program (TIP), project sponsors are required to document the benefits and burdens anticipated with the project both in the short term (during construction) and long term (post construction). Project sponsors must also document outreach activities related to the project during the project identification and implementation phases.

The NFRMPO created the Equity Resources ArcGIS Storymap to help explore the differences between the equity areas identified in this section and the specific impacts Justice40, DI communities, and EJ have on planning work at the NFRMPO. The Storymap also offers interactive online maps and references. In addition to providing maps and references, the Equity Resources Storymap will be updated as new data is released. View the Storymap at <https://arcg.is/1bjfC4>

Image 1-8: A screenshot showing the Equity Resources ArcGIS Storymap.

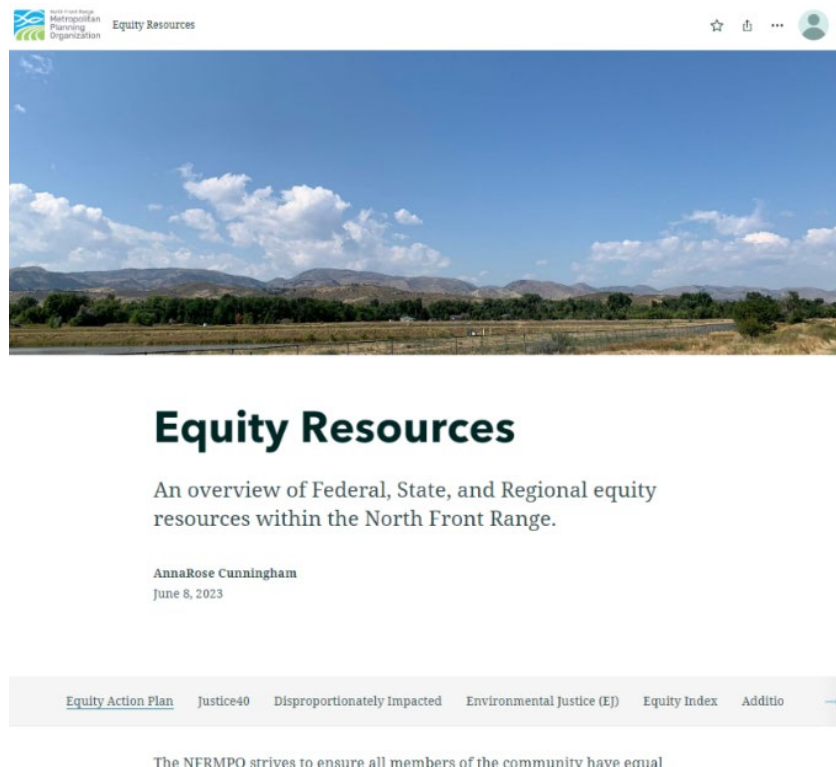


Figure 1-14 illustrates the areas within the region which qualify under one or more equity areas as outlined in the sections of this document.

Figure 1-14: Equity Index Areas in the NFRMPO, 2023

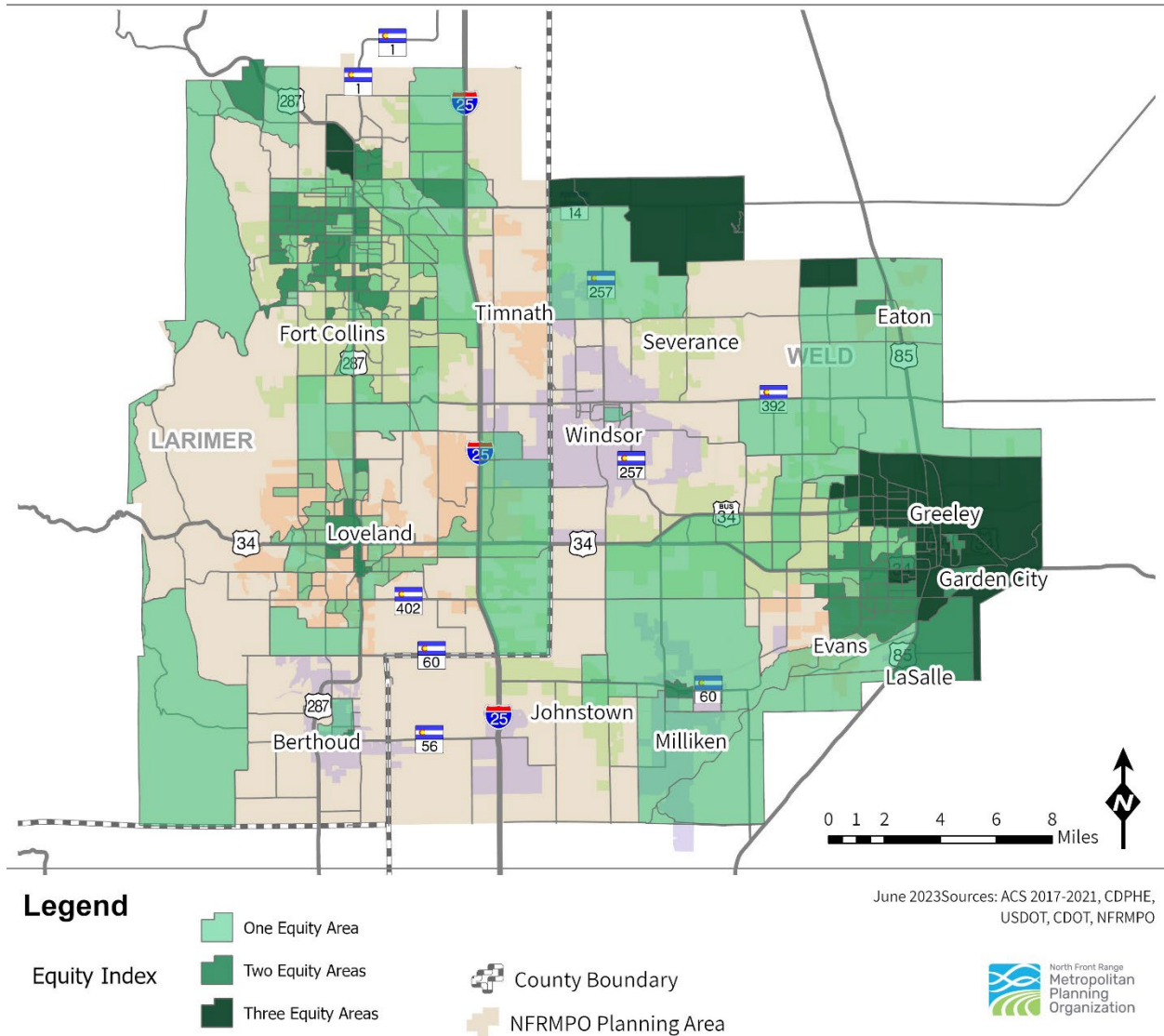


Figure 1-14 Additional Description: The map above depicts the equity index areas within the NFRMPO region. Areas shown in the lightest green color include one equity index. Areas shown in the middle shade of green include two equity indexes. Areas shown in the darkest green color include three equity indexes. Parts of the NFRMPO region that have three equity indexes include Greeley, Garden City, the northern portion of Fort Collins, northwest of Eaton, and north of Severance.

Amendment Process

The NFRMPO updates the RTP every four years as required by federal law for all air quality nonattainment and maintenance areas; however, between RTP updates, amendments to the RTP may be necessary. Amendments can be prompted by new regionally significant projects,

as defined in **Chapter 4**, or by substantially modified project scopes. A Plan Amendment could also be necessary if substantial changes in financial resources occur, which were not anticipated during the 2050 RTP development process.

To initiate a Plan Amendment, a local agency, Colorado Department of Transportation (CDOT) or the federal government provides information to the NFRMPO outlining the specific amendment request along with a clear justification for the amendment and/or the source of the new funding. NFRMPO staff review the request and determine how the request should be processed, either as a Modification to the RTP or an Amendment to the RTP.

- Modifications can be processed by NFRMPO staff and include minor updates, clarifications, or edits not requiring air quality conformity.
- Amendments are more major updates to the 2050 RTP, may require GHG and conformity analyses, and must be approved by USDOT.

The Technical Advisory Committee (TAC) and NFRMPO Planning Council approve all Amendments prior to submission to CDOT and the Federal Highway Administration (FHWA). If the Amendment requires an air quality conformity determination, it must complete that process prior to the Plan Amendment being adopted. The air quality conformity determination is discussed in Appendix A. Amendments adding non-air quality significant projects or project elements (i.e. bridges, interchanges, or transit centers) do not require an air quality conformity determination. Generally, a call for RTP Amendments is held once a year. If no Amendment requests are received, the RTP is not amended and no action by Planning Council, FHWA, or EPA is required.

Chapter 2. Trends

Socioeconomic Trends

Chapter 2, Section 1

NFRMPO Region Today

Northern Colorado has seen consistent growth in the previous decades. **Figure 2-1** shows the NFRMPO’s regional population, broken up into three categories: large cities, which includes Fort Collins, Loveland, and Greeley; towns and small cities, which includes Berthoud, Eaton, Evans, Garden City, Johnstown, LaSalle, Milliken, Severance, Timnath, and Windsor; and the unincorporated portions of Larimer and Weld counties. The proportion of the population living in the towns and small cities has steadily increased as unincorporated portions of the counties have been annexed. Overall, the NFRMPO region had an estimated 525,000 residents in 2019.

The region’s annual growth rate has remained above the State’s since at least 2011. In the latter half of the 2010s and into the early 2020s, the region and state have both seen a gradual slowing in growth rate. That is to say, the region and State are continuing to grow, but at a slower rate.

Figure 2-1: Population by Community Type and Growth Rates, 2010-2021

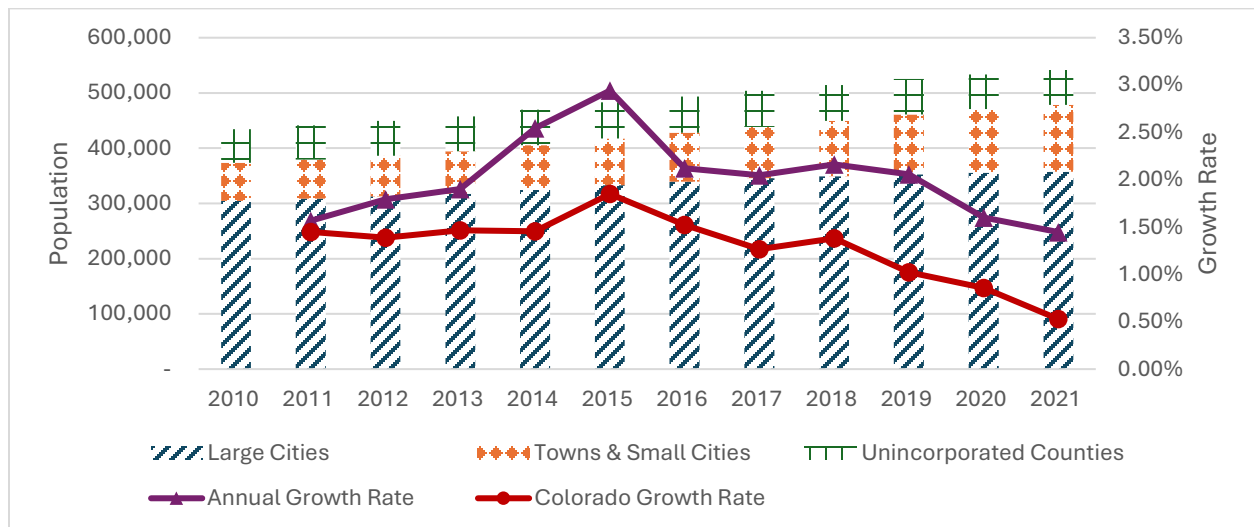


Table 2-11 shows population analyzed by individual community, County, and the State, organized by average annual growth rate. Severance was the fastest growing community in the region, growing by an average rate of 11.5 percent between 1980 and 2020. Besides LaSalle, all communities in the NFRMPO region grew at a faster rate than Colorado. The fastest growing communities are located along major roadways, including State Highways, major County Roads, and near the larger communities. Weld County overall has grown faster than Larimer County.

Table 2-1: Historical Population Trends by Annual Growth Rate 1980-2020

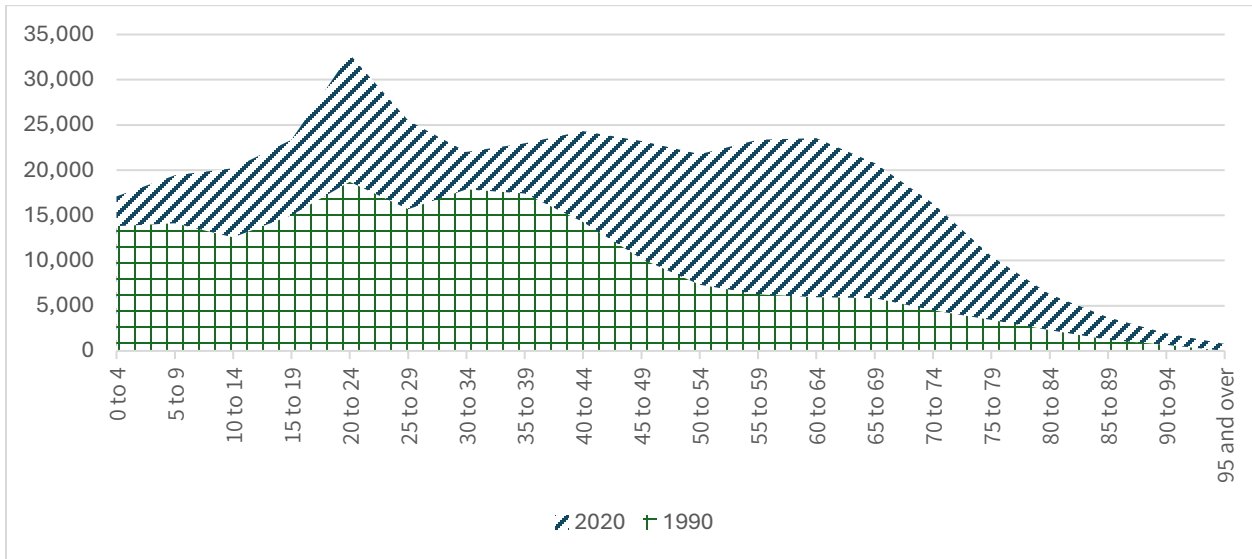
City, County, or State Name	1980	1990	2000	2010	2020	Average Annual Growth Rate
Severance	102	106	672	3,204	8,032	11.5%
Timnath	185	190	286	629	6,745	9.4%
Johnstown	1,535	1,579	4,459	9,987	17,335	6.2%
Windsor	4,277	5,062	10,256	18,768	33,320	5.3%
Milliken	1,506	1,605	3,040	5,634	8,455	4.4%
Berthoud	2,362	2,990	5,005	5,127	10,509	3.8%
Evans	5,063	5,876	10,448	18,651	22,216	3.8%
Eaton	1,932	1,959	2,783	4,384	5,848	2.8%
Fort Collins	65,092	87,491	120,236	144,888	170,058	2.4%
Loveland	30,215	37,357	51,893	67,033	76,341	2.3%
Garden City	123	199	346	235	254	1.8%
Greeley	53,006	60,454	78,559	93,262	109,141	1.8%
LaSalle	1,929	1,803	1,852	1,967	2,357	0.5%
Weld County	123,438	131,821	183,076	254,230	331,282	2.5%
Larimer County	149,184	186,136	253,088	300,532	359,815	2.2%
Colorado	2,889,964	3,294,394	4,301,261	5,029,316	5,784,156	1.7%

Aging Population

As the region has grown, the population has also aged as shown in **Figure 2-2** and **Figure 2-3**. Between 1990 and 2020, the fastest growing age cohort in Larimer County was the 60 to 80 age group, with a large decrease in the proportion of 20- to 40-year-olds. In Weld County, the fastest growing age cohort was the 40-60 group, with a decrease in the proportion of 20- to 40-year-olds. Additionally, there were no persons counted over the age of 95 in either County, which was no longer the case by 2020. Aging populations require different needs in the realm of transportation, housing, medical, and human services.

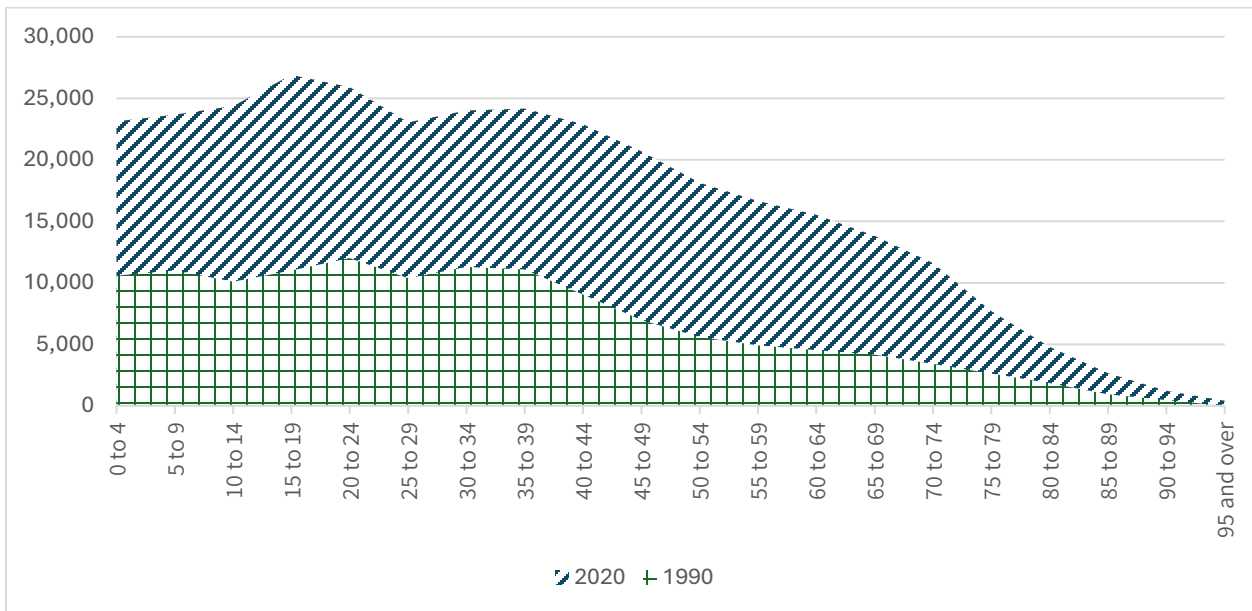
The largest age cohort in Larimer County is the 20 to 24 age group, representing college-age students at Colorado State University and several community and technical colleges in the County. In Weld County, the largest age cohort is 15 to 19, representing more families who may have chosen Weld County for its cheaper homes and cost of living. Weld County was the fastest growing county in Colorado between 2010 and 2020 for the population under 18.

Figure 2-2: Larimer County Age Distribution by Age Cohort, 1990 and 2020



Source: Department of Local Affairs, 2023

Figure 2-3: Weld County Age Distribution by Age Cohort, 1990 and 2020



Source: Department of Local Affairs, 2023

Vulnerable Populations

The Equity Areas defined in **Chapter 1** are key to the NFRMPO’s planning and are based on specific datasets available at the regional, State, and federal levels. In addition to these key data, the NFRMPO also tracks specific populations to ensure equity in its planning and programming. These areas have been called Communities of Concern in previous NFRMPO

documents: Limited English Proficiency, Older Adults, Zero Car Households, and the Population with Disabilities. The following sections explore the areas of the region where the block group or census tract has a higher occurrence than the regional average.

Limited English Proficiency

People who do not speak English very well may face challenges that fluent English speakers do not. According to the 2015-2019 American Community Survey (ACS), 4.4 percent of residents within the NFRMPO boundary indicated they spoke English “less than very well”. This equates to approximately 22,500 residents. Overall, approximately 13.4 percent of residents speak a language other than English. The most common language in the region other than English is Spanish. In total, 95.6 percent of residents speak English very well. **Figure 2-4** maps LEP Census Tracts in the region with a higher percentage than the regional average.

Figure 2-4: Limited English Proficiency Tracts, 2019

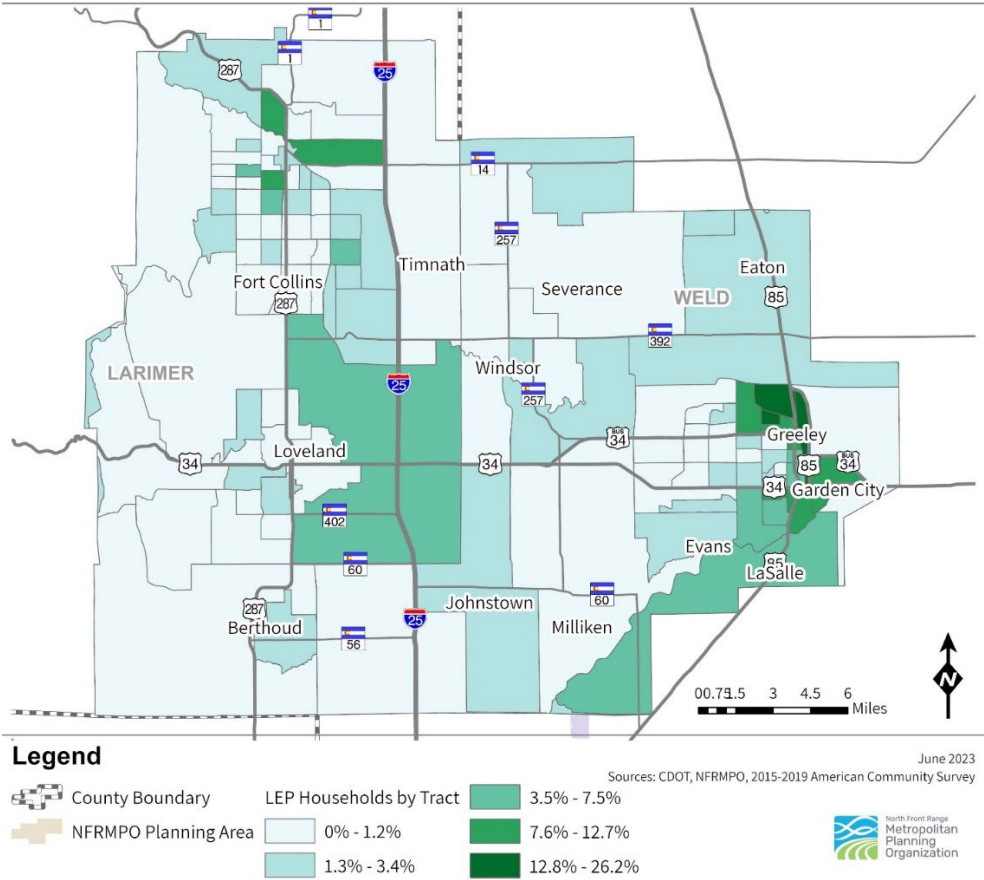


Figure 2-4 Additional Description: The map above shows Census Tracts with a higher percentage of limited English proficiency. Census Tracts near Greeley, Garden City, and parts of north Fort Collins tend to have a higher percentage of limited English proficiency.

Older Adult Population

As stated previously, the region is seeing a growing aging population. Older adult populations are more highly represented in the unincorporated and less populated areas, which may highlight the more affordable housing in those areas. As more people in the region age, the region will need to adapt to the changing population: “baby boomer” population (individuals born between 1946 and 1964) hitting retirement age, migration, medical breakthroughs allowing people to live longer, and the desire to “age in place.”

Figure 2-5 shows the gradual growth of the proportion of older adults to the total population between 1990 and 2020. Larimer County residents aged 60 and above grew by 250.8 percent between 1990 and 2020. The 80 and above age group grew by 203.5 percent and the 75-79 age group also grew by 205.7 percent. The 60-64 and 65-69 age categories grew at 295.6 percent and 255.8 percent, respectively. Weld County residents over the age of 60 more than doubled between 1990 and 2015, growing by 220.9 percent. Like Larimer County, Weld County residents aged 60-64 grew at the highest rate, increasing by 242.4 percent. Residents aged 65-69 grew by 232.2 percent and those aged 70-74 increased by 239.7 percent. Residents aged 75-79 and 80+ grew by 192.7 and 179.4 percent, respectively.

Figure 2-5: Age Distribution by County, 1990-2020

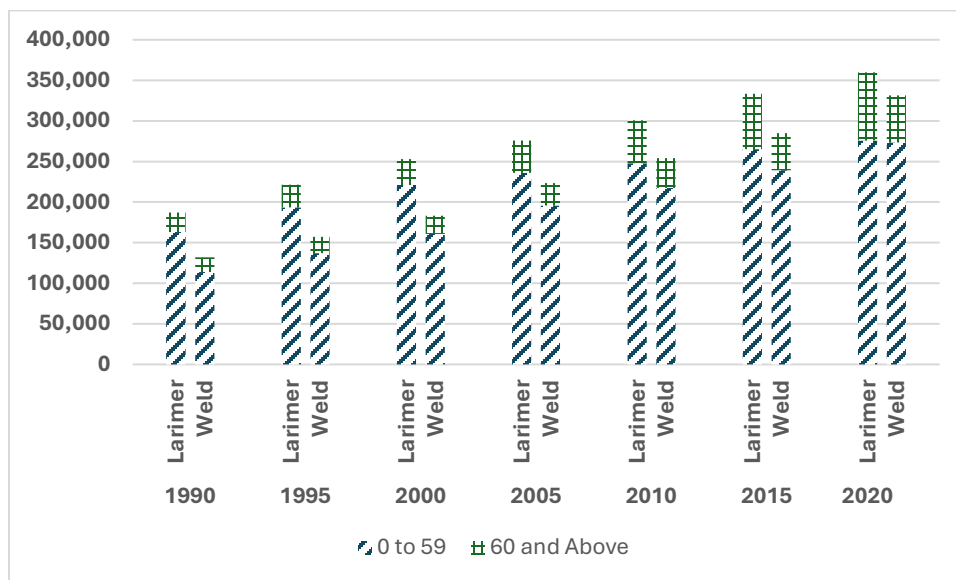
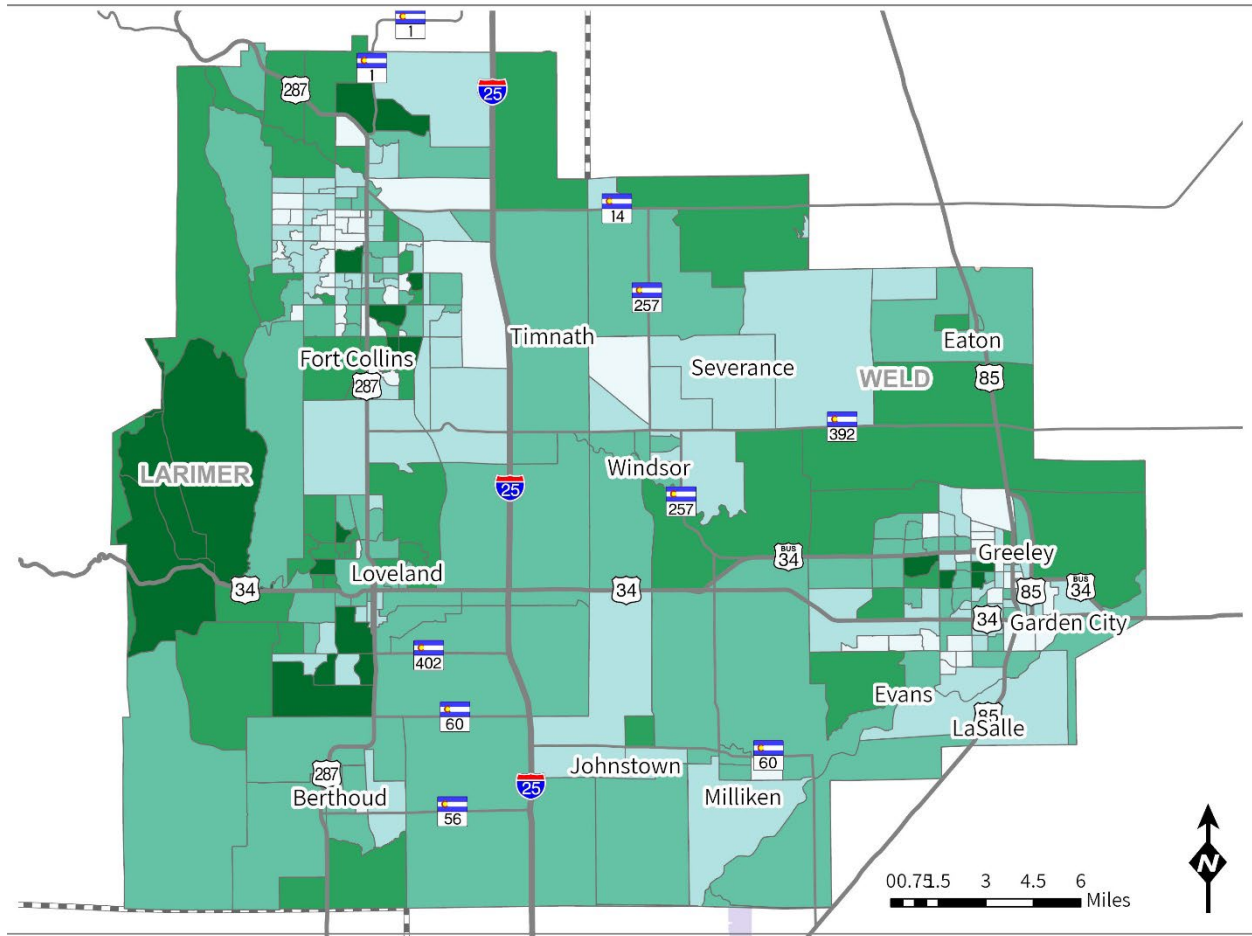


Figure 2-6 shows the distribution of older adults in tracts with higher than the regional average of older adults. Older adult tracts are distributed throughout the region, including in both unincorporated areas where land and housing may be cheaper, to established neighborhoods in Loveland and Greeley. New older adult-focused housing is being built throughout the region, including in south Fort Collins and south Windsor. In some cases, older adults may own property around destinations, like Horsetooth Reservoir.

Figure 2-6: Older Adult Tracts, 2019



Legend

County Boundary	Households Over 60 by Tract	18.4% - 27.6%
NFRMPO Planning Area	0% - 10%	27.7% - 39.6%
	10.1% - 18.3%	39.7% - 64.7%

Sources: CDOT, NFRMPO, 2015-2019 American Community Survey

June 2023



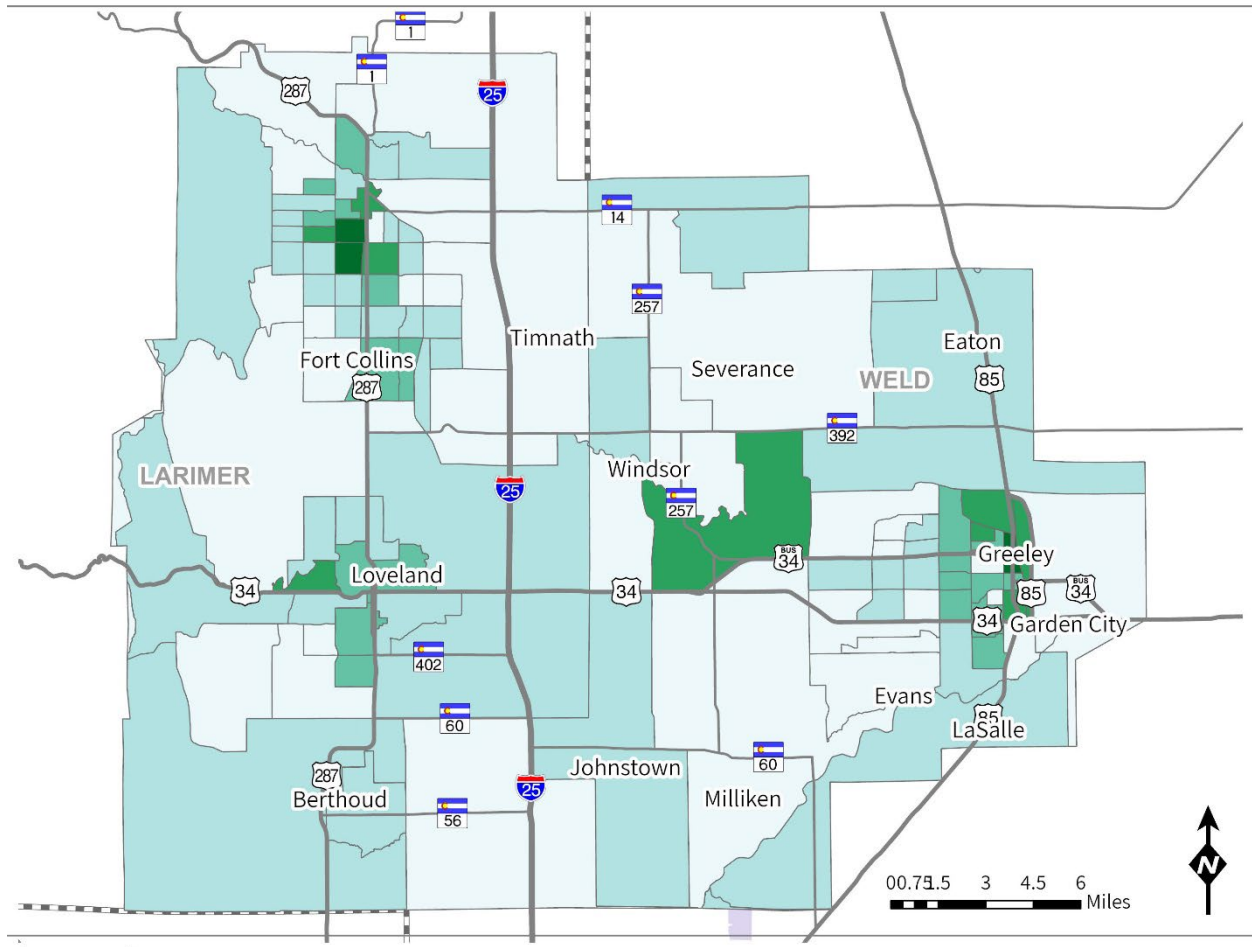
Figure 2-6 Additional Description: The map above shows Census Tracts with a higher percentage of older adults. Many Census Tracts throughout the region have a higher percentage of older adults, including but not limited to unincorporated Larimer County west of Fort Collins and Loveland, parts of Fort Collins, parts of Loveland, and parts of Greeley.

Zero Car Households

As with many communities across the US, the NFRMPO region is built around the car; however, many households across the region do not have access to a vehicle as shown in **Figure 2-7**. Zero-car households are self-reported households which do not currently have a vehicle. It does not acknowledge access to bicycles, work vehicles, or other autos. Not having access to a vehicle can reduce economic, social, and healthcare options due to limited alternative

options. Many zero car households are located within the three largest cities, where transit services, sidewalks, and social services are located.

Figure 2-7: Zero Car Households by Census Tract, 2019



Legend

County Boundary	Zero Car Households by Tract	5.6% - 9.2%
NFRMPO Planning Area	0% - 2.2%	9.3% - 13.9%
	2.3% - 5.5%	14% - 25.5%

Sources: CDOT, NFRMPO, 2015-2019 American Community Survey



Figure 2-7 Additional Description: The map above shows Census Tracts with a higher percentage of zero car households. Census Tracts near Greeley, Garden City, parts of north Fort Collins, and southeast of Windsor tend to have a higher percentage of zero car households.

Population with Disabilities

The ACS collects data about persons with disabilities based on pre-defined categories:

- Hearing difficulty: defined as deafness or serious difficulty hearing;

- Vision difficulty: defined as blind or serious difficulty seeing;
- Cognitive difficulty: defined as having difficulty remembering, concentrating, or making decisions due to a physical, mental, or emotional problem;
- Ambulatory difficulty: defined as difficulty walking or climbing stairs;
- Self-care difficulty: defined as difficulty bathing or dressing; and
- Independent living difficulty: defined as difficulty doing errands alone due to a physical, mental, or emotional problem.

Persons with disabilities may face a range of issues using the transportation system, ranging from reliance on transit or paratransit; difficulty using trails, sidewalks, or other bicycle and pedestrian infrastructure; and lack of access to economic, social, and healthcare options. As shown in **Figure 2-8**, People with disabilities are concentrated in areas with access to social and transportation services, as well as other parts of the region that may be more affordable.

Figure 2-8: Households with Individuals with Disabilities, 2019

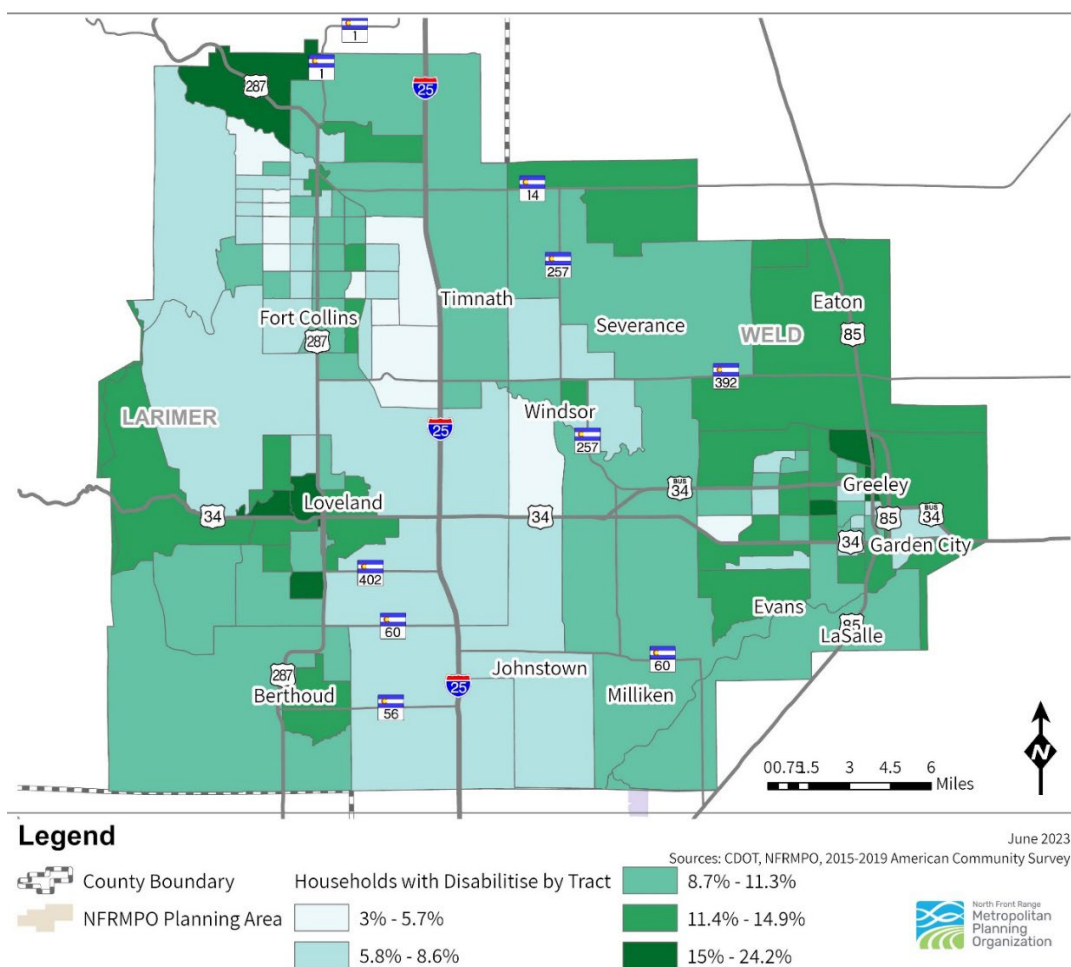


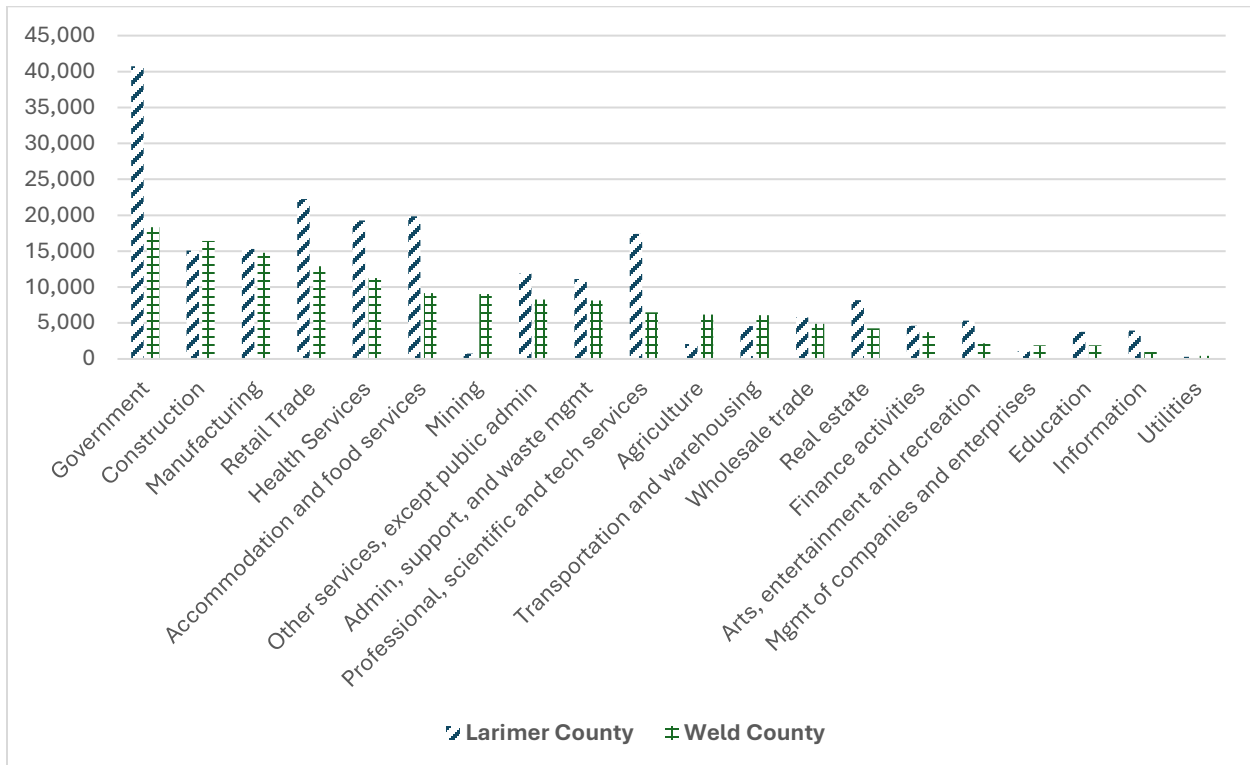
Figure 2-8 Additional Description: The map above shows Census Tracts with a higher percentage of households with individuals with disabilities. Census Tracts near Greeley, Garden City, Loveland, and north of Fort Collins tend to have a higher percentage of households with individuals with disabilities.

Employment

The State Demography Office (SDO) publishes data exploring employment by North American Industry Classification System (NAICS) code at the County level. **Figure 2-9** shows the fifteen key sectors divided by County. Government services, retail trades, and accommodation and food services are the top sectors in Larimer County, while Weld County is dominated by government, construction, and manufacturing.

While the counties share several similarities, there are many economic differences. Larimer County has a large portion of professional, scientific, and technical services, while some of Weld County’s top sectors include mining and agriculture. Even some of the counties’ shared sectors, such as manufacturing, break down into much different subsectors. While most manufacturing jobs in Larimer County are computers and electrical equipment, most manufacturing jobs in Weld County are related to food and beverage products.

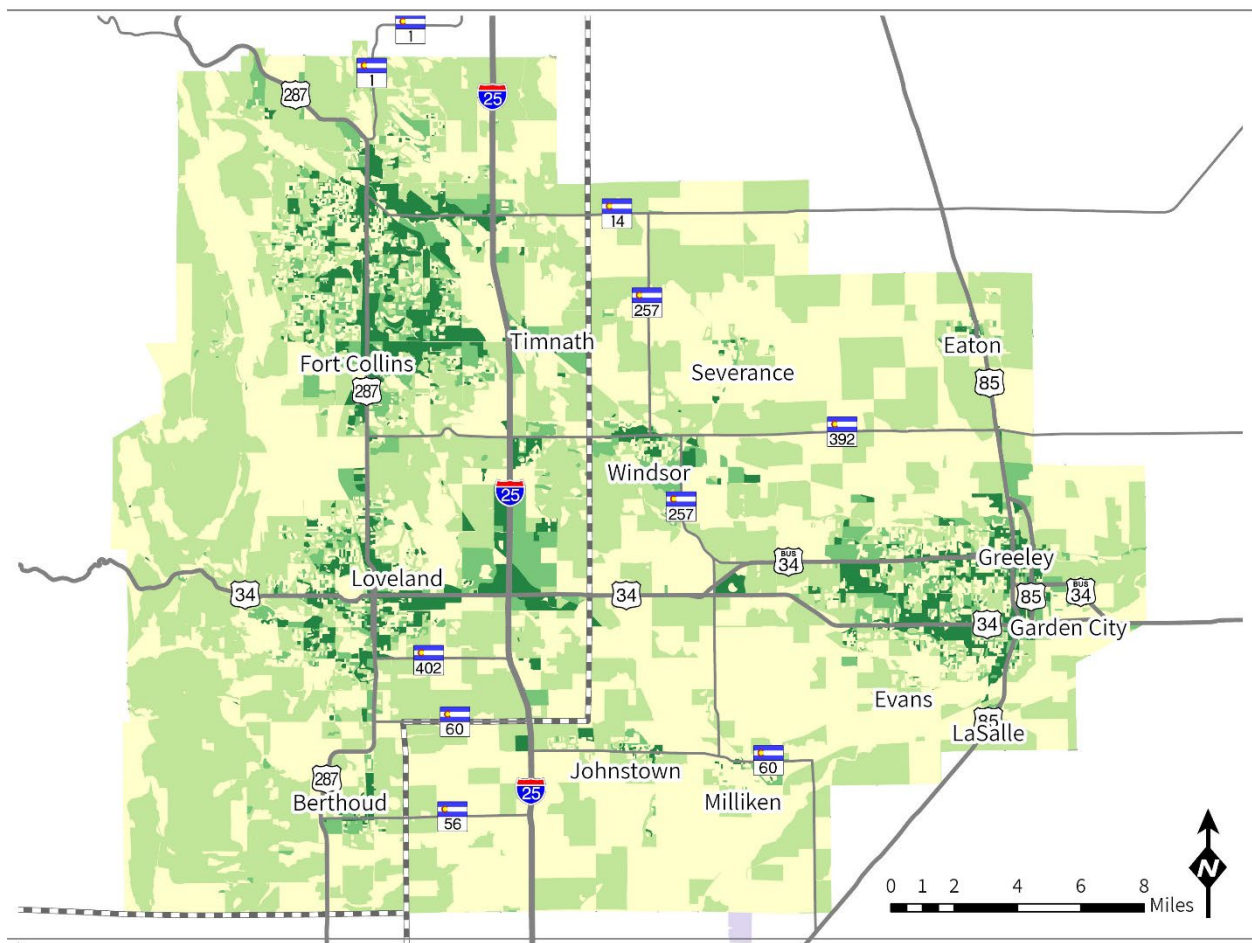
Figure 2-9: County Employment by Sector, 2019



Identifying where these industries are located, **Figure 2-10** shows the employment density within the NFRMPO in jobs per square mile. Major job centers are located along interstate, US, and State highways, specifically I-25, US287, US34, US85, and SH14. Outside of downtown areas, the Centerra area, Harmony corridor, and the Windsor Industrial Park are also key employment areas.

The largest employers in Larimer County include Colorado State University, University of Colorado Health system, Hewlett Packard, and Banner Health McKee Medical Center. The largest employers in Weld County include JBS Swift & Company, Banner Health North Colorado Medical Center, Vestas, and State Farm Insurance.

Figure 2-10: Jobs per Square Mile, 2019



Legend

- County Boundary
- NFRMPO Planning Area
- Jobs Per Square Mile 0
- 1 - 235
- 236 - 915
- 916+

June 2023
Sources: CDOT, NFRMPO Land Use Allocation Model



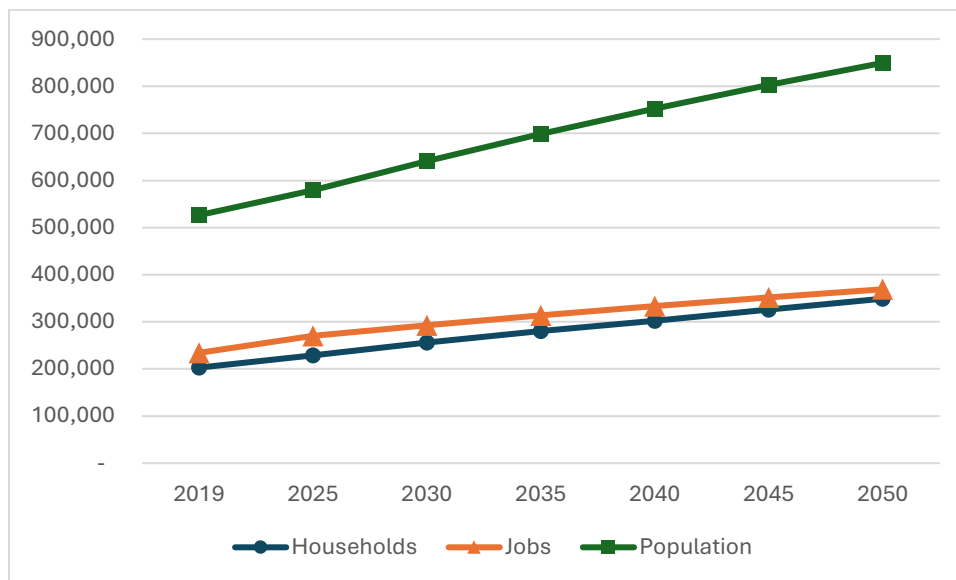
Figure 2-10 Additional Description: The map above shows how many jobs there are per square mile in the NFRMPO boundary. Higher concentrations of jobs in the region are typically found in or near the cities or along major roadways such as I-25. Some areas, such as outside of the cities, have 0 jobs per square mile or only 1-235 jobs per square mile.

NFRMPO Region in the Future

The NFRMPO Land Use Allocation Model (LUAM) allocates household and employment growth through the UrbanCanvas Block Model. UrbanCanvas is a data-driven, location-choice model designed to reflect the interdependencies of the real-estate market and the transportation system. More information about the NFRMPO’s LUAM is available on the NFRMPO website.

The region is forecasted to grow rapidly as shown in **Figure 2-11**. By 2050, it is expected the population will increase 61.4 percent to 849,000, the number of households will increase by 72.1 percent to 349,000, and the number of jobs will increase by 57.6 percent to 369,000. On an annual scale, population growth is 1.66 percent per year, household growth is 1.8 percent per year, and job growth is 1.5 percent per year from 2019 to 2050.

Figure 2-11: Forecasted Household and Job Growth in the North Front Range Region, 2019-2050



Using the NFRMPO’s Land Use Allocation Model and data from the State Demography Office, household and job growth can be estimated for the future. The information is projected at the block-level but aggregated to the Growth Management Area (GMA) for analysis. **Table 2-2** shows the expected population and job changes by GMA based on the LUAM. Population growth is expected throughout the region, with the highest growth rates in Berthoud,

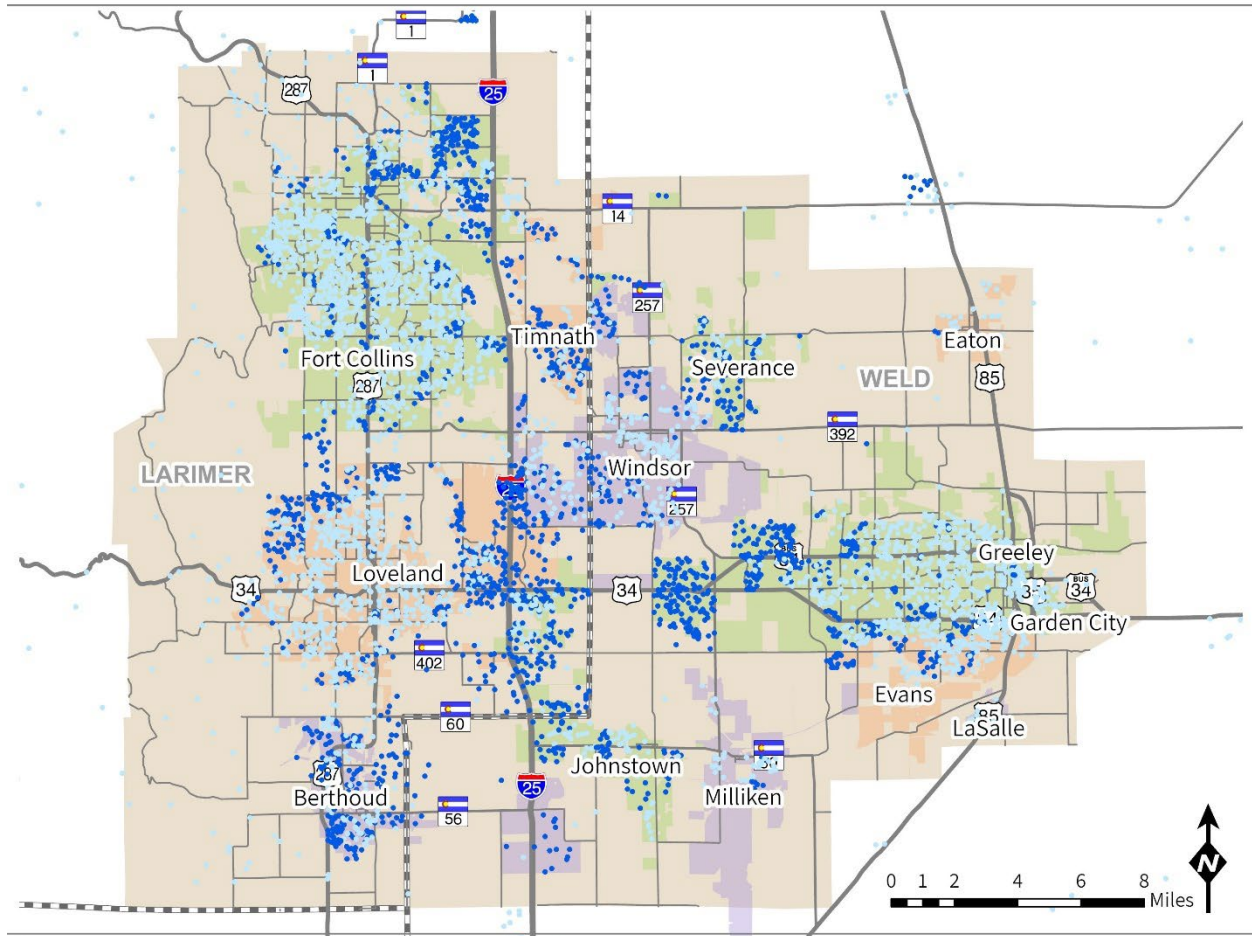
Johnstown, and Timnath. Job growth is expected to increase significantly, especially in Severance, Milliken, and Johnstown.

Table 2-2: 2019-2050 Population and Jobs by Growth Management Area (GMA)

	2019 Population	2050 Population	Change (2019 - 2050)	2019 Jobs	2050 Jobs	Change (2019- 2050)
Berthoud	13,758	42,267	207.2%	3,074	3,887	26.4%
Eaton	6,077	7,101	16.9%	1,598	2,164	35.4%
Evans	29,143	46,527	59.7%	4,974	7,972	60.3%
Fort Collins	185,243	252,981	36.6%	103,985	139,789	34.4%
Greeley	107,154	177,815	65.9%	52,123	86,987	66.9%
Johnstown	19,663	73,192	272.2%	8,356	26,421	216.2%
LaSalle	2,901	3,045	5.0%	895	1,873	109.3%
Loveland	91,979	159,967	73.9%	47,370	73,406	55.0%
Milliken	9,002	17,756	97.2%	726	2,436	235.5%
Non-GMA Larimer	37,632	68,005	80.7%	10,926	22,567	106.5%
Non-GMA Weld	32,204	64,096	99.0%	9,610	25,920	169.7%
Severance	9,498	25,335	166.7%	534	2,886	440.4%
Timnath	9,106	28,371	211.6%	2,720	7,181	164.0%
Windsor	35,999	85,473	137.4%	15,180	27,573	81.6%

The baseline land use scenario provides the expected growth in the region out to 2050. The location of households in 2019 and the location of new household growth out to 2050 is illustrated in **Figure 2-12**. The LUAM forecasts much of the household growth will occur in the center of the region along I-25 as the region grows together, especially along the I-25 and US34 corridors. Periodic redevelopment of areas like downtown Greeley and Fort Collins also contributes to growth in the region.

Figure 2-12: Anticipated Household Growth, 2019 to 2050



Legend

- County Boundary
- NFRMPO Planning Area
- 2019 Households
- New 2050 Households
- 1 Dot = 50 Households

June 2023
Sources: CDOT, NFRMPO Land Use Allocation Model



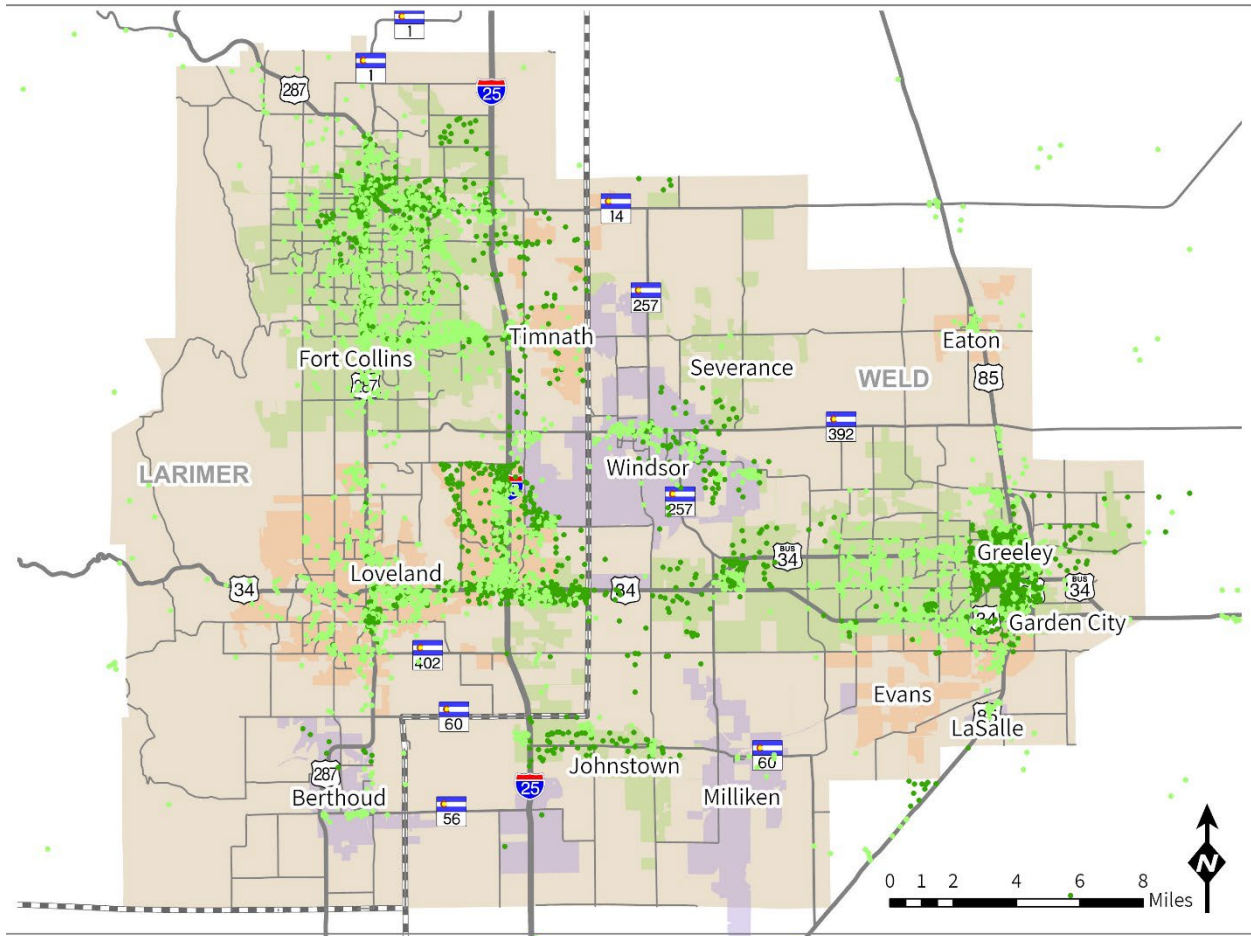
The LUAM uses North American Industry Classification System (NAICS) to track jobs in the region. Based on employment data, control totals from the SDO, and general growth, **Table 2-3** shows the number of jobs by NAICS code in 2019 and 2050, as well as the overall growth rate. Exact numbers may not match, but overall growth shows a major increase in job distribution in the region.

The location of jobs in 2019 and the location of new job growth out to 2050 is illustrated in **Figure 2-13**. The baseline scenario forecasts much of the employment growth out to 2050 will occur along I-25 near US34 and Crossroads Boulevard, with additional growth scattered throughout the rest of the region. Periodic redevelopment of areas like downtown Greeley and Fort Collins also contributes to growth in the region.






Table 2-3: Jobs by NAICS Code, 2019 and 2050

NAICS Code	Sector	2019	2050	Growth
11	Agriculture, Forestry, Fishing and Hunting	1,607	2,827	75.9%
21	Mining	710	1,181	66.3%
22	Utilities	943	1,499	59.0%
23	Construction	14,338	23,018	60.5%
31-33	Manufacturing	17,301	27,157	57.0%
42	Wholesale Trade	8,102	12,624	55.8%
44-45	Retail Trade	32,416	51,378	58.5%
48-49	Transportation and Warehousing	2,503	4,039	61.4%
51	Information	5,039	7,738	53.6%
52	Finance and Insurance	6,671	10,359	55.3%
53	Real Estate Rental and Leasing	5,917	9,341	57.9%
54	Professional, Scientific, and Technical Services	16,553	25,497	54.0%
55	Management of Companies and Enterprises	1,008	1,432	42.1%
56	Administrative and Support and Waste... Services	4,667	7,327	57.0%
61	Educational Services	17,682	27,656	56.4%
62	Health Care and Social Assistance	42,598	66,489	56.1%
71	Arts, Entertainment, and Recreation	5,811	9,154	57.5%
72	Accommodation and Food Services	23,318	37,619	61.3%
81	Other Services (except Public Administration)	12,406	19,401	56.4%
92	Public Administration	14,597	23,365	60.1%

Figure 2-13: Anticipated Job Growth, 2019 to 2050



Legend

-  County Boundary
-  NFRMPO Planning Area
-  1 Dot = 50 Jobs
-  2019 Jobs
-  New 2050 Jobs

June 2023
Sources: CDOT, NFRMPO Land Use Allocation Model



Initiatives and Technology

Chapter 2, Section 2

Initiatives and Technology

The 2050 RTP analyzes transportation needs and anticipated projects to address those needs. In addition to those infrastructure projects, the NFRMPO must also acknowledge requirements and anticipated impacts from adopted legislation like SB21-260 and IJJA, and legislation that has been debated but not adopted. This **Initiatives and** section acknowledges topics related to the NFRMPO but ones that may not fit into other parts of the 2050 RTP.

Alternative Fuels

FHWA designates a national network of infrastructure-ready corridors for alternative fuels, including electric vehicle charging stations and hydrogen, propane, and natural gas fueling stations. Within the NFRMPO region, US287, US34 east of US287, and I-25 are designated as National Alternative Fuel Corridors. As of December 2022, publicly available electric vehicle charging stations are the most common form of alternative fueling stations, with only a few other stations. Some municipalities or private companies may have charging stations of their own, unavailable to the public. **Figure 2-14** and **Table 2-4** highlight the publicly available alternative fueling stations.

Figure 2-14: National Alternative Fuel Corridors and Stations

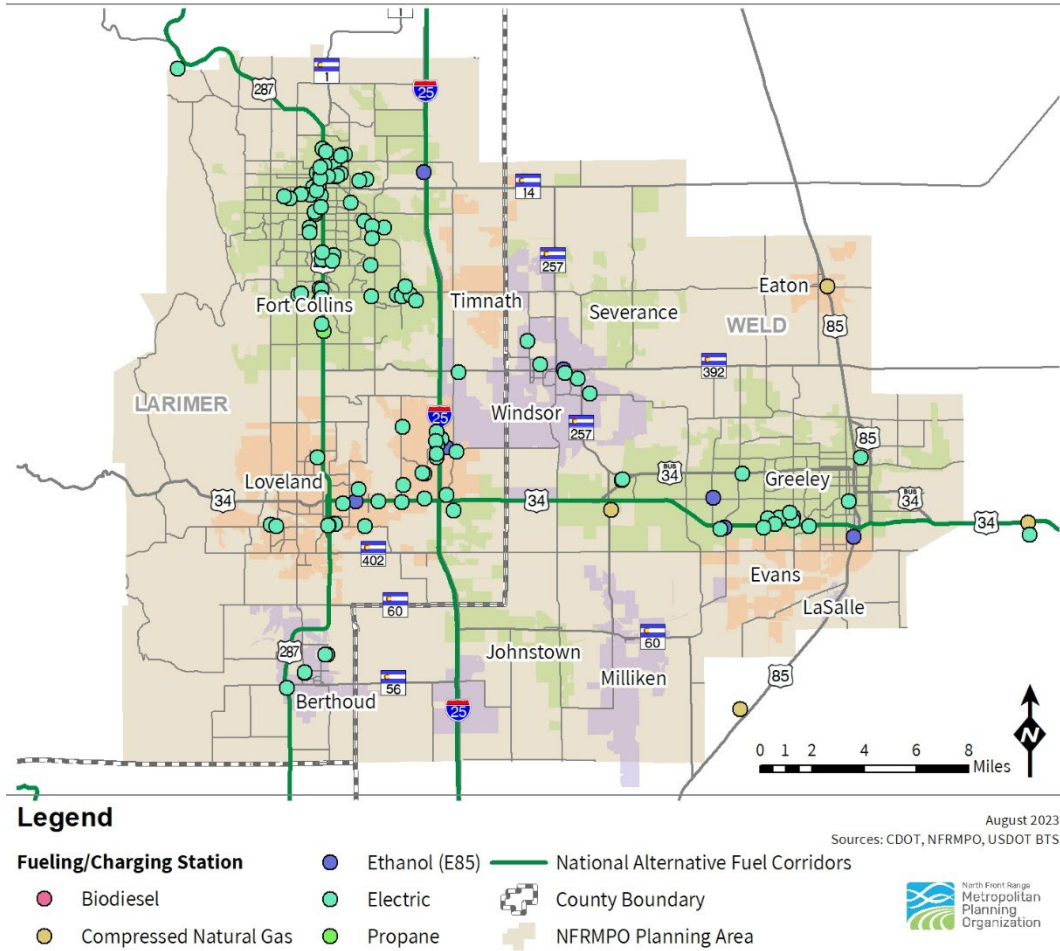


Figure 2-14 Additional Description: This map shows the national alternative fuel corridors and stations in the NFRMPO boundary. US287, I-25, and US34 are the region’s national alternative fuel corridors, and many of the region’s stations are along these corridors. The following table, **Table 2-4**, gives a description of each station/fuel type and number of each station/fuel type in the NFRMPO boundary.

Table 2-4: Alternative Fueling Station Locations (Source: Number of stations, descriptions, and vehicle availability adapted from USDOT and the [Alternative Fuel Toolkit](#).)

Station/Fuel Type	Number	Description	Vehicle Availability
Biodiesel	1	<ul style="list-style-type: none"> • A renewable, biodegradable fuel manufactured from vegetable oils, animal fats, or recycled restaurant grease • Fuels compression-ignition engines 	<ul style="list-style-type: none"> • Light, Medium and Heavy-Duty vehicles
Compressed Natural Gas (CNG)	1	<ul style="list-style-type: none"> • Natural gas compressed to less than 1% of its volume at standard atmospheric pressure • Used in light-, medium-, and heavy-duty applications 	<ul style="list-style-type: none"> • Medium & Heavy-Duty vehicles
Ethanol (E85)	7	<ul style="list-style-type: none"> • Blend containing 51%-83% ethanol depending on season and geography for use in Flexible Fuel vehicle 	<ul style="list-style-type: none"> • Light, Medium, and Heavy-Duty vehicles
Electric (EV)	118	<ul style="list-style-type: none"> • Plug-in electric vehicles (PEV) - onboard rechargeable batteries store energy to power electric motors, can be powered by the battery or an internal combustion engine. Also plug-in hybrid electric (PHEV) and battery electric (BEV) vehicles. • All-Electric Vehicles (AEVs) are powered solely by the battery 	<ul style="list-style-type: none"> • Light-Duty • Developing Medium and Heavy-Duty vehicles
Hydrogen	0	<ul style="list-style-type: none"> • Used in a fuel cell to power an electric motor 	<ul style="list-style-type: none"> • Developing Light, Medium, and Heavy-Duty vehicles
Liquified Natural Gas (LNG)	0	<ul style="list-style-type: none"> • Purified natural gas supercooled to -260°F to turn into a liquid 	<ul style="list-style-type: none"> • Medium & Heavy-Duty vehicles
Propane (LPG)	1	<ul style="list-style-type: none"> • Used in spark-ignited internal combustion engines 	<ul style="list-style-type: none"> • Medium & Heavy-Duty vehicles

The Colorado Energy Office (CEO) established [EV Fast-Charging Corridors](#), which include portions of I-25 and US85. In October 2022, 34 locations were designated for construction, including one location at the Centerplace development in Greeley and a gas station in Wellington. Additional sites are expected to be added over time.

IIJA and SB260 established or expanded funding sources to expand access to alternative fuel vehicles and charging or fueling stations.

Complete Streets

IIJA requires MPOs to dedicate funds to the furtherance of Complete Streets within their regions. A complete street assures that the entire roadway is designed for all users, including drivers, bicyclists, public transportation riders, and pedestrians. Complete Streets have a range of benefits for the environment and roadway users, including:

- Providing safe and consistent travel for all roadway users,
- Creating a pedestrian-friendly environment,
- Enhancing the flow of motorized traffic and active transportation,
- Providing better parking options and facilities or reducing the need for parking,
- Maintaining greater mobility through access management,
- Managing or reduce stormwater runoff,
- Protecting natural resources, and
- Facilitate comprehensive transit access for everyone.

Many NFRMPO communities either have already adopted Complete Streets Policies or include Complete Streets ideals. Examples of how Complete Streets policies can be implemented or addressed include:

- **Access Control Plans** – Communities across the region have worked together to complete Access Control Plans, which can address potential safety hazards, conflict points, and improved connectivity.
- **Road Safety Audits** – Fort Collins has scheduled Vision Zero Audits at select sites to bring community partners together after a crash to address causes of crashes and to also discuss similar intersections and interventions.
- **Bicycle and Pedestrian Safety Audits** – The NoCo Bike & Ped Collaborative and the Northern Colorado Mobility Committee have hosted walking and biking audits across the region. These events allow community members and partners to come together to discuss improvements for all users of the road.
- **Bicycle & Pedestrian Safety Reporter Tool** – Crowdsourced data can be used to identify places where users do not feel safe due to infrastructural issues. Data from the

tool is shared with the communities to address issues like sidewalk gaps, faded paint, or speeding.

Safe Routes to School

The Safe Routes to School (SRTS) program “is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school”⁷. IIJA codified Safe Routes to School programming into federal law, also increasing the eligibility to include high schools in addition to K-8 schools.⁸ SRTS funds are eligible under Transportation Alternatives (TA) funds. CDOT holds a competitive biennial Call for Projects for Safe Routes to School projects. SB21-260 provided additional state funds for MMOF, which can be used for Safe Routes to School projects.

Fort Collins has operated a successful Safe Routes to School program for many years. Other communities in the area have used Safe Routes to School funding to improve access for walking and cycling to schools around the region. Fort Collins is the only community in the NFRMPO region with a formal Safe Routes to School program. The NFRMPO is leading conversations to support regional initiatives for Safe Routes to School, including both addressing infrastructure needs and developing programming for students to feel comfortable and safe walking and cycling.

Connected and Autonomous Vehicles

CDOT received a Strengthening Mobility and Revolutionizing Transportation (SMART) grant in 2023 to support the development of Autonomous Truck Mounted Attenuators (ATMAs) in partnership with the Minnesota Department of Transportation, Oklahoma DOT, and Wisconsin DOT. The group of DOTs will build internal buy-in and partnerships at a national level, demonstrate and evaluate the technology under a diverse set of operational design domains (ODDs) and environments, and carry out the needed planning to identify and address current barriers that have prevented transportation agencies from deploying this innovative technology at scale. Although this project will not focus on the NFRMPO region in its initial deployment, there are important lessons to be learned that could be applied to Northern Colorado.

CDOT is also in the planning stages for expanding Connected and Autonomous Vehicles (CAV) in Colorado. A Roadmap developed for 2017 to 2024 shows a phased approach to piloting and expanding Connected Vehicles on I-70, testing and validating lessons learned, and applying for

⁷ <https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

⁸ <https://saferoutespartnership.org/blog/safe-routes-school-law-no-dedicated-money-what-does-it-mean>

grants and supportive funding. CDOT plans to develop an Autonomous Vehicle Strategy in 2024, which will provide direction to CDOT's role and statewide initiatives. A key performance measure for the 2050 RTP is the rollout of fiber, which can support CAV implementation. The fiber network can connect vehicles with real-time connection to roadways without relying on slow cellular coverage.

The City of Greeley received a SMART grant from USDOT for the Connected Greeley - Emergency Vehicle Preemption Pilot for \$1,382,150. This grant will provide Emergency Vehicle Preemption (EVP), snowplow priority, and a Vulnerable Road User (VRU) detection and warning system at intersections in Greeley.

Public Health

Public health frameworks acknowledge that a person's health is determined by the conditions in which people live, work, and play and that impacts a person's ability to thrive; these are called the "social determinants of health". The social determinants of health are grouped into five categories: Economic Stability, Education Access and Quality, Health Care Access and Quality, Social and Community Context, and Neighborhood and Built Environment. As a result, public health professionals are increasingly becoming partners in conversations on related topics like transportation and land use planning.

Increasing amounts of research have shown the link between transportation and public health, which are actions that promote and protect the health of people and the communities where they live, learn, work and play.⁹ Transportation for America produced a report called [Building Health and Prosperous Communities: How Metro Areas Are Implementing More and Better Bicycling and Walking Projects](#) in partnership with the American Public Health Association. This guidebook highlights seven key strategies to address the relationship between public health and transportation:

- Design guidance for bicycling and walking projects
- Complete Streets policies & programs
- Data collection – walking & bicycle counts
- Performance measures
- Dedicated funding for bicycling and walking projects
- Improving walking and bicycling connections to public transportation and essential destinations
- Grassroots community engagement
- Understanding the public health impacts of transportation behaviors

⁹ <https://www.apha.org/what-is-public-health>

The Center for Disease Control priority for [Active People, Healthy Nation](#) encourages physical health promotion by using active transportation to every day destinations. This work, supported locally by the Colorado Department of Public Health and Environment, uses public health [strategies](#) to encourage community designs and access to places for physical activity to be considered within transportation and land use planning initiatives.

The NFRMPO has incorporated public health aspects into its planning process by working with the Larimer County Department of Health and Environment's Built Environment Team to regionalize the Multimodal Index (MMI). The MMI is made up of three categories and associated indicators. Scores are assigned based on how the tract compares to the region, with a lower score meaning a better MMI and a higher score meaning a worse MMI.

- **Health Equity**
 - Households with children
 - Households with older adults
 - Households with a person who has a disability
 - Households under Area Median Income
 - Households with residents who did not receive a high school diploma
- **Crashes**
 - Fatal, serious injury, and/or involving a vulnerable user
- **Proximity to Active Transportation**
 - Transit stops
 - Transit routes
 - Bicycle lanes
 - Sidewalks and trails
 - High risk arterials

Figure 2-15: 2019 Multimodal Index

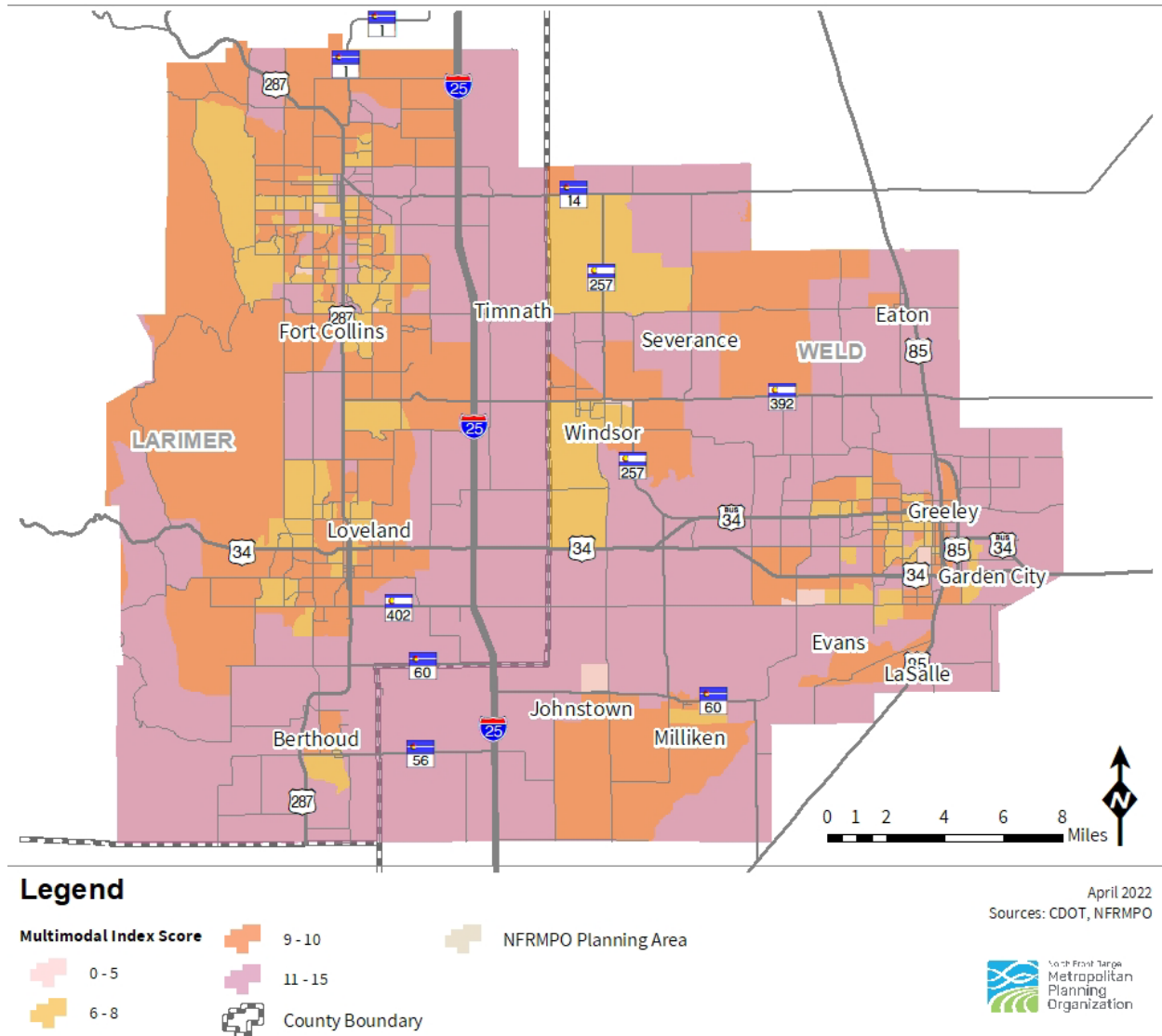


Figure 2-15 Additional Description: The map above shows the Multimodal Index (MMI) scores for the region, with a lower score meaning a better MMI. Areas in the region with the lowest MMI are shown in a light pink and a yellow color. They are generally in the more urban areas and northwest part of the region.

Programs like RideNoCo can also address issues with access to medical care, an important overlap between health and transportation. People who need to attend medical appointments, as well as groceries and social events, can call to discuss what mobility options are available.

Image 2-1: Cycling Without Age riding on the sidewalk with passengers in the carriage section. Image credit NoCo Bike & Ped Collaborative.



Housing

IIJA more explicitly allowed MPOs to consider the link between land use and transportation by acknowledging housing needs. Housing costs are a major concern in Northern Colorado as rental and homebuying becomes more expensive. More expensive housing means people are living farther from their destinations, and many of these locations may be too far to walk, bike, or ride transit. This infrastructure may not exist in new developments. In addition to IIJA, the Colorado Legislature has introduced legislation to address land use, including a section requiring MPOs to consider land use in its long-range plans. Although this legislation did not pass, it is anticipated these requirements will be reintroduced in the future.

Although the NFRMPO does not have land use authority, development of a Land Use Allocation Model (LUAM) is a major component of the RTP. The LUAM considers new and anticipated developments, growth trends provided by the Department of Local Affairs, and input from local communities to consider where housing and jobs will go. The socioeconomic data from the LUAM is used as an input in the Regional Travel Demand Model.

Using these two models, the NFRMPO can consider scenarios related to how land use impacts transportation. An example is the High-Density Scenario, which raised the maximum Dwelling Units per Acre (DUA) in incorporated communities in the NFRMPO region. Higher DUA meant the LUAM considered more redevelopment and infill, rather than development in currently undeveloped parts of the region. Denser development means that more trips can be taken by walking, biking, or riding transit, which lowers demand on the roadways.

The link between housing and transportation is expected to evolve in coming years, especially as IIJA includes direction to evaluate housing and transportation more explicitly, Colorado considers legislation like the Land Use Bill (SB23-213) and local communities like Fort Collins

reevaluate their Land Use Code. NFRMPO staff will continue to evaluate land use impacts on the transportation network and develop more lines of discussion with land use and city planners.

Emerging Mobility

Micromobility

FHWA defines micromobility as “any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.”¹⁰

Currently, Fort Collins is the only community to have a shared micromobility program in Northern Colorado, although other communities are in the process of procuring systems of their own. Greeley is currently working through necessary code changes to facilitate micromobility within the City. The City of Fort Collins and CSU contract with Spin to operate dockless e-bicycles and e-scooters. Fort Collins has also received grants from CDOT and the Colorado Energy Office (CEO) to pilot equitable approaches to micromobility, including providing free Spin passes for low-income residents and staff. Spin also provides cash cards for unbanked individuals to access the system, reduced fares for low-income individuals, and an adaptive vehicle delivery program for anyone who is unable to ride an e-bike or e-scooter.

Groups like NoCo Bicycle and Pedestrian Collaborative have considered micromobility on a regional level. In addition, Greeley is evolving GET to Mobility Services, which will house transit and micromobility. Greeley is currently planning to roll out these services in 2024 and 2025, in line with its Greeley on the Go Plan and a Mobility Development Plan to be developed.

Microtransit

The American Public Transit Association (APTA) defines microtransit as “operating small-scale, on-demand public transit services that can offer fixed routes and schedules, as well as flexible routes and on-demand scheduling.”¹¹ As of 2023, no microtransit is available in Northern Colorado but multiple communities are considering implementing microtransit programs.

- Transfort’s Transit Master Plan highlights innovation areas in lower density, peripheral neighborhoods that may not support full-sized bus services. These areas are based around mobility hubs and can provide transfers to micromobility and fixed-route services.
- Berthoud is evaluating adapting Berthoud Area Transportation System (BATS) into a microtransit service compared to the on-demand service operated today. The new

¹⁰ https://rosap.ntl.bts.gov/view/dot/54137/dot_54137_DS1.pdf

¹¹ <https://www.apta.com/research-technical-resources/mobility-innovation-hub/microtransit/>

service would continue to serve older adults and individuals with disabilities, but also provide service to the general public as well.

- According to Greeley on the GO, GET will develop a Transit Development Plan (TDP) in 2023 and 2024 to evaluate the possibility of microtransit in the area.

Mobility Hubs

Mobility hubs are an evolution of transit centers, park-n-rides, and other locations where people can transfer between one mode of transportation and another. Mobility hubs can be small, like a bus stop co-located with bicycle racks to a bus stop on a highway with access to a park-n-ride, micromobility hubs, and trail access. Mobility hubs are being considered and constructed around the NFRMPO region.

- CDOT is building two mobility hubs as part of the *North I-25 Express Lanes* project, one north of US34 and one at SH56. Each of these mobility hubs will provide bus-only lanes to a stop in the center of the highway, with under-highway access to a park-n-ride. It is expected local transit service will operate to these mobility hubs in the future. The under-highway access to the bus stops also provides a safe, separated bicycle and pedestrian crossings of the Interstate. These mobility hubs are expected to open in early 2024.
- Greeley has applied for and received funding to build a mobility hub at CenterPlace as part of its MERGE project. The mobility hub will provide a center-loading bus stop in the center of US34, with a co-located local transit center, park-n-ride, and safe crossing of the highway. The Mobility Hub is expected to open in 2027. Greeley on the Go also identifies smaller mobility hubs that should be built around the City.
- The Transfort [Transit Master Plan](#) recommends smaller mobility hubs across the city, providing safe and easy transfers between the local transit network, the micromobility system, and the regional transit network. These mobility hubs will be implemented gradually by 2040 as need and resources evolve.

Image 2-2: NFRMPO staff in safety vests and hard hats on a walking tour of the US34/Kendall Parkway Mobility Hub. Image credit NFRMPO Staff.



COVID Impacts

The base year for the 2050 RTP is 2019, prior to the COVID-19 pandemic. The emergence of the COVID-19 disease and the associated pandemic response had a major impact on how people move around the region. Key trends that have been incorporated into the 2050 RTP or are being acknowledged in other NFRMPO planning efforts include:

Air Quality

As mentioned earlier in the [2050 RTP](#), the NFRMPO region is part of the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area. As such, the NFRMPO tracks air quality data and the impacts of regional transportation projects.

- Ozone levels exceeded health-based federal standards on 33 days in 2022 in the nine-county Denver Metro/North Front Range (DM/NFR) ozone nonattainment area, an improvement over 2021 when 66 days exceeded the standards. The lower ozone levels are due in part to less wildfire smoke in 2022. All three ozone monitors in the NFRMPO are exceeding the 2015 ozone NAAQS of 70 ppb based on the 3-year average of the fourth highest 8-hour ozone value for 2020 through 2022, with Fort Collins-West at 77 ppb, Greeley-Weld Tower at 72 ppb, and Fort Collins-Mason at 71 ppb.
- In 2022, EPA officially expanded the boundary of the 2015 boundary to include the entirety of Weld County. The 2008 boundary remains with the portion of Weld County. The NFRMPO has updated its Regional Travel Demand Model (RTDM) to include the new area.
- The Regional Air Quality Council (RAQC) is developing the State Implementation Plans (SIPs) for both the 2008 and 2015 standards. The region has been downgraded, requiring additional control strategies to reduce air pollution. The NFRMPO and its

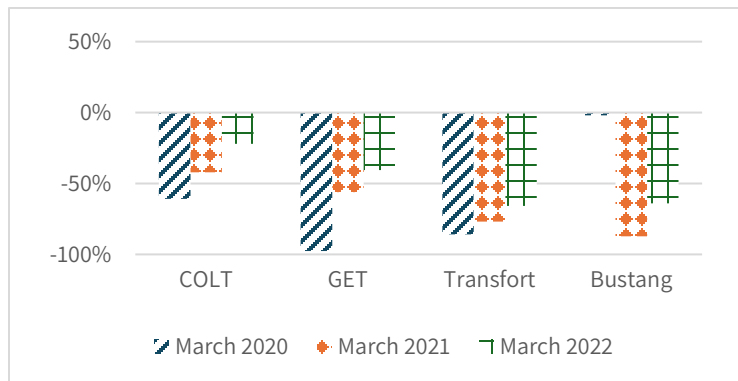
member communities will continue to remain involved in improving emissions reductions from the transportation sector.

Transit Ridership

Transit ridership decreased sharply in March 2020 with infections on the rise and public health orders to “stay at home,” which was an initial response to the pandemic to mitigate the spread of COVID-19 in Northern Colorado. All three transit agencies reduced service at that time, adding service back as demand increased. Service returns have been inconsistent in certain cases because of a nationwide bus driver shortage, further complicating transit recovery.

Figure 2-16 shows the comparison of the ridership for the three largest transit agencies and Bustang to March 2019. COLT and GET have seen recovery in ridership that has been slower than for Transfort and Bustang. Slow ridership returns on Transfort may be a result of slower return to Colorado State University, a large contributor to ridership.

Figure 2-16: Impacts on Transit Ridership from COVID-19 and Pandemic Response Efforts, 2019-2022



Sources: COLT, GET, Transfort, CDOT, 2023

Telework

COVID-19 and the pandemic response has brought teleworking to the forefront of office jobs around the country. Data is still being collected about the longevity of work-from-home and its longer impacts, but many offices have moved to a hybrid workplace. Across Larimer and Weld counties, the share of work-from-home increased from 9.1 percent in 2019 to 20.3 percent in 2021, **Table 2-5**. Driving alone decreased by 10 percentage points and transit decreased by 0.7 percentage points. Carpooling, walking, and other means stayed relatively consistent.

Table 2-5: Commute to Work Data, 2019 to 2021 (Source: American Community Survey, 1-Year Estimates, 2019 and 2021)

Commute Categories, Larimer and Weld County	2019		2021	
	Amount	Share	Amount	Share
Car, truck, or van -- drove alone	271,886	77.1%	241,874	67.1%
Car, truck, or van -- carpooled	26,660	7.6%	27,318	7.6%
Public transportation (excluding taxicab)	3,793	1.1%	1,367	0.4%
Walked	8,135	2.3%	8,646	2.4%
Other means	10,157	2.9%	8,024	2.2%
Worked at home	32,182	9.1%	73,100	20.3%
All workers 16 years and over (totals)	352,813	100%	360,329	100%

Transportation Demand Management

Transportation Demand Management (TDM) is the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions, including strategies that use planning, programs, policies, marketing, communications, incentives, pricing, data, and technology. The NFRMPO adopted a [TDM Action Plan](#) in December 2022, laying out strategies to reduce single-occupancy vehicles (SOV) in Northern Colorado. TDM has become more prominent in response to efforts at the State-level, including the Greenhouse Gas (GHG) Planning Standard and Employee Traffic Reduction Programs (ETRP). Although ETRP has not been implemented, the State has shown interest in addressing a reduction in SOV trips and getting more residents and visitors to ride transit, bicycle, work from home, carpool, or vanpool instead.

CDOT

CDOT has been evolving its support for active transportation, transit, and teleworking, including incorporating TDM into what otherwise would be solely capacity-expanding projects.

- [2019 Statewide Transportation Demand Management Plan](#) – a study to identify what TDM efforts are underway in Colorado and their impacts; to identify opportunities for productive future investment of limited available CDOT transportation funds; and to examine where and how CDOT can use TDM to address near-term mobility needs.
- [Policy Directive \(PD\) 1601](#) - establishes fair and consistent procedures regarding the review and evaluation of requests for new interchanges and major improvements to existing interchanges on the state highway system. In 2021, the Transportation Commission (TC) approved a new TDM requirement for new interchanges on the state highway system, proposals for new interchanges not on the Interstate or Freeway

system, and modifications to existing interchanges. TDM strategies should result in a three percent or greater average daily traffic (ADT) reduction in urban areas.

- [OIM Grant Program](#) – two programs, called the TDM Seed Funding Grant program and the TDM Innovation Grant program, to provide grants to fund innovative mobility throughout Colorado.

Transportation Management Organization

The TDM Action Plan recommended setting up and supporting Transportation Management Organizations (TMOs) in Northern Colorado. Whereas TDM are the strategies themselves, TMOs are the implementers of these strategies, specifically through outreach, marketing, and initiating new strategies. Currently, TMOs within the State are concentrated in the Denver/I-70 corridors with support from the Denver Regional Council of Governments (DRCOG) and CDOT.

NFRMPO's Planning Council has set aside Multimodal Transportation and Mitigation Options Funds (MMOF) to initiate the first TMO in Northern Colorado, matched with a CDOT Office of Innovative Mobility (OIM) grant. Together, these grants will support a new, standalone organization to work with businesses, community groups, and other major stakeholders along the US34 corridor between Estes Park and Kersey. The NFRMPO will administer the funds, allowing the TMO to focus on programming and community support. Because this is the first TMO in Northern Colorado, it is expected the organization will evolve based on identified needs.

In addition, the Planning Council has set aside \$100,000 of Carbon Reduction Program (CRP) funds annually starting in FY2024 to support new and existing TMOs. As with the MMOF and OIM grants, these funds will need to show a vehicle trip reduction and extensive outreach to ensure the NFRMPO meets requirements set out in the GHG Planning Standard and in line with the requirements of the funding programs.

Local Efforts

Local communities and organizations are implementing TDM into their plans and programs.

- Fort Collins and Colorado State University (CSU) undertook TDM Plans in 2023. These plans will support and expand existing TDM efforts in these jurisdictions, including adding staff and program capacity, investing in new and existing programs, and working to shift trips toward active transportation, transit, and working from home.
- Greeley is evolving Greeley Evans Transit into Mobility Services, encompassing curb management, transit, micromobility, and other initiatives. The actual programming will tie into the Mobility Development Plan the agency will undertake in 2023 and 2024.

Statewide Initiatives

HB19-1261 set statewide goals for GHG reductions compared to 2005 levels, including a planned reduction of 90 percent by 2050. To meet these goals, the State adopted and drafted the GHG Pollution Reduction Roadmap, which identified strategies and GHG reduction targets in each sector. By 2050, the GHG Pollution Reduction Roadmap recommended the transportation sector reduce 99 percent of its GHG emissions. SB23-016 strengthened the State's goals, introducing a 90 percent reduction target by 2045 and increasing the 2050 target to 100 percent.

The GHG Planning Standard requires CDOT and the state's five metropolitan planning organizations (MPOs) to create transportation plans that reduce GHG emissions by programming additional transportation options¹². Each region must meet specific emissions reductions using GHG strategies. Agencies can implement one or more mitigation measures if it cannot meet the greenhouse gas reduction levels. Examples include more public transit, more walking and bicycle trails, more medium- and heavy-duty electric vehicle charging stations, cleaner construction policies, carpool programs and smarter land use policies. Failure to meet GHG reductions can mean the Colorado Transportation Commission can designate that specific funding streams for an agency be spent on mitigation efforts.

Other initiatives were rescinded or not approved due to feedback or lack of support. Although these efforts did not move forward, it is expected similar efforts will be evaluated in the future. The 2021 Employee Traffic Reduction Program (ETRP) Rulemaking would have required large employers to develop and implement a plan to reduce the number of SOV trips by employees to and from the work site (Air Quality Control Commission). HB22-1138, which would have required ETRP efforts by large employers and provided funding for Transportation Management Organizations (TMOs) to assist with implementation.

The State has introduced new funding sources to help meet the GHG reduction targets. To understand how these directly impact the NFRMPO, refer to **Chapter 4**.

SB20-204

- **Air Quality Enterprise**: conduct air quality modeling, monitoring, data assessment, and research; implement emission mitigation projects; and provide its data to the Division of Administration and Air Quality Control Commission (AQCC) to facilitate the administration of the state's air quality laws, including by facilitating the timely issuance and effective enforcement of appropriate emission permits.

¹² <https://www.codot.gov/programs/environmental/greenhousegas/assets/ghg-standard-fact-sheet.pdf>

SB21-260

- **Community Access Enterprise**: supporting the widespread and equitable adoption of electric motor vehicles and electric alternatives to motor vehicles in an equitable manner.
- **Clean Fleet Enterprise**: incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets.
- **Nonattainment Area Air Pollution Mitigation Enterprise**: mitigating transportation-related emissions in ozone nonattainment areas
- **Multimodal Transportation and Mitigation Options Funds (MMOF)**: classify greenhouse gas mitigation projects as multimodal projects.
- **Clean Transit Enterprise**: supporting clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure.

SB22-180

- **Ozone Season Transit Grant Program**: grants for transit agencies to provide at least 30 days of new or expended fare-free transit service during ozone season.
- **Statewide Transit Pilot**: funding for a three-year pilot for CDOT's Division of Transit and Rail (DTR) to extend Bustang services throughout the State.
- **Revitalizing Main Streets**: encourage active transportation and healthy lifestyles through improvements to the vitality of downtowns, mixed-use centers, and community gathering spaces.

SB22-193

- **Clean Air Program Grant**: awards grant money to private entities, local governments, tribal governments, and public-private partnerships for voluntary projects to reduce air pollutants from industrial and manufacturing operations. Projects include energy efficiency projects; transportation electrification projects; projects producing or utilizing clean hydrogen; projects involving carbon capture at industrial facilities and direct air capture projects; methane capture projects; and projects producing or utilizing sustainable aviation fuel.
- **Community Access to Electric Bicycles Grant Program**: awards grant money to local governments, tribal governments, and nonprofit organizations that administer or plan to administer a bike share program or an ownership program for the provision of electric bicycles in a community.

- **Community Access to Electric Bicycles Rebate Program**: rebates for purchases of electric bicycles and equipment used for commuting purposes to individuals in low- and moderate-income households, businesses, or nonprofit organizations or bicycle shops that sell electric bicycles to program participants at discounted prices.
- **Electrifying School Buses Grant Program**: awards grant money to school districts, including schools operated by tribal governments, and charter schools, or nonprofit partners acting on behalf of a school district or charter school, to help finance the procurement and maintenance of electric-powered school buses, the conversion of fossil-fuel-powered school buses to electric-powered school buses, charging infrastructure, and upgrades for electric charging infrastructure and the retirement of fossil-fuel-powered school buses.

HB22-1026

- **Alternative Transportation Options Tax Credit**: restructured an existing tax deduction into a tax credit for employers providing alternative transportation options.

Mobility

RideNoCo is the NFRMPO’s Mobility Program, focused on assisting older adults, individuals with disabilities, individuals with lower-income, and people that may not speak English as a first language, as well as the broader community help identify their mobility options and choose the option that best fits their needs. Starting in 2020, the program has expanded from a mobility coordination program into a mobility management program by offering additional programs explained later in this section. RideNoCo staff continue to coordinate with local communities, transit agencies, human service transportation providers, and stakeholders around Northern Colorado to collect data, address gaps, and better coordinate transportation options for vulnerable populations. The program is funded using Federal Transit Administration (FTA) funds and state MMOF grants.

Image 2-3: RideNoCo staff talking to community members under a tent at an outreach event. Image credit NFRMPO Staff.



Since 2007, the NFRMPO has convened two Mobility Committees, one in Larimer County and the other in Weld County. These Mobility Committees have met to discuss and address mobility gaps by implementing the various Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan). Since 2021, the Mobility Committees have held joint committee meetings, which have been named the Northern Colorado Mobility Committee beginning in 2023.

RideNoCo has expanded in three phases with the support and guidance of the Mobility Committees. These three phases included:

- **Website and Call Center (2021)** – created a central information hub to identify transportation options across region and beyond.
- **Trip Discovery (2022)** – Launched a trip planning tool that allows individuals to find providers and plan trips across public transit, volunteer/human service providers, and walking/biking utilizing GTFS-Flex technology.
- **Trip Dispatching (2023)** – With a long-term vision to find, plan, and book a ride in one place across multiple providers and provide flexibility for transportation providers to schedule riders across different agencies, RideNoCo is currently working with volunteer transportation providers and their scheduling platforms to make their systems Transactional Data Specifications (TDS) compliant. Once complete, RideNoCo and

participating agencies will be able to seamlessly share client and trip information among and between each other, reducing friction for prospective riders and enhancing the capacity for coordination among agencies.

In addition, RideNoCo has provided technical assistance and built partnerships to address local mobility gaps. The following two examples showcase rural mobility needs where fixed-route transit may not be sufficient.

- **Red Feather Lakes** – Formed in response to the Cameron Peak wildfire, the North 40 Mountain Alliance (N40MA) quickly turned to responding to other unmet needs in rural northwestern Larimer County, including transportation. RideNoCo continues to work closely with N40MA to acquire operations funding to scale up the organization’s nascent transportation services and the N40MA will be utilizing RideSheet as a scheduling platform as part of the Trip Scheduling phase of the RideNoCo Implementation project.
- **Rural Weld County transportation** – In 2021, RideNoCo partnered with Via Mobility Services to broker a pilot service in rural Weld County to gauge community demand utilizing Section 5311 funding received by Via as part of federal Coronavirus relief allocations. Over the course of the 6-month pilot, 74 riders registered for the service and 461 trips were provided. Due to the pilot’s success, RideNoCo worked closely with Via and Weld County communities to bring the service back on an expanded 2-year basis beginning in 2023.

The RideNoCo program will continue to grow and evolve to serve the needs of the region, increasing its role as a vital nexus for mobility needs in the region.

Safety and Resiliency

Chapter 2, Section 3

NFRMPO's Role

As required by federal legislation, the North Front Range Metropolitan Planning Organization (NFRMPO) has identified its role in regional transportation safety, security, and resiliency. As a planning agency, the NFRMPO acts in an information capacity regarding safety and security of the transportation system in the region. The NFRMPO works with local agencies to ensure information is up-to-date and to make connections or hold trainings when necessary.

A safe and secure transportation system is vital to the movement of people and goods through the region. The NFRMPO fulfills a role in coordinating and promoting transportation safety and security with federal, state, and local government transportation agencies and departments. The NFRMPO supports this objective through planning and programming federal funding for transportation infrastructure and programs. The NFRMPO adopted the following goal as part of the 2050 GOPMT: *Safety – Enhance transportation safety and reduce the number of transportation related fatalities and serious injuries.*

This section provides information on recent safety data trends along with plans and programs related to safety in the region, the state, and nationally. In addition, ongoing and future work is identified to continue to make progress towards reducing fatal and serious injury crashes across the North Front Range region.

Safety

The NFRMPO Planning Council adopted the NFRMPO Safety Vision: Moving Towards Zero Deaths in 2020 recognizing there is no acceptable number or deaths or serious injuries on the road network and outlining action steps to continue to prioritize and enhance safety planning within NFRMPO plans and programs. The action steps outlined in the *Safety Vision* are:

- Continue to prioritize safety in future Calls for Projects;
- Analyze all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives;
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

As part of the federally required Transportation Performance Management established by FHWA and FTA, the NFRMPO sets the Federally required Highway Safety targets annually. These targets are required to be data driven and not aspirational. The NFRMPO has set these targets since 2018 by supporting the statewide targets, and agreeing to plan and program projects which will contribute to the achievement of these targets. More information about the performance measures and targets are outlined in the [System Performance Report](#) later in this chapter. In future years, and as many NFRMPO member communities pursue Vision Zero through safety action plans, the NFRMPO will work to incorporate targets set out by local agencies to reduce fatal and serious injury crashes. Information about these efforts are included in the [Moving Forward](#) section of this chapter. The NFRMPO may also consider setting a specific goal and timeline to achieve Vision Zero. Future iterations of the Regional Performance Measures outlined in the GOPMT may also include a safety related target to reflect the priorities of the NFRMPO region. Ultimately, the NFRMPO and its member communities recognize there are no acceptable number of deaths or serious injuries on the road network and will continuously work toward that goal.

Call for Projects

The NFRMPO holds periodic Calls for Projects to award state and federal funding to local agencies in the region for surface transportation projects. The Federal Highway Administration (FHWA) encourages agencies responsible for allocating federal funding to consider roadway safety whenever possible. The NFRMPO has used safety as a prioritization criterion when evaluating project applications. During the 2023 Call for Projects which will be held in late 2023, the NFRMPO will implement a two-tiered approach for safety evaluation by analyzing projects based on crash rates at the project location as well as the implementation of proven safety countermeasures or proactive safety interventions.

Safety Data Working Group

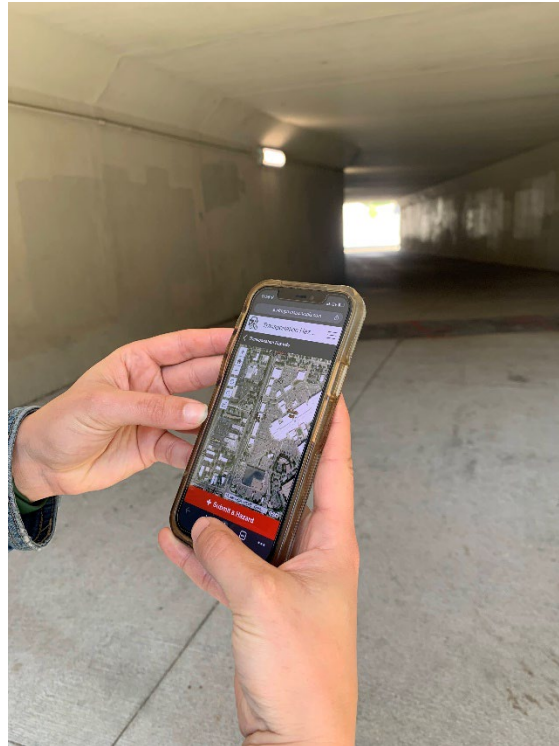
As an implementation of the NFRMPO *Safety Vision*, the NFRMPO created a working group of local agency staff including planners, engineers, geographic information system (GIS) professionals, and partner agencies such as CDOT and FHWA staff. The group convenes periodically to analyze crash data availability and analysis, coordinating efforts for sharing crash data across the region, implementations of crash data in the planning process such as the NFRMPO Calls for Projects, and development of the Bike and Ped Safety Reporter tool.

Bike & Ped Safety Reporter Tool

As part of the implementation of the [2021 Regional Active Transportation Plan](#), the NFRMPO developed a regional crowdsourced reporting tool to supplement crash data and identify areas in the region where individuals feel unsafe biking, walking, and rolling. Through the [Bike and Ped Safety Reporter Tool](#), members of the public are able to pinpoint locations on an

online map where specific hazards are present. Information reported in the tool is shared with the relevant local agency staff to help identify where safety interventions may be implemented. Results from the tool can also be viewed in an online [Dashboard](#) where users can track progress of submitted issue.

Image 2-4: A person holding a smartphone using the Bike and Ped Safety Reporter Tool.



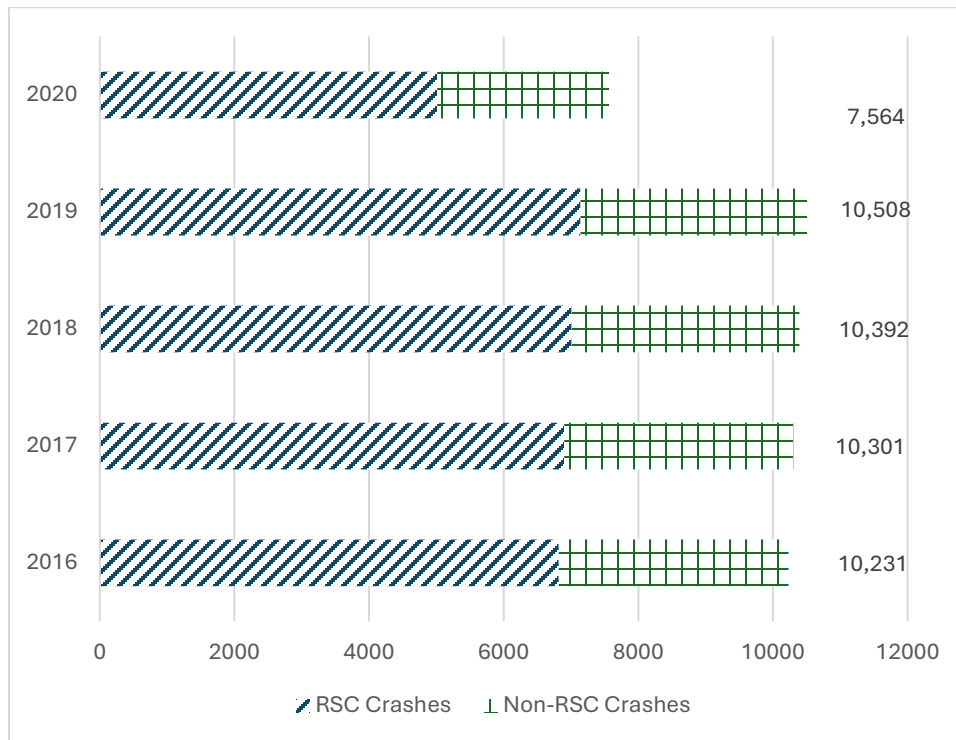
A variety of issues can be reported in the tool, including:

- Accessibility issues;
- Near Misses;
- Poor visibility or lighting;
- Vehicles not yielding the right of way to pedestrians;
- Sidewalk and bike lane obstructions;
- Gaps in bike facilities; or
- Not enough time to cross during a pedestrian signal.

Crash Data Trends, 2016-2020

There were 48,996 crashes within the NFRMPO region between the years 2016 and 2020. Approximately 67 percent of crashes occur on the NFRMPO Regionally Significant Corridor (RSC) network as shown in **Figure 2-17**.

Figure 2-17: NFRMPO Crashes, 2016-2020



To best assess the condition of roadway safety in the region, and in accordance with the FHWA Safety Performance Management as outlined in the **System Performance Report** section, the NFRMPO tracks the number of fatalities and serious injuries which occur on all public roads within the region. The CDOT defines the following crash severities:

- **Fatal:** A fatal injury is any injury that results in a death within 30 days of the crash
- **Serious Injury:** A serious injury crash results in an evident incapacitating injury and is any injury (other than a fatal injury) that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury. Examples include severe lacerations, broken limbs, and skull, chest, or abdominal injuries.
- **Minor crash:** a crash that resulted in no fatalities or serious injuries. Commonly referred to as a property damage only (PDO) crash.

Figure 2-18 shows the total number of fatalities and serious injuries between 2012 and 2020 in the NFRMPO region. The locations of fatal and serious injury crashes from 2016 to 2020 in the North Front Range are identified in **Figure 2-19**.

Figure 2-18: NFRMPO Fatalities and Serious Injuries, 2012-2020

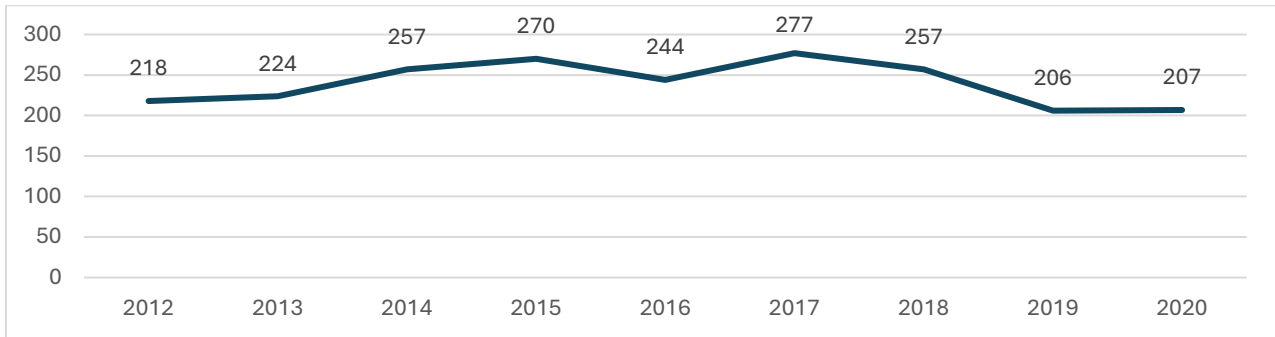
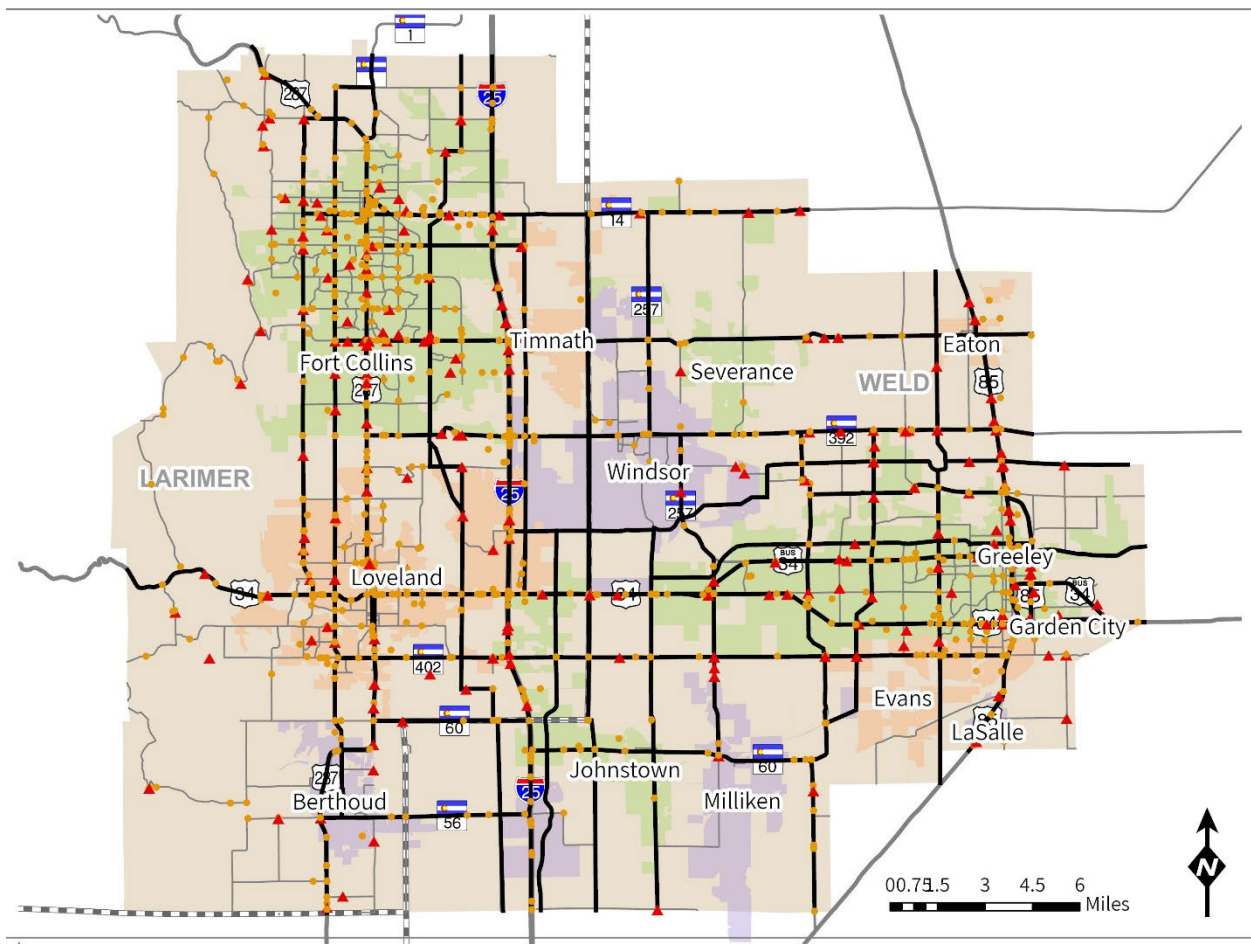


Figure 2-19: NFRMPO Fatal and Serious Injury Crashes, 2016-2020



Legend

- ▲ Fatal Crash
- Serious Injury Crash
- 2050 NFRMPO RSCs
- NFRMPO Planning Area
- County Boundary

May 2023
Sources: CDOT, NFRMPO



Between 2016 and 2020, approximately 70 percent of fatal and serious injury crashes occurred on the NFRMPO RSC network and nearly half of the fatal and serious injury crashes occurred on the highway system. **Figure 2-20** illustrates where the greatest density of fatal and serious crashes has occurred.

Figure 2-20: Heat Map of NFRMPO Fatal and Serious Injury Crashes, 2016-2020

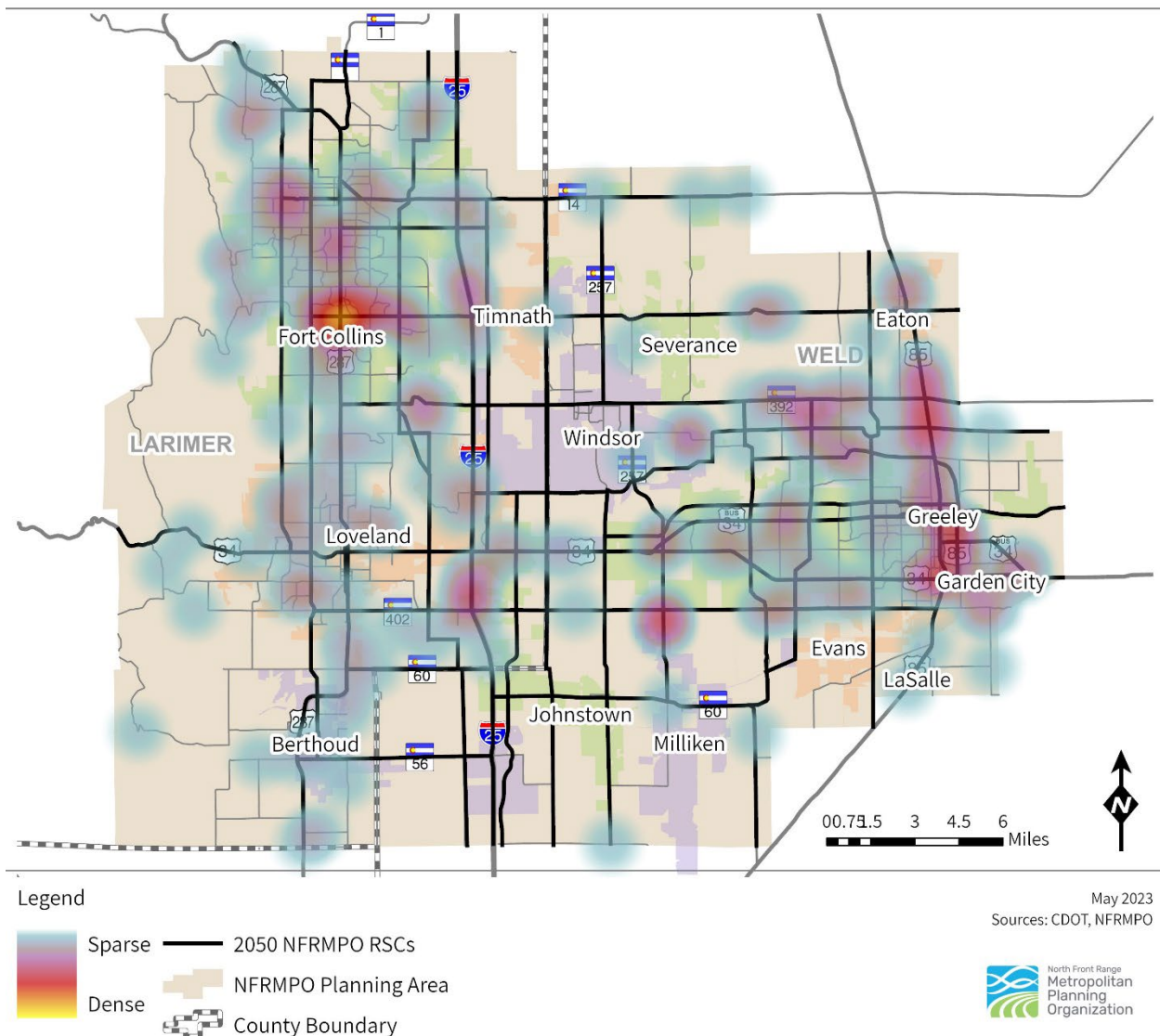


Figure 2-20 Additional Description: The heat map above shows areas with a denser concentration of fatal and serious injury crashes. Areas with more concentrated crashes are shown in yellow or red. Areas such as Fort Collins and along US85 between Garden City and Eaton tend to have a higher concentration of fatal and serious injury crashes.

In 2017, the region experienced a higher number of fatalities and serious injuries, including the highest number of fatalities and serious injuries of vulnerable road users (VRUs). A VRU is

defined as a person involved in a crash who was not in a motor vehicle or was using a mode of transportation such as walking or biking. **Figure 2-21** shows the number of fatalities and serious injuries by road user type and **Figure 2-22** illustrates the location of VRU involved fatal and serious injury crashes between 2016 and 2020.

Figure 2-21: Fatalities and Serious Injuries by Road User Type, 2012-2020

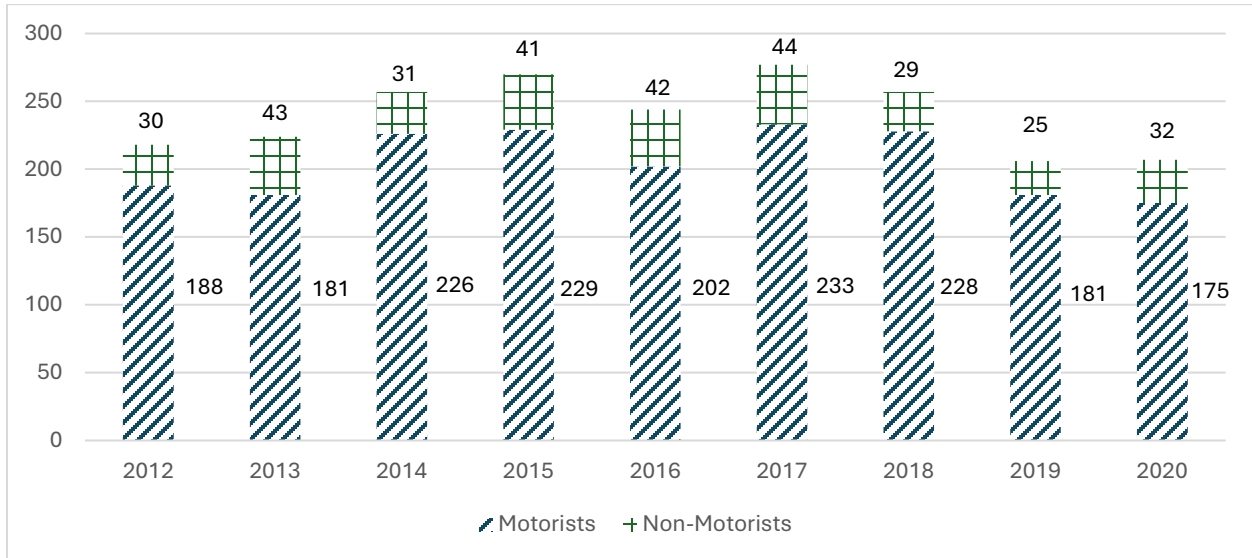


Figure 2-22: NFRMPO VRU Fatal and Serious Injury Crashes, 2016-2020

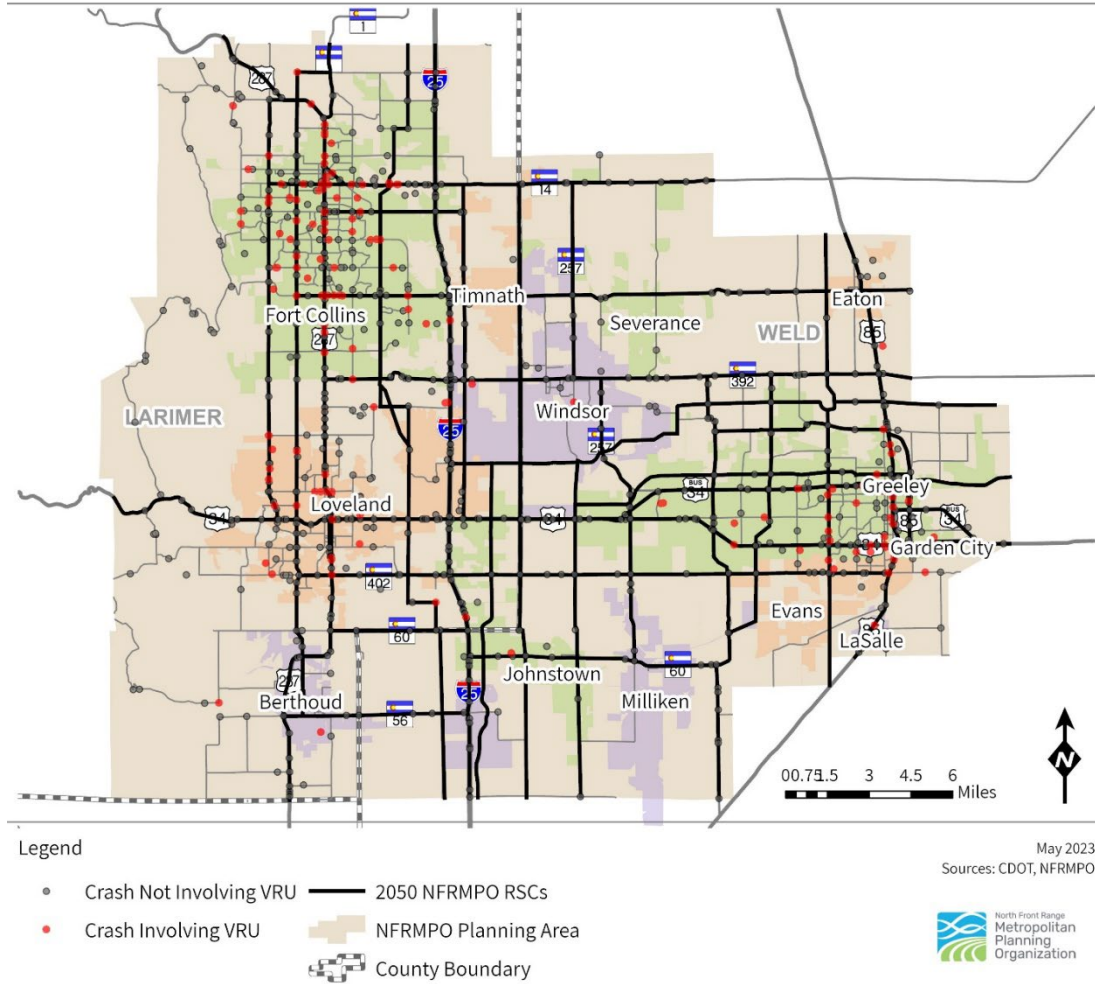


Figure 2-22 Additional Description: The map above shows a breakdown of fatal and serious injury crashes involving vulnerable road users (VRU). Red circles show crashes involving a VRU, and grey circles show crashes not involving a VRU. Fatal and serious injury crashes, regardless if a VRU is involved, tend to be clustered around Loveland, Fort Collins, Garden City, and Greeley.

To evaluate the safety of truck travel within the NFRMPO, the percentage of overall crashes involving trucks was compared against the percentage of truck traffic on the region’s top truck routes.

Table 2-6: Truck Traffic (2018) and Truck Crashes (2016-2020)

Roadway	Centerline Miles	2018			2016-2020			Truck Crash % > Truck Traffic %
		AADT (Truck)	AADT (All Traffic)	Percent Truck Traffic	Total Crashes	Truck Crashes	Percent Truck Crashes	
I-25	27.1	7,743	74,250	10.43%	3,645	386	10.59%	TRUE
US287	32.5	915	23,084	3.96%	1,134	83	7.32%	TRUE
US34	34.4	1,525	32,100	4.75%	367	36	9.81%	TRUE
US34 Business	15.5	462	12,848	3.60%	1,634	152	9.30%	TRUE
US85	16.3	1,881	19,331	9.73%	242	14	5.79%	FALSE
US85 Business	4.4	591	12,888	4.59%	634	36	5.68%	TRUE
SH14	14.2	1,413	23,108	6.12%	5230	140	2.68%	FALSE
SH56	7	410	7,425	5.52%	4955	153	3.09%	FALSE
SH60	19.8	420	9,525	4.41%	2019	54	2.67%	FALSE
SH257	18.6	549	8,503	6.46%	832	101	12.14%	TRUE
SH392	21.3	734	11,490	6.39%	579	26	4.49%	FALSE

As shown in

Table 2-6, I-25, US287, US34, US34 Business, US85 Business and SH257 have greater percentages of truck crashes than overall truck traffic, with US34, US34 Business, and SH257 showing the greatest difference.

As discussed in **Chapter 1**, the region has extensive railroad trackage operated by BNSF Railway, Union Pacific Railroad (UPRR), and Great Western Railway (GWR). Across the region there are 268 at-grade railroad crossings.

Table 2-7 lists the crashes at the at-grade crossings between 2016 and 2020 as well as non-motorist incidents not at designated crossings. Over the five-year period, there were 17 rail related incidents including five fatalities and six injuries.

Table 2-7: Rail Related Incidents, 2016-2020

Crossing ID	Railroad	County	City	Street	Date	Fatalities	Injuries	Crossing Protection
804854P	UPRR	Weld	Eaton	Collins Avenue	3/20/2016	0	0	Gates, Standard Flashing Light Signal, Audible, Cross Bucks
N/A	BNSF	Larimer	Fort Collins	BNSF Near Pitkin St	6/26/2016	1	0	Not At Crossing
N/A	BNSF	Larimer	Loveland	BNSF Near Garfield Ave	11/15/2016	1	0	Not At Crossing
804852B	UPRR	Weld	Eaton	WCR 72	12/4/2016	0	1	Stop Signs, Cross Bucks
804855W	UPRR	Weld	Eaton	E 5th Street	2/22/2017	1	0	Stop Signs, Cross Bucks
245150L	BNSF	Larimer	Larimer	LCR 52	9/6/2017	0	0	Gates, Standard Flashing Light Signal
804846X	UPRR	Weld	Weld	WCR 66	10/26/2017	0	0	Gates
245120U	GWR	Weld	Greeley	WCR31 (59th Avenue)	12/10/2017	1	0	Cross Bucks, Other
804855W	UPRR	Weld	Eaton	5th Street	2/6/2018	1	0	Stop Signs, Cross Bucks
804848L	UPRR	Weld	Weld	WCR 70	4/12/2018	0	0	Stop Signs, Cross Bucks

Crossing ID	Railroad	County	City	Street	Date	Fatalities	Injuries	Crossing Protection
N/A	BNSF	Larimer	Fort Collins	BNSF Between Laurel St and Elizabeth St	6/29/2018	0	1	Not At Crossing
N/A	BNSF	Larimer	Fort Collins	BNSF Near Mountain Avenue	1/24/2019	0	1	Not At Crossing
245124W	GWR	Weld	Greeley	35th Avenue	1/26/2019	0	0	Cross Bucks, Other
245124W	GWR	Weld	Greeley	35th Avenue	3/1/2019	0	0	Cross Bucks, Other
N/A	BNSF	Larimer	Fort Collins	BNSF Between Laurel St and Elizabeth St	11/15/2019	0	1	Not At Crossing
245120U	GWR	Weld	Greeley	59th Avenue	1/11/2020	0	1	Cross Bucks, Other
245038A	BNSF	Larimer	Loveland	4th Street	3/6/2020	0	1	Gates, Standard Flashing Light Signal, Cross Bucks

Transit Safety

In 2017, the Federal Transit Administration (FTA) released the National Public Transportation Safety Plan required under MAP-21 and the FAST Act. The goal of the Plan is to improve the safety of all public transportation systems that receive Federal transit funds. The National Public Transportation Safety Plan identifies safety performance criteria for all modes of public transportation, defines “state of good repair” (SOGR), identifies minimum safety performance standards for public transportation vehicles and minimum safety standards to ensure the safe operation of the system, and a safety certification training program.

Image 2-5: A parked bus in a parking lot.



In May 2018, the FTA issued the Public Transportation Safety Program final rule, formally adopting the Safety Management Systems (SMS) approach to safety. As part of the final rule, the FTA can enforce compliance with Federal transit safety law. Consequences for noncompliance include mandating how funds be spent, withholding funds, and imposing restrictions on a transit agency’s operations.

Each local transit agency was tasked to create their own Public Transportation Agency Safety Plan (PTASP) with corresponding performance measures and targets by July 2020. These plans are required to include methods for identifying and evaluating safety risks throughout all elements of the system; strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions; a process and timeline for conducting an annual review and update of the Plan; performance targets based on the safety performance criteria and SOGR, assignment of an adequately trained safety officer reporting to the general manager; and a comprehensive staff training program for the operations personnel and personnel directly responsible for safety. Performance measures and targets included in the PTASPs are outlined in the **System Performance Report** section of the 2050 RTP.

The Colorado Association of Transit Agencies (CASTA) partners with CDOT in use of the State’s apportioned Rural Transit Assistance Program (RTAP) program. These funds are used for safety and training courses at the spring and fall CASTA conferences. In addition, CASTA is piloting a Professional Transit Driver Certification (PTDC) program, which will focus on defensive driving, Passenger Assistance Security and Safety (PASS), First Aid/CPR, safety, emergency and evacuation procedures, and workplace violence among other topics.

Congestion Management Process (CMP)

Congestion, defined as the build-up of vehicles on certain portions of the transportation system resulting in travel speeds that are slower than ‘free flow’ speeds¹³, is closely related to transportation safety. Congestion is one of the major contributors to crashes within the region while, in turn, crashes are one of the major contributors to congestion. To address congestion, the region uses the systematic process identified in the Congestion Management Process (CMP). The CMP is updated with the same frequency as the RTP and was most recently updated in 2023.

One of the major functions of the CMP is to guide the project selection process for the TIP. As federally required, any project proposed for inclusion in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies are insufficient to satisfy the need for additional capacity unless the project addresses an established bottleneck or is a safety improvement. If a roadway expansion project is deemed necessary, the CMP must identify all regional demand and operational management strategies to maintain the functional integrity and safety of the project into the future.

The 2023 CMP incorporates the goals and performance measures adopted for the 2050 RTP as many of the performance measures are directly related to congestion. The objectives of the 2023 CMP build from the goals in the 2050 RTP. The objectives highlight the need to achieve multiple outcomes simultaneously with a constrained set of financial resources. The following objectives guide the 2023 CMP:

- Optimize the transportation system;
- Reduce congestion;
- Improve travel time reliability;
- Increase the availability of viable travel options;
- Enhance transportation equity; and
- Improve safety.

These objectives have related performance measures as shown in **Table 2-8**.

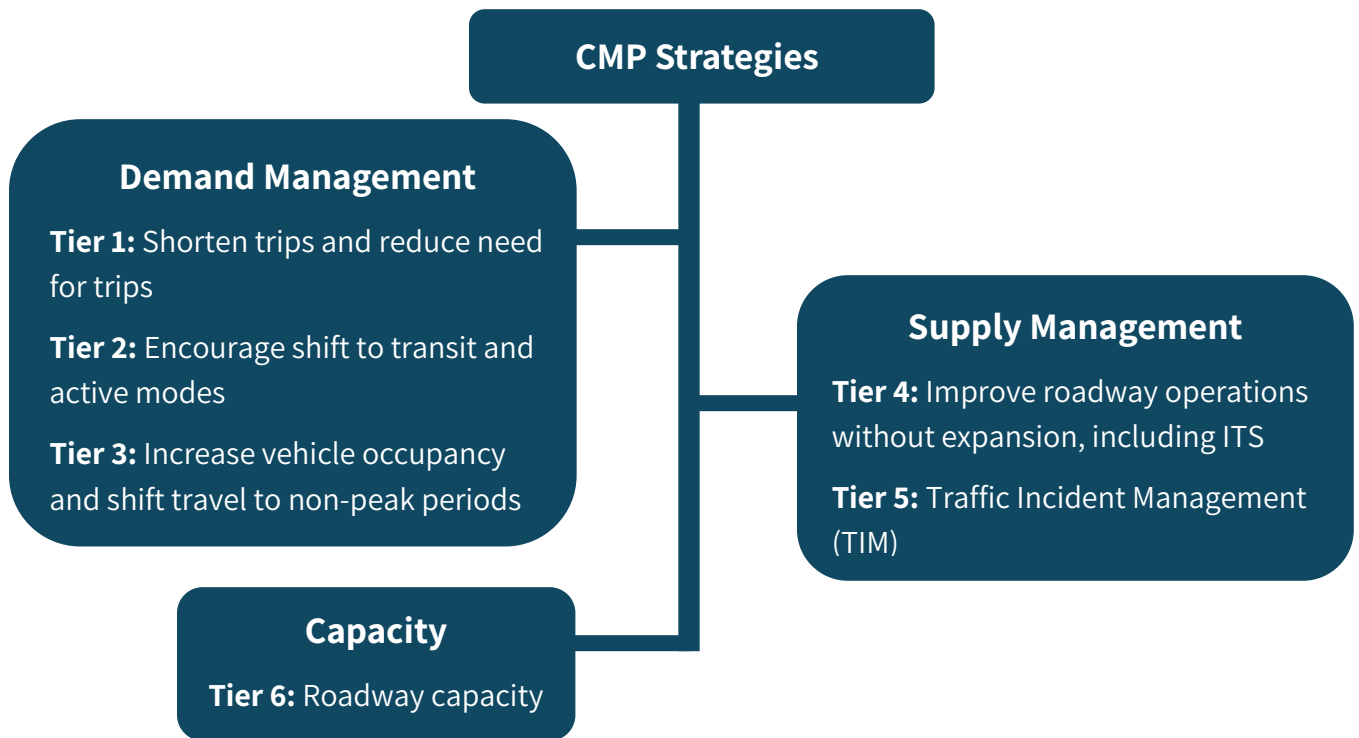
¹³ Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation. https://ops.fhwa.dot.gov/congestion_report/chapter2.htm. (Accessed 6/20/2023).

Table 2-8: 2023 CMP Performance Measures

Performance Measure	Description
Travel Time Index	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off-peak travel times.
VMT per Capita	Miles traveled by vehicles in a specified region over a specified time period. Calculated per person for all trips.
Travel Time Reliability	Measures non-recurring delay for all vehicles by comparing the 80 th percentile travel time to the median (50 th percentile) travel time. A value of 1.5 or higher indicates the segment is not reliable. A corridor may be congested, but reliable if the congestion is consistent.
Truck Travel Time Reliability	Measures non-recurring delay for trucks by comparing the 95 th percentile travel time to the median (50 th percentile) travel time. A value of 1.5 or higher is considered unreliable.
Number of Crashes	The number of collisions involving one or more vehicles.
Transit Ridership per Capita	The number of unlinked trips per resident within each provider’s service area. Measuring per capita helps account for population growth.
Percent of non-single occupant vehicle commuter trips	Percent of all commute trips completed by any mode other than SOV, including by transit, bicycle, walking, or carpooling.
Percent of devices connected by fiber on RSCs	Percent of devices connected with fiber-optic cables used for transportation management purposes.
Peak Hour Excessive Delay on NHS in Fort Collins UA	Annual hours of excessively delayed travel per capita, with excessive delay defined as travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, between 6 a.m. and 10 a.m. and 3 p.m. to 7 p.m. weighted by vehicle volumes and occupancy.

Strategies to manage congestion are identified in the [2023 CMP](#) and are categorized by Demand Management, Supply Management, and Capacity and are broken down into six tiers as illustrated in **Figure 2-23**.

Figure 2-23: CMP Strategy Categories and Tiers



Many CMP strategies coincide with the FHWA Proven Safety Countermeasures and help the NFRMPO make progress toward achieving safety goals. Strategies identified in the 2023 CMP that coincide with safety countermeasures are identified as such.

Moving Forward

The United States Department of Transportation (USDOT) adopted the National Roadway Safety Strategy (NRSS) in January 2022. The NRSS describes major actions which can be implemented to make a meaningful difference in roadway safety by implementing the Safe Systems Approach.

The Safe Systems approach is comprised of five key principles:

1. **Death and Serious Injuries are Unacceptable** - While no crashes are desirable, the Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries since no one should experience either when using the transportation system.
2. **Humans Make Mistakes** - People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

3. **Humans Are Vulnerable** - People have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
4. **Responsibility is Shared** - All stakeholders – including government at all levels, industry, nonprofit/advocacy, researchers, and the public – are vital to preventing fatalities and serious injuries on our roadways.
5. **Safety is Proactive** - Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
6. **Redundancy is Crucial** - Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.¹⁴

As illustrated in **Figure 2-24**, there are five objectives to implementation of the Safe Systems approach: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post Crash-Care.

Figure 2-24: Illustration of the Safe Systems Approach



¹⁴ National Roadway Safety Strategy (2022), <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>. Accessed 6/7/2023

The Safe Systems approach is implemented from national to local agencies as a holistic approach to reducing fatal and serious injury crashes. The following section outlines some of the work being undertaken in the region around safety planning.

CDOT Strategic Transportation Safety Plan

In 2015 the Colorado Department of Transportation (CDOT) announced the Moving Colorado Towards Zero Deaths initiative which was carried forth into the 2020-2023 Colorado Strategic Transportation Safety Plan (STSP). The vision of the STSP is “The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely”¹⁵. The STSP includes several strategies to advance transportation safety planning in the state and help Colorado become a national leader in safety. The STSP identifies a target to reduce roadway fatalities and serious injuries by 15 percent between 2020 and 2023.



Fort Collins Vision Zero Action Plan

In 2023, the City of Fort Collins adopted the first Vision Zero Action Plan¹⁶ in the region. The plan identifies strategies which can be implemented over the next ten years to achieve Vision Zero by 2032 and eliminate transportation related fatalities and serious injuries. The plan focuses on vulnerable users, or people using the transportation system outside of a motor vehicle including riding a motorcycle, using a wheelchair, walking, biking, or using micro mobility devices. The five main goals of the plan are:

- Support mode shift to reduce motor vehicle trips;
- Prioritize safer speeds and multimodal places;
- Promote a culture of traffic safety;
- Increase data transparency and partnerships; and
- Center equity.

¹⁵ 2020-2023 Colorado Strategic Transportation Safety Plan, April 6, 2023.

¹⁶ Fort Collins Vision Zero Action Plan (2023), <https://www.fcgov.com/traffic/files/vision-zero-action-plan-2023.pdf?1681490393>, Accessed 6/16/2023

Safe Streets and Roads for All

The Safe Streets and Roads for All (SS4A) federal discretionary grant program was created through the Infrastructure Investment and Jobs Act (IIJA) which will award \$5B over five years to initiatives that eliminate roadway deaths and serious injuries¹⁷. Two NFRMPO local agencies received awards to develop safety action plans during the first round of grant awards: the City of Greeley and Larimer County. Additional NFRMPO local agencies may apply for grants to develop safety action plans during the 2023 notice of funding opportunity. Safety Action plans created through the SS4A program identify projects and strategies to address transportation safety in the region and allow for local agencies to apply for implementation (or construction) funding from the SS4A program in future years.

Resiliency

The NFRMPO has an informational role in planning for the resiliency of the transportation system. The Colorado Resiliency Office defines resiliency as “the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges — including human-caused and natural disasters — and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”¹⁸

Examples of environmental risks identified in the regional Hazard Mitigation Plans (HMP) include biological hazards; earthquakes; extreme weather; fires; floods, hazmat; and tornadoes. Additional transportation security incidents may include trespassing, vandalism, or terrorism.

The North Front Range region is susceptible to a wide range of natural hazards, including snowy and icy road conditions, wildfires, flooding, tornadoes, high winds, hail, and more. Parts of the region receive an average of 47 inches of snow annually, which can stick to roads and create dangerous driving conditions. Heavy flooding can cause significant damage to transportation infrastructure and strain vulnerable parts of the system. The 2013 floods alone resulted in \$4B in damage to roads, bridges, and other infrastructure and property across the state, including \$280M on US34, and has taken years to replace or repair. Communities within or near designated floodplains are most susceptible to flood risks.

Figure 2-25 illustrates the NFRMPO communities located near 500-year flood plains along with fire locations between 2016 and 2020.

¹⁷ Safe Streets and Roads for All (SS4A), <https://www.transportation.gov/grants/SS4A>, Accessed 5/18/2023

¹⁸ 2020 Colorado Resiliency Framework, https://static1.squarespace.com/static/5fd3ae01f8f3aa3014a8069a/t/60beac4c8ff8cb6a2171ea1d/1623108705479/Framework_Electronic.pdf, Accessed 6/20/2023

Figure 2-25: Wildland Fires (2016-2020) and 500-Year Flood Zones in the NFRMPO

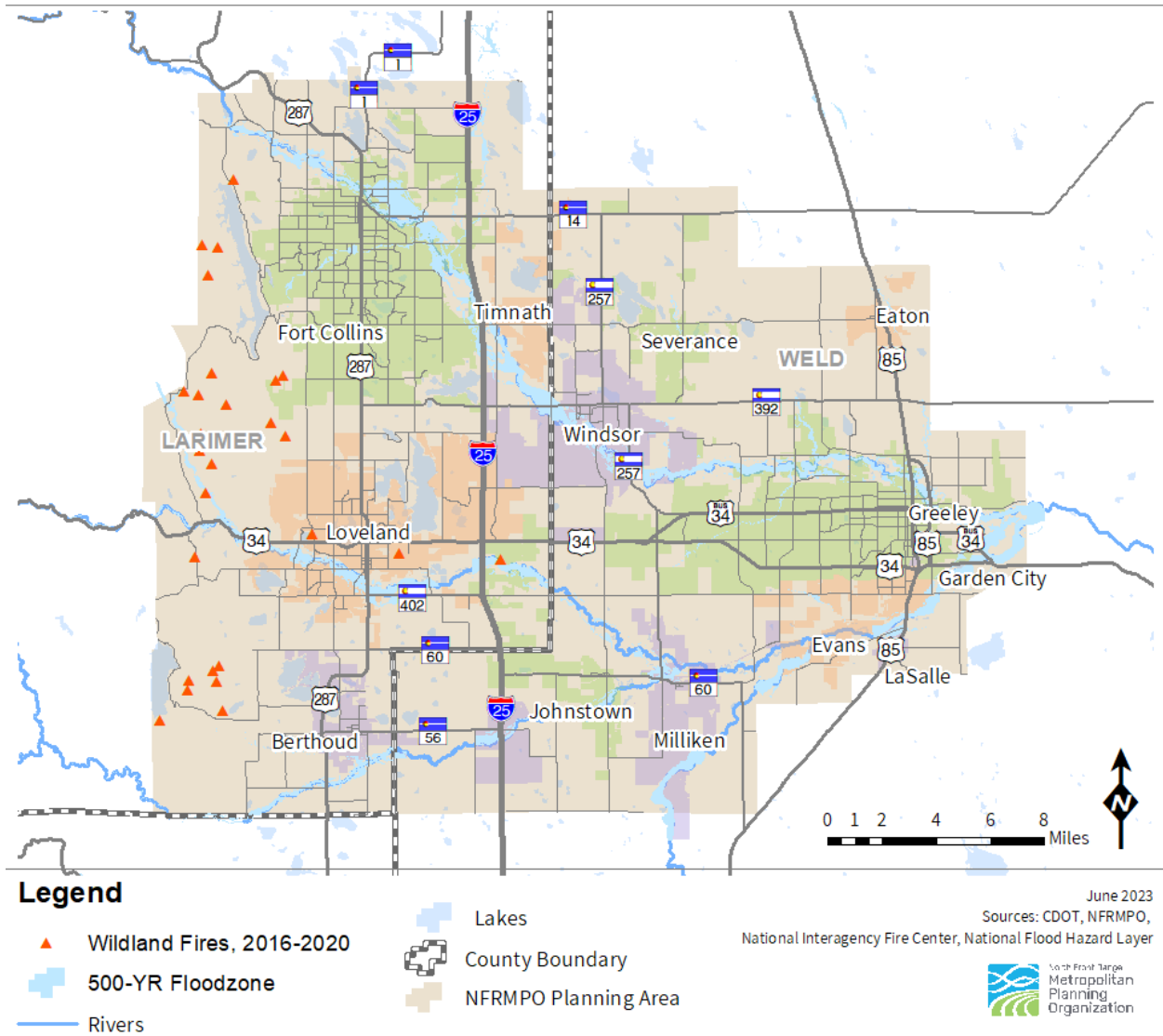


Figure 2-25 Additional Description: This map shows wildland fires from 2016-2020 in the NFRMPO boundary, as well as the 500-year flood zones in the boundary. There was a total of 27 wildland fires during this time period, with all of the fires occurring in Larimer County. Most of the fires occurred in the western portion of the NFRMPO boundary in unincorporated Larimer County or Loveland. The 500-year flood zones are primarily concentrated around the rivers in the NFRMPO boundary.

Wildfires within the region may pose a significant risk to people and property, but even fires outside the region can have a significant impact on our air quality. Wildfires across the West during the summer of 2020 significantly increased the concentration of particulate matter in

the air. Increased concentrations of PM may cause or exacerbate respiratory health problems and reduce visibility.

Lasting effects of wildfires can also have an impact on the transportation system including flood risk in burn areas. The Cameron Peak Fire, which burned from August 13 to December 2, 2020 and burned over 200,000 acres in Larimer County. Risks include an increased likelihood of flooding resulting in damage to public and private infrastructure.¹⁹ Areas around the Poudre River watershed experienced common occurrences of debris flow, flash flooding, and washed-out roads during the summer of 2021 following the Cameron Peak Fire.²⁰

CDOT Resilience Program

The CDOT Resilience Program was created to assess the risks and prepare the transportation system in advance of threats including floods, high winds, avalanches, rockfall, and other unavoidable threats. The CDOT Resilience Program helps plan for adverse events to ensure the transportation system is better equipped to withstand and quickly recover from events when they happen, while also ensuring the public can continue to access homes, businesses, schools, and hospitals.²¹

¹⁹ Cameron Peak Fire Risk Assessment, 2021.

https://www.larimer.org/sites/default/files/uploads/2021/cpf_risk_assessment_overview_5.24.2021.pdf, (Accessed 6/20/2023).

²⁰ Recovery Efforts for the Cameron Peak Fire, 2021.

<https://storymaps.arcgis.com/stories/66393e20dd674741b43d024a2f2d9188>. (Accessed 6/20/2023).

²¹ CDOT Resilience Program, 2021. <https://codot.gov/programs/planning/cdot-resilience-program> (Accessed 6.20/2023).

Image 2-6: Post-fire debris flow running onto SH 14. Image credit Coalition for the Poudre River Watershed.



CDOT created a criticality index of the state highway system to better prioritize the most critical roadways in the state.

Criticality is a measure of the importance of an asset to the resilience of the system, and by extension, to the success of CDOT in carrying out its mission of delivering service to travelers.²²

Criticality is based on six criteria:

1. Average Annual Daily Traffic (AADT);
2. Association of American State Highway and Transportation Officials (AASHTO) Roadway Classification factor;

²² Resilience in Colorado, 2021. <https://storymaps.arcgis.com/stories/8e576e78ac664b32b059ef1fe83a92fe>. (Accessed 6/20/2023).

3. Freight value per Ton;
4. Tourism dollars;
5. Social Vulnerability Index; and
6. System Redundancy.

Figure 2-26 illustrates the criticality index of the state highway system in the NFRMPO region.

Figure 2-26: Criticality Index of the State Highway System in the NFRMPO Region

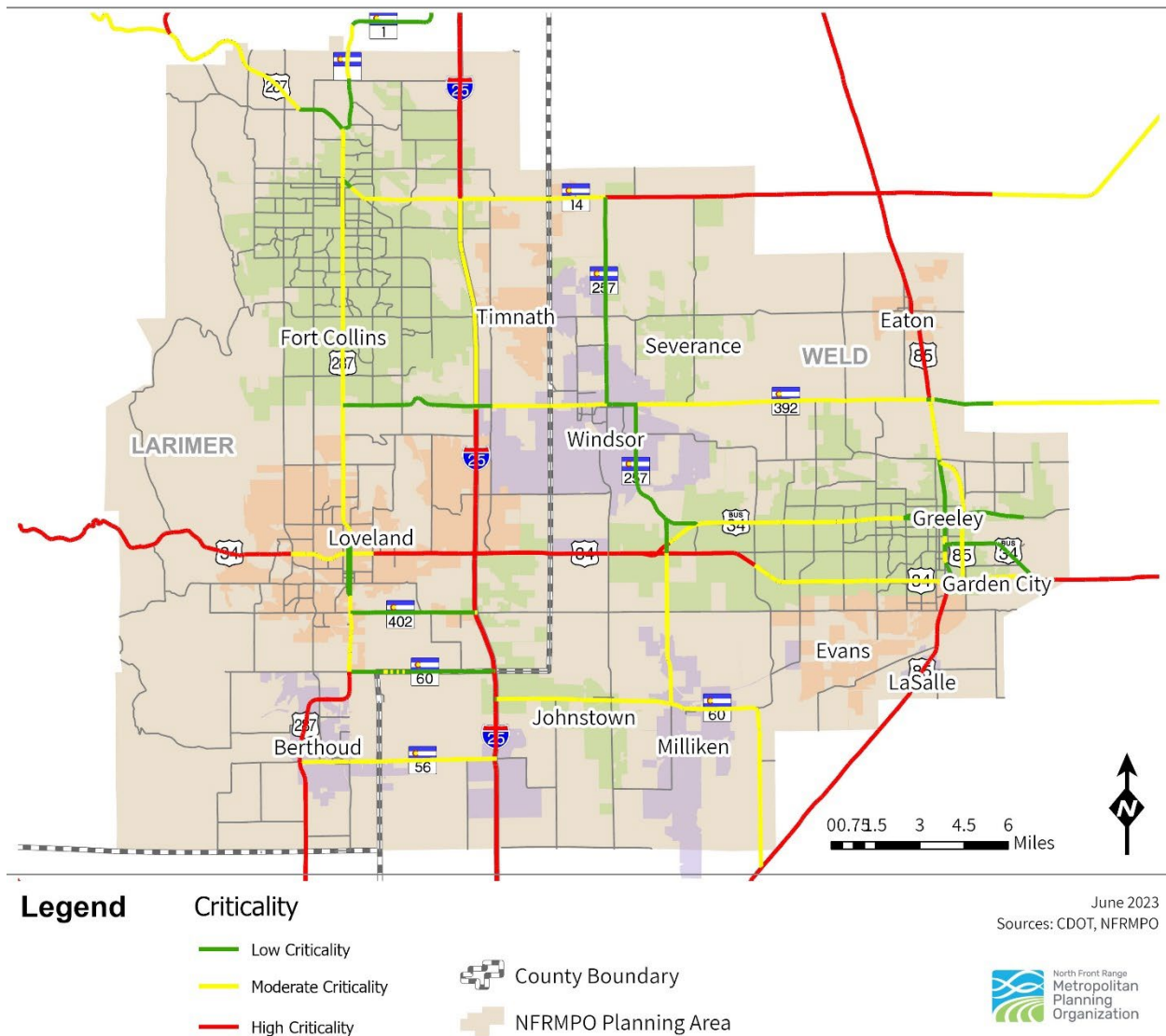


Figure 2-26 Additional Description: This map shows the criticality index of the state highway system in the NFRMPO boundary. Highways with a high criticality include portions of I-25, portions of US287, portions of US85, portions of SH14, and portions of US34.

COtrip

COtrip is an online map and mobile app which provides travelers with statewide, real-time information about Colorado roads including roadway conditions, traffic incidents, construction, and weather alerts and conditions. COtrip is a useful tool to help roadway users be prepared when traveling around the state.



View the website or download the app at <https://www.cotrip.org/>

PROTECT

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program was created by the Bipartisan Infrastructure Law (BIL) and provides funding for projects to ensure the resilience of surface transportation projects against natural hazards including climate change, extreme weather events, and natural disasters. The PROTECT program includes opportunities for local and regional agencies to apply funding to complete a Resilience Improvement Plan (RIP). In addition to the planning funding, there is also competitive and formula funding for agencies to implement projects to further resilience projects. Within the PROTECT program, a RIP may include the following elements:

- Planning, predesign, design, or development of data tools to simulate transportation disruption scenarios, including vulnerability assessments;
- Technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions;
- Or evacuation planning and preparations²³.

Emergency Management

Larimer County and Weld County Offices of Emergency Management provide information and resources to people who live, work, and spend time within the region. These offices provide information on how to plan and prepare for emergencies, respond to emergencies, mitigate against hazards, and recovery from hazards and disasters.

The following are resources for each county and the State related to Emergency Management.

²³ Bipartisan Infrastructure Law Fact Sheets, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), 2023. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm. Accessed 7/7/2023.

Larimer County

- [Larimer County Emergency Preparedness Guide, 2023](#): The Emergency Preparedness Guide provides information on how to be ready for emergencies and education on hazards in Larimer County.
- [Larimer County Hazard Mitigation Plan, 2021](#): The Larimer County Multi-Jurisdictional Hazard Mitigation Plan analyzes the Counties vulnerabilities to all hazards including natural and human caused to minimize impacts to people, property, and critical facilities.

Weld County

- [Weld County Emergency Preparedness Guide in English, 2018](#) or [Weld County Emergency Preparedness Guide in Spanish, 2018](#): The Emergency Preparedness Guide provides an overview of disaster information and tips on how to get on emergencies plans for all types of hazards.
- [Weld County Hazard Mitigation Plan, 2021](#): The Hazard Mitigation plan is designed to proactively reduce the risk of hazards facing Weld County.

Statewide

- [READYColorado](#): Colorado's source for preparedness information and tips on natural, technological, and human caused hazards.
- [COEMERGENCY](#): An incident specific resource for Coloradans during disasters.

Security

USDOT defines a transportation security incident as one resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. Examples of environmental security issues identified in the regional Hazard Mitigation Plans (HMP) include biological hazards; earthquakes; extreme weather; fires; floods, hazmat; and tornadoes. Overall transportation security incidents may include trespassing, vandalism, or terrorism. Local agencies prepare for the incidents and risks depending on the services they provide. **Table 2-9** is a reference for local and partner agencies and includes websites or other contact information for current information.

Table 2-9: Security Contact Information

Agency Category	Agency Name	Agency Contact Phone Number
Park N Rides	<u>Colorado Department of Transportation (Park N Rides)</u>	None
Transit Agencies	<u>Berthoud Area Transportation System (BATS)</u>	(970) 344-5816
	<u>Bustang (CDOT)</u>	800-900-3011
	<u>City of Loveland Transit (COLT)</u>	(970) 962-2700
	<u>Greeley Evans Transit (GET)</u>	(970) 350-9287
	<u>Transfort</u>	(970) 221-6620
Volunteer Transportation Service Providers	<u>Senior Alternatives In Transportation (SAINT)</u>	(970) 223-8604
	<u>60+ Ride</u>	(970) 352-9348
	<u>RAFT</u>	(970) 532-0808
Vanpool Service	<u>VanGo™ Vanpool Service</u>	(800) 332-0950
Railroad Security	<u>BNSF Railway</u>	(800) 795-2673
	<u>Union Pacific Railroad (UPRR)</u>	(888) 870-8777
	<u>Great Western Railway of Colorado (GWR)</u>	(303) 398-4500
Airport Transportation Security	<u>Greeley-Weld County Airport</u>	(970) 336-3000
	<u>Northern Colorado Regional Airport</u>	(970) 962-2850

System Performance Report

Chapter 2, Section 4

GOPMT

The Goals, Objectives, Performance Measures, and Targets (GOPMT) are the guiding policy of transportation investments in the region. GOPMT are incorporated into the RTP, TIP, and associated NFRMPO plans and programs. The GOPMT for the 2050 RTP was adopted by the Planning Council on June 1, 2023, as shown in **Table 2-10**. Each performance measure and target apply to at least one NFRMPO and national goal as well as an objective.

Table 2-10: 2050 RTP Goals, Objectives, Performance Measures, and Targets (GOPMT)

Goals	Objectives	Performance Measures
Safety	Reduce the number of roadway related fatalities and serious injuries within the region	Safety Transit Safety <ul style="list-style-type: none"> Total Fatalities Fatality Rate Total Injuries Injury Rate Total Safety Events Safety Event Rate System Reliability/Major Mechanical Failures
Regional Health	Improve economic development, residents' quality of life, and air quality	System Performance <ul style="list-style-type: none"> CMAQ Emissions Reductions NON-SOV Travel Peak Hour Excessive Delay Regional PM <ul style="list-style-type: none"> Percent of Non-SOV Commuter Trips Daily VMT per Capita
Mobility	Move people and goods safely, efficiently, and reliably on a continuous transportation system	Infrastructure Condition System Performance <ul style="list-style-type: none"> Peak Hour Excessive Delay Truck Travel Time Reliability Regional PM <ul style="list-style-type: none"> Travel Time Index on RSCs

Goals	Objectives	Performance Measures
Multimodal	Improve accessibility of and access to transit and alternative modes of transportation	Regional PM <ul style="list-style-type: none"> • Population Served by Paratransit • Fixed-route Revenue Hours per Capita within Service Areas • Non-Motorized Facility Miles • Daily VMT per Capita
Operations	Optimize operations, planning, and funding of transportation facilities	TAM System Performance <ul style="list-style-type: none"> • Travel Time • Reliability • Peak Hour Excessive Delay Regional PM <ul style="list-style-type: none"> • Projects Requiring more than One Extension • % of Devices Connected by Fiber on RSCs • Travel Time Index on RSCs

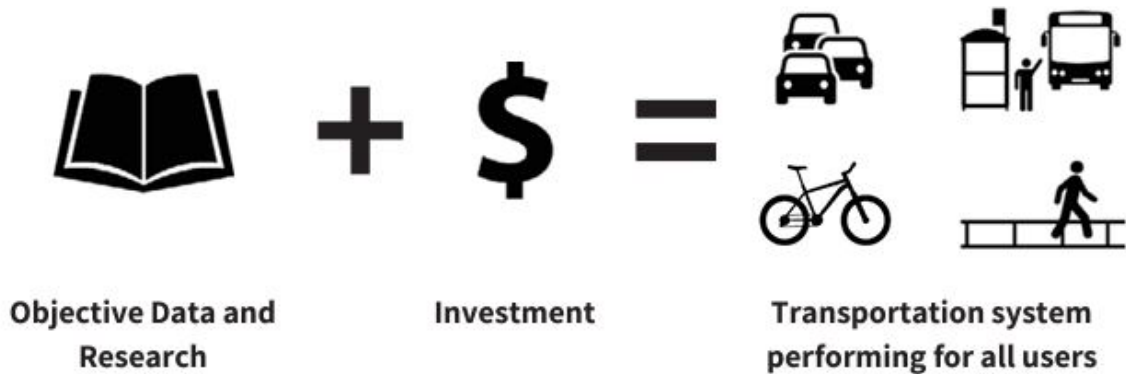
Goals and Objectives

Goals are the first step to supporting the vision statement, which can be found in **Chapter 1**. Goals address the key desired outcomes for the region. National goals are set in federal regulations, while the NFRMPO develops regional goals which address local needs and the federal Planning Factors. Objectives are needed to support and accomplish the established goals. For the 2050 RTP, the NFRMPO worked with Planning Council, TAC, and other stakeholders to ensure these goals reflect the region’s current expectations.

Performance Measures and Targets

Performance measures at the local, regional, state, and federal levels are based on the Transportation Performance Management (TPM) approach set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). TPM is a strategy which helps decision-makers understand the impacts of transportation investment decisions based on data and objective information. A graphical representation of TPM is shown in **Figure 2-27**. This section shows the connection between data and research, the transportation system, investments, and system performance.

Figure 2-27: Transportation Performance Management



The North Front Range Metropolitan Planning Organization (NFRMPO) works with the Colorado Department of Transportation (CDOT), its member communities, transit agencies, and the general public to establish targets based on the federally required and regionally selected performance measures for the region as shown in **Chapter 1**. The NFRMPO has 180 days to set targets after CDOT adopts Statewide targets to adopt its own regional targets or agree to support CDOT’s targets. CDOT sets targets for the NHS as shown in **Chapter 1**. These targets form part of the NFRMPO’s GOPMT, which was first established in the 2040 Regional Transportation Plan (RTP).

As of the adoption of the 2050 RTP, the federally required performance measures are divided into five categories, which include:

- *PM1: Highway Safety*
- *PM2: Pavement and Bridge Condition*
- *PM3: System Performance*
- Transit Asset Management (TAM)
- Transit Safety

Process

The NFRMPO worked with CDOT, local agencies, and transit staff to collect data on current conditions and to identify long-term needs. This data was presented to the NFRMPO’s Technical Advisory Committee (TAC), which provided guidance on how to set targets. TAC’s recommendation was taken to the Planning Council) for further discussion and adoption. Memos were included in each of TAC and Planning Council’s meeting packets for Discussion and Adoption.

The NFRMPO can set regional targets or support the Statewide targets for Highway Safety, Bridge & Pavement Condition, and System Performance measures. The NFRMPO set targets by agreeing to program projects to help achieve the Statewide targets. For the transit measures,

the NFRMPO worked with the transit agencies in the region and adopted each transit agency's targets.

The NFRMPO must adopt *PM1: Highway Safety* targets annually, and the transit agencies must adopt TAM and Transit Safety targets. Transit agencies then report the targets to the NFRMPO, while the *PM2: Bridge & Pavement Condition* and *PM3: System Performance* measures are adopted every four years at the start of each performance period. Targets for *PM2* and *PM3* are reevaluated by the state every two years and may be adjusted at that mid-point.

Impact on the NFRMPO Planning Process

The RTP and the Transportation Improvement Program (TIP) both acknowledge the need to invest in the regional transportation system. Projects are programmed into short-range and long-range documents to move the region toward achieving targets set as part of this TPM process.

Call for Projects

The programming stage of performance-based planning is carried out through the NFRMPO-administered Call for Projects in which federal and state funds are awarded for surface transportation projects. The NFRMPO awards funding from four federal programs: Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). The NFRMPO also awards state funding from the Multimodal Transportation and Mitigation Options Funds (MMOF). Projects that receive funding through the Call for Projects process are required to contribute to the achievement of the performance measure targets.

Target Achievement

Every performance measure has a corresponding baseline and target. Baselines are important to establish how much progress is being made on a performance target. Baselines are set when the performance measures and targets are first set. The current status is the most recent data the NFRMPO has and is used to evaluate progress on target achievement. The federal performance measure targets are to be achieved by the end of the corresponding performance period, and the regional performance measures are meant to be achieved by 2050. The NFRMPO uses a three-tier grading system:



Means the State or the NFRMPO region has achieved the target based on baseline data;



Means the State or the NFRMPO is making progress and is trending in the proper direction or is close to achieving a target but has not yet; and



Means the target has not been achieved and not enough progress has been made.

Background Information

The following describe the intention of the performance measures in the following sections.

- **Federal-aid highway program**- The federal-aid highway program includes the Interstate Highway System, primary highways, and secondary local roads.
- **National Highway System (NHS)**- The NHS is a network of roadways important to the nation's economy, defense, and mobility.
- **Person-miles**- Person-miles are the distance traveled by each individual person. For example, a bus carrying five people traveling one mile is five person-miles while one person driving their own car one mile is one person-mile.
- **Reliability**- Reliability is the ratio of the 80th percentile travel time (a particularly bad day) to the 50th percentile travel time (a normal day). If the ratio is less than 1.5, the roadway segment is considered reliable.
- **Vehicle Miles Traveled (VMT)**- VMT is the distance traveled by a vehicle, no matter the occupancy of the vehicle. For example, if a car travels one mile, that is one VMT regardless of the number of people in the vehicle.

Scenario Planning

The NFRMPO uses scenario planning as a technique for future planning in the 2050 RTP. Based on public input, scenarios are designed and run using the NFRMPO's Land Use Allocation Model (LUAM) and the Regional Travel Demand Model (RTDM). Both models use 2019 as a base year for data and can take into consideration changing demographics, roadway and transit improvements, and changes in travel behavior. The NFRMPO's RTP must be fiscally constrained, meaning the desired scenario will be one which considers current and future funding levels to afford projects. Scenarios are explored in **Chapter 3**.

Highway Safety

Highway safety targets are concerned with incidents involving motor vehicles on all local, state, and Interstate roads. The NFRMPO adopted highway safety targets by agreeing to support the State targets. Unlike the other performance measures, Highway Safety measures must be adopted on an annual basis rather than the two- and four-year basis. The following targets are the five-year rolling averages for 2019-2023. The baseline, target, and current status listed below represent the statewide crash trends.

Highway Safety targets are required by FHWA to be data-driven and non-aspirational. Though the NFRMPO recognizes there is no acceptable number of deaths and serious injuries on the roadway network, the NFRMPO follows the federal guidance on target setting for the Highway Safety targets. The CDOT sets targets for Highway Safety based on past trends and anticipated future trends forecasted from past data. The ultimate goal of the CDOT and the NFRMPO as detailed in the Safety section of this chapter are to continually work to reduce fatal and serious injuries on the roadway network

Important trends to note for Highway Safety Targets:

- VMT has increased throughout Colorado, meaning vehicles are traveling farther each day and/or there are more vehicles on the road.
- Fatal and serious injury numbers, along with VMT, were greatly affected in 2020 due the COVID-19 pandemic. Trends across the nation showed a decrease in VMT and an increase in fatal injury rates.

Sample strategies and projects in place to improve highway safety in the NFRMPO region include:

- In 2023, the City of Fort Collins adopted a Vision Zero Action Plan which aims to eliminate fatalities and serious injuries by 2032;
- Larimer County and the City of Greeley received Safe Streets for All (SS4A) grants in 2022 to create Safety Action Plans which will identify projects and set a goal for eliminating fatalities and serious injuries;
- Local communities can apply for Safe Routes to School funds, which improve connections for students and parents walking and biking to and from local schools. These funds have been used to address sidewalk gaps, safe crossings, and Safe Routes to School programming.
- Communities within the NFRMPO have received approximately \$17.7M in FASTER funding for safety projects since 2019; and
- The NFRMPO adopted the NFRMPO Safety Vision: Toward Zero Deaths in 2020 outlining action steps to prioritize and enhance safety within NFRMPO plans and projects.

Number of Fatalities

The target for number of fatalities on all public roads is measured using a five-year rolling average. This smooths out fluctuations in the number of crashes over time. Unfortunately, fatal crashes in Colorado have continued to increase and it is expected to continue increasing for the foreseeable future. Fatal crashes are reported in the Fatality Analysis Reporting System (FARS), with the data then analyzed by CDOT.

Table 2-11: Number of Fatalities – Progress


Baseline	Target	Current Status	Progress
638	668	692	

Figure 2-28: Number of Fatalities by Year

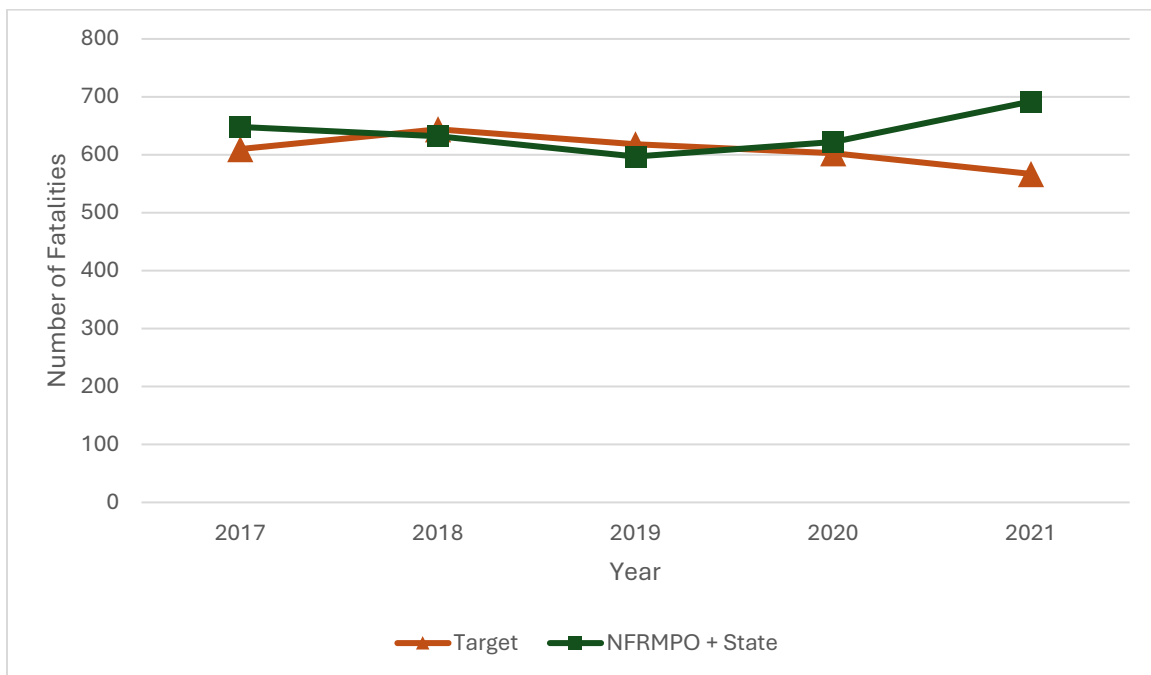


Table 2-12: Number of Fatalities by Year

	2017	2018	2019	2020	2021
NFRMPO	56	49	23	46	38
State	592	583	574	576	654
NFRMPO + State	648	632	597	622	692
Target	610	644	618	603	567

Rate of Fatalities per 100 Million VMT

Converting number to rates adds context- for example, understanding the number of fatal crashes in the context of how many miles are driven can indicate the relative safety of the system. VMT has increased across the State in recent years as have serious injury crashes.

Table 2-13: Rate of Fatalities per 100 Million VMT - Progress


Baseline	Target	Current Status	Progress
1.208	1.262	1.282	

Figure 2-29: Rate of Fatalities per 100 Million VMT by Year

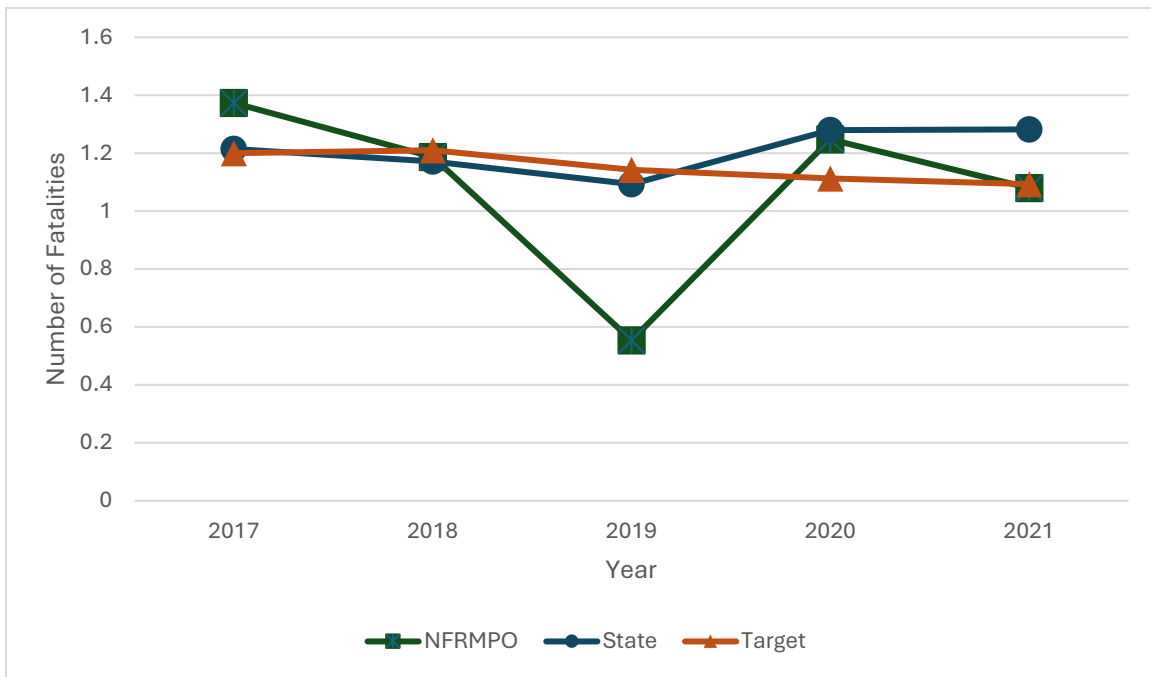


Table 2-14: Rate of Fatalities per 100 Million VMT by Year

	2017	2018	2019	2020	2021
NFRMPO	1.373	1.187	0.554	1.247	1.08
State	1.214	1.171	1.093	1.279	1.282
Target	1.2	1.21	1.143	1.113	1.093

Number of Serious Injuries

Serious injury crashes include any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which they performed before the crash.

Table 2-15: Number of Serious Injury Crashes - Progress


Baseline	Target	Current Status	Progress
3,153	3,041	3,380	

Figure 2-30: Number of Serious Injury Crashes by Year

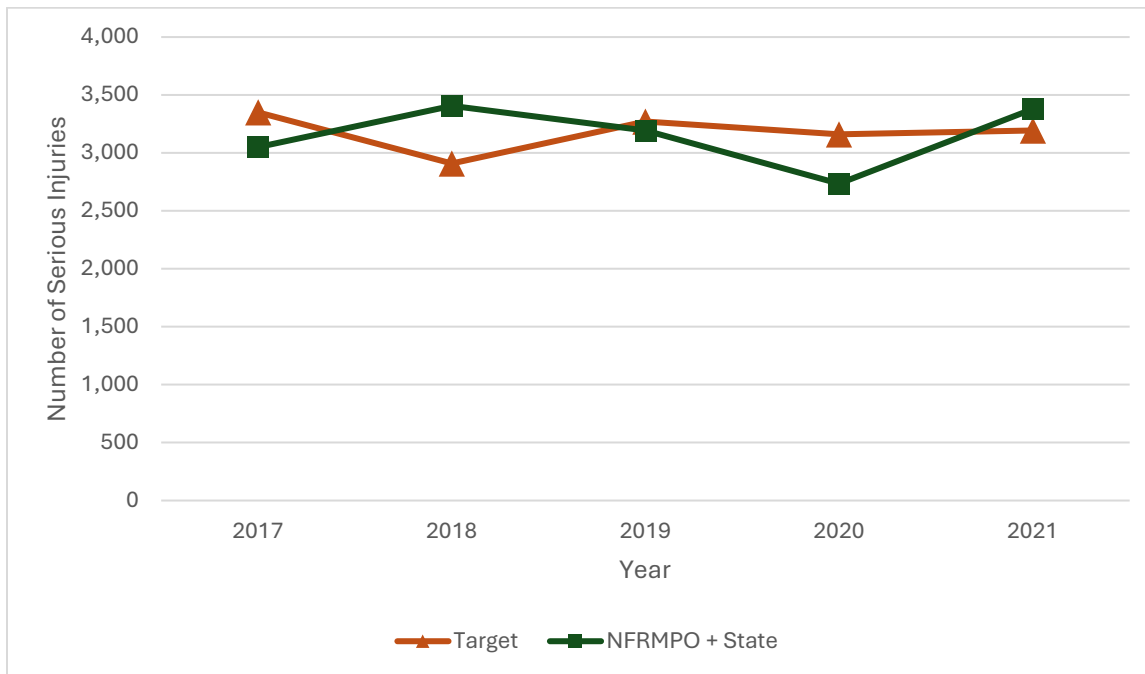


Table 2-16: Number of Serious Injury Crashes by Year

	2017	2018	2019	2020	2021
NFRMPO	221	208	183	161	160
State	2,828	3,198	3,011	2,574	3,220
NFRMPO + State	3,049	3,406	3,194	2,735	3,380
Target	3,350	2,909	3,271	3,161	3,194

Rate of Serious Injuries per 100 Million VMT

Serious injury crashes are those crashes which include any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which they performed before the crash.

Table 2-17: Rate of Serious Injuries per 100 Million VMT - Progress


Baseline	Target	Current Status	Progress
5.951	5.794	6.263	

Figure 2-31: Rate of Serious Injuries per 100 Million VMT by Year

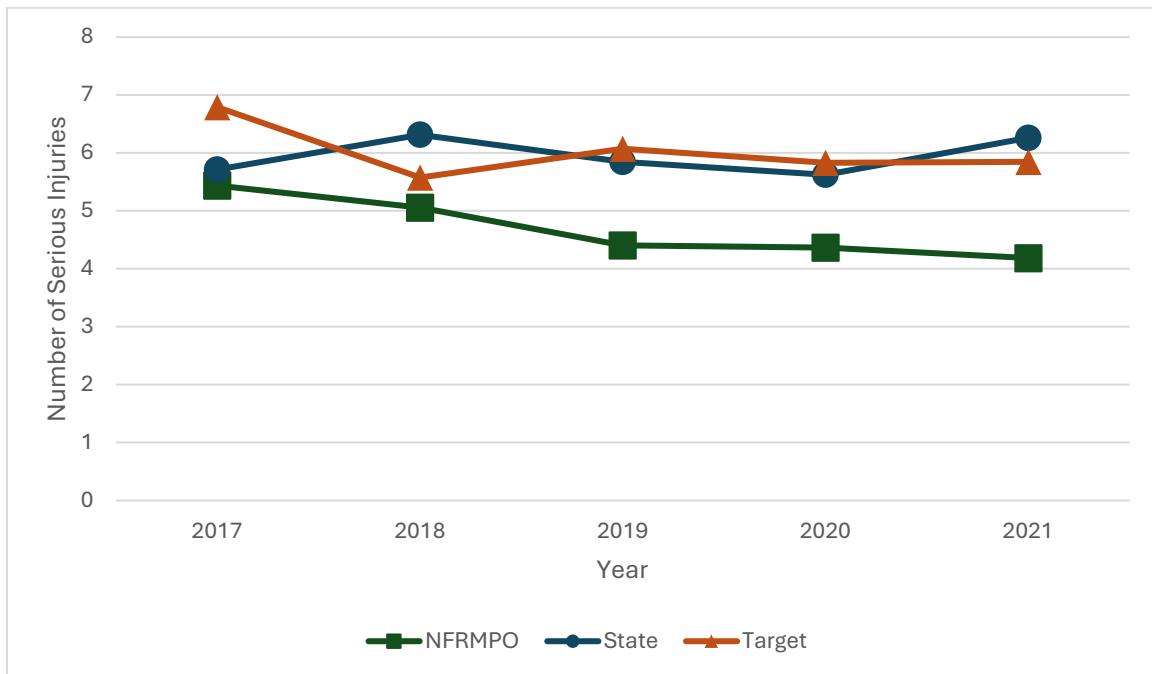


Table 2-18: Rate of Serious Injuries per 100 Million VMT by Year

	2017	2018	2019	2020	2021
NFRMPO	5.436	5.054	4.406	4.364	4.186
State	5.712	6.313	5.846	5.623	6.263
Target	6.79	5.575	6.075	5.828	5.846

Number of Non-Motorized Fatalities and Serious Injuries

Non-motorized refers to bicyclists, pedestrians, and other active transportation modes. This measure combines both fatalities and serious injuries.

Table 2-19: Number of Non-Motorized Fatalities and Serious Injuries – Progress


Baseline	Target	Current Status	Progress
549	548	595	

Figure 2-32: Number of Non-Motorized Fatalities and Serious Injuries by Year

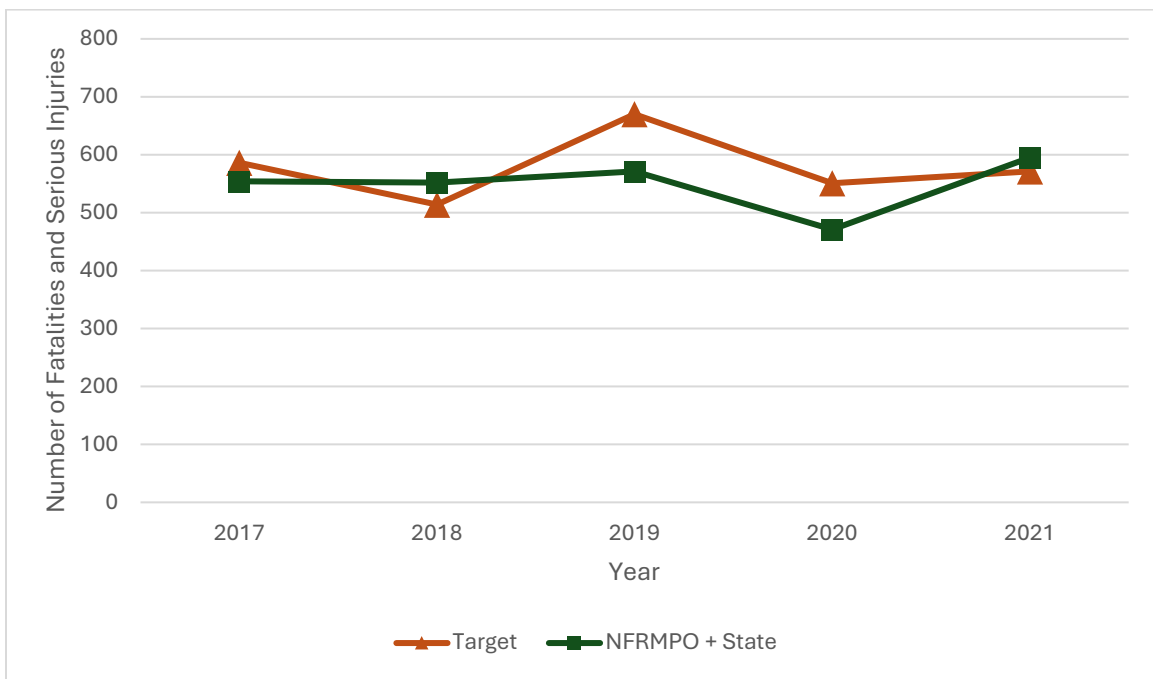


Table 2-20: Number of Non-Motorized Fatalities and Serious Injuries by Year

	2017	2018	2019	2020	2021
NFRMPO	44	29	25	32	30
State	510	523	546	439	565
NFRMPO + State	554	552	571	471	595
Target	586	514	670	551	571

Pavement and Bridge Condition

Pavement and Bridge Condition are measured solely for the Interstate and non-Interstate NHS for the purposes of this System Performance Report. The NFRMPO NHS System can be found in **Chapter 1**.

Pavement condition is measured using data submitted to the Highway Performance Monitoring System (HPMS), specifically the International Roughness Index (IRI), cracking percent, faulting, and rutting. The IRI is a system used to evaluate and manage the road system, while cracking percent, faulting, and rutting address various aspects of pavement condition. FHWA set certain metric thresholds in the final rule, defining good, fair, and poor conditions for each of these measurements. **Table 2-21** shows the metric categories for good, fair, and poor conditions used as part of this performance measure.

Table 2-21: Pavement Condition Metric Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10(CRCP)	>20 (asphalt) 0.15 (JCP) >10 (CRCP)

Bridge condition is measured using data reported to the National Bridge Inventory (NBI). The NBI is a rating scale from zero to nine, rated good, fair, and poor. Deck, superstructure, and culvert condition are graded and FHWA set the following thresholds. **Table 2-22** shows the thresholds for Bridge Condition Metrics.

Table 2-22: Bridge Condition Metric Thresholds

	Good	Fair	Poor
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

Strategies within the NFRMPO region to improve pavement and bridge condition since 2019 include:

- 10 bridges and much of the pavement along I-25 was rebuilt and improved as a part of the *I-25 North Express Lanes Project* between Johnstown and Fort Collins.

- Pavement improvements were made along US34 within Loveland due to a series of improvement projects.

Percent of Interstate Pavement in Good Condition

Table 2-23: Percent of Interstate Pavement in Good Condition


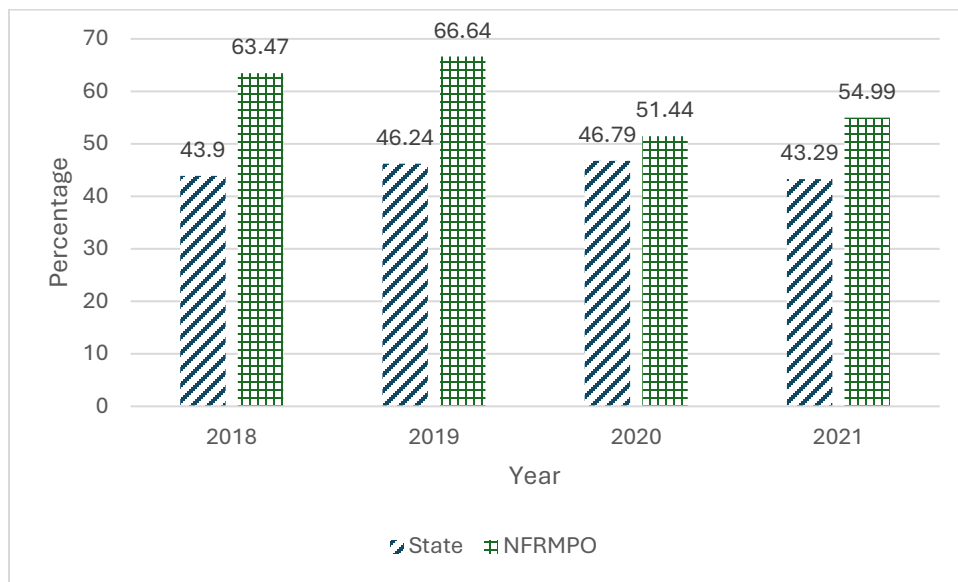
Statewide Baseline	Statewide Target	Current Status	Progress
43.09%	47%	43.29%	

Figure 2-33: Percent of Interstate Pavement in Good Condition



Percent of Interstate Pavement in Poor Condition

Table 2-24: Percent of Interstate Pavement in Poor Condition


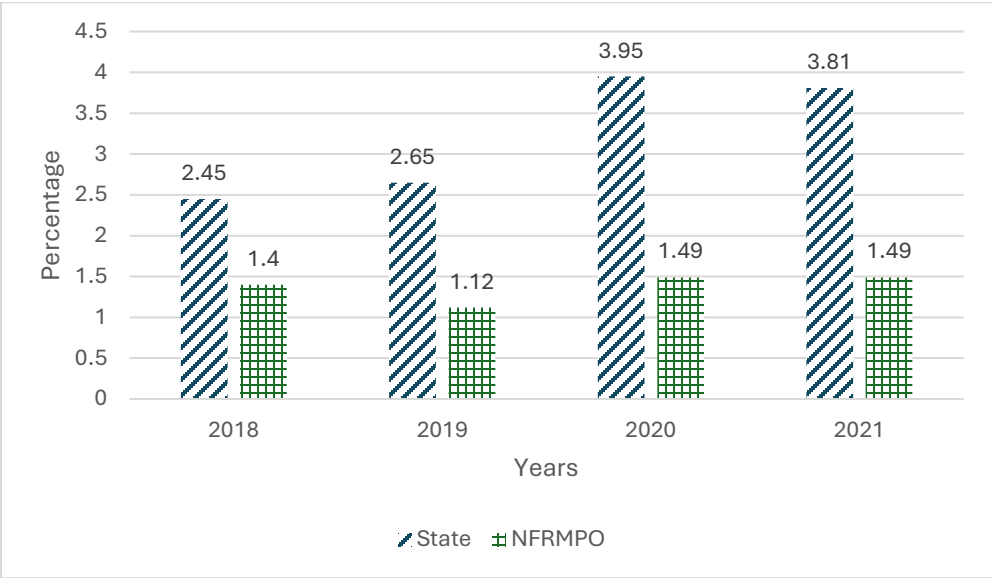
Statewide Baseline	Statewide Target	Current Status	Progress
3.51%	3.5%	3.81%	

Figure 2-34: Percent of Interstate Pavement in Poor Condition



Percent of Non-Interstate NHS Pavement in Good Condition

Table 2-25: Percent of Non-Interstate NHS Pavement in Good


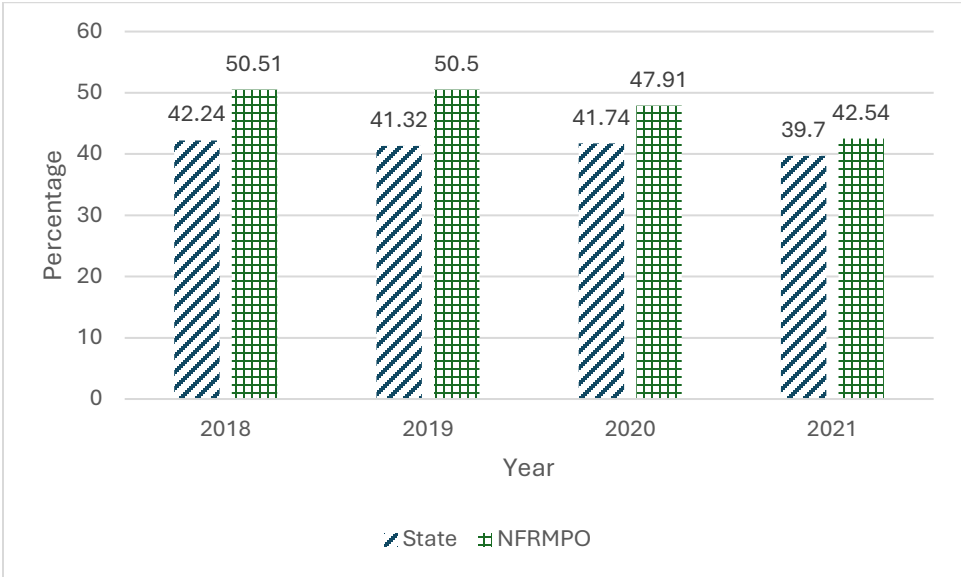
Statewide Baseline	Statewide Target	Current Status	Progress
49.4%	43%	39.7%	

Figure 2-35: Percent of Non-Interstate NHS Pavement in Good Condition



Percent of Non-Interstate NHS Pavement in Poor Condition

Table 2-26: Percent of Non-Interstate NHS Pavement in Poor Condition


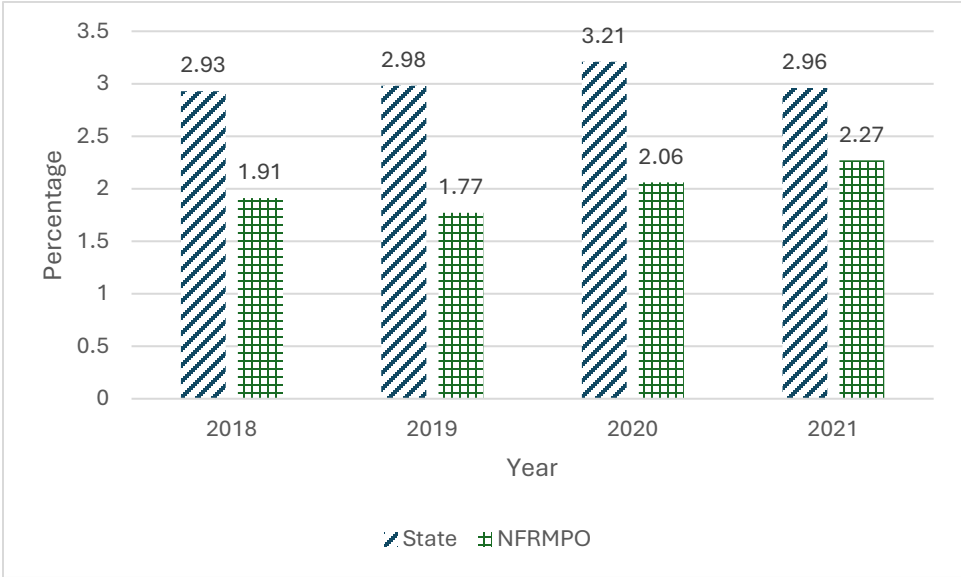
Statewide Baseline	Statewide Target	Current Status	Progress
12.7%	3.5%	2.96%	

Figure 2-36: Percent of Non-Interstate NHS Pavement in Poor Condition



Percent of NHS Bridges in Good Condition

Table 2-27: Percent of NHS Bridges in Good Condition


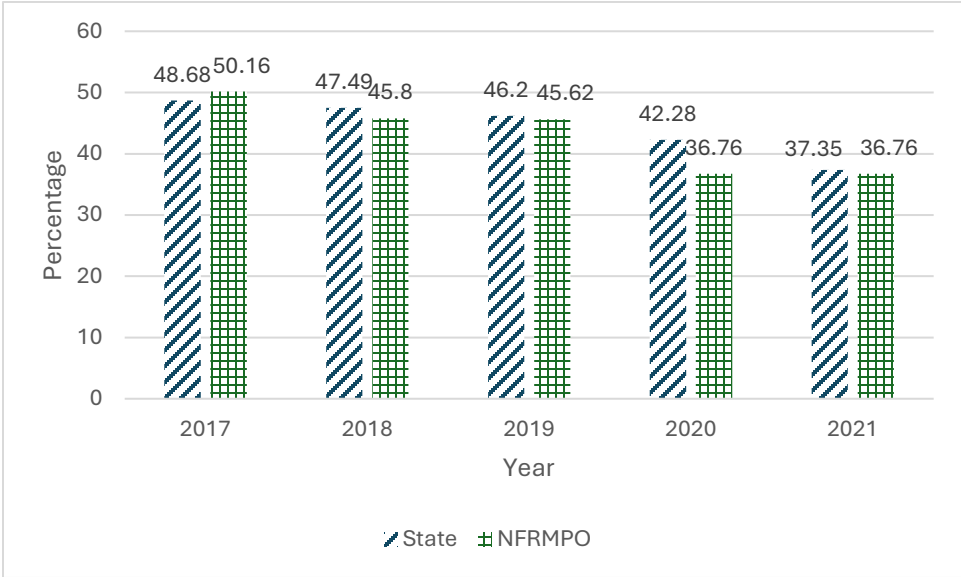
Statewide Baseline	Statewide Target	Current Status	Progress
47.2%	36%	37.35%	

Figure 2-37: Percent of NHS Bridges in Good Condition



Percent of NHS Bridges in Poor Condition

Table 2-28: Percent of NHS Bridges in Poor Condition


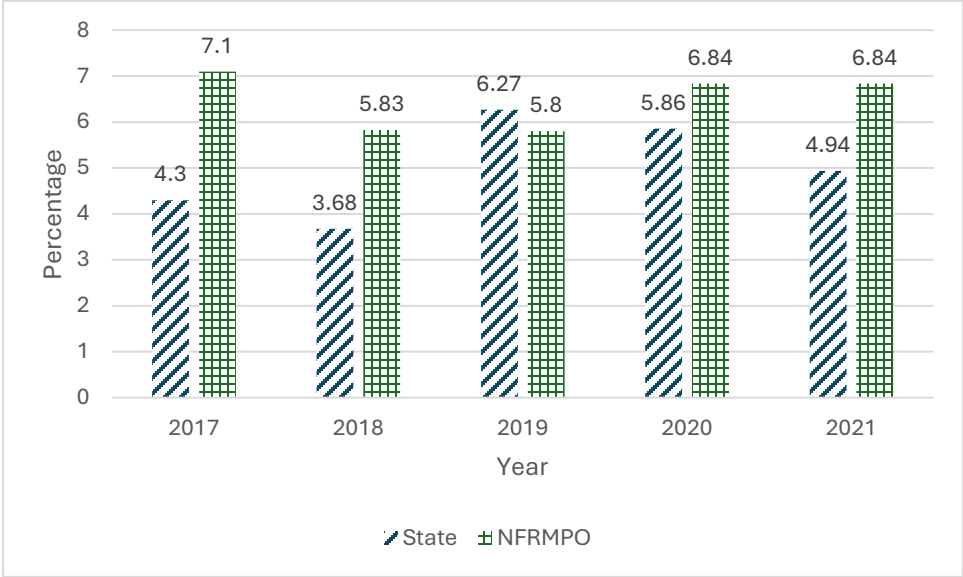
Statewide Baseline	Statewide Target	Current Status	Progress
3.8%	4.0%	3.47%	

Figure 2-38: Percent of NHS Bridges in Poor Condition



System Performance

There are three types of system performance measures: Reliability, Air Quality, and Traffic Congestion.

Reliability

A reliable transportation system is important for all aspects of the State's economy and quality of life.

Travel time reliability indexing (TTRI) is a multi-stepped process to determine the ratio of peak travel periods to normal travel periods. Travel time reliability is calculated using the following equation:

$$\text{Travel Time Reliability} = \frac{\text{80th Percentile Travel Time}}{\text{50th Percentile Travel Time}}$$

Travel time is reported using the National Performance Management Research Data Set (NPMRDS) and is collected in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time. The 80th Percentile Travel Time represents congested periods, while the 50th Percentile Travel Time represents the average travel time. "Reliable" is considering a TTRI below 1.5.

Example projects and strategies to improve reliability in the NFRMPO region since 2019 include:

- *I-25 North Express Lanes* project will add a managed lane between Berthoud and Fort Collins adding additional capacity.
- Investment in ITS and improved signal timing throughout the region to balance traffic needs.

Percent of Person-Miles Traveled on Interstate System that are Reliable

Table 2-29: Percent of Person-Miles Traveled on Interstate System that are Reliable


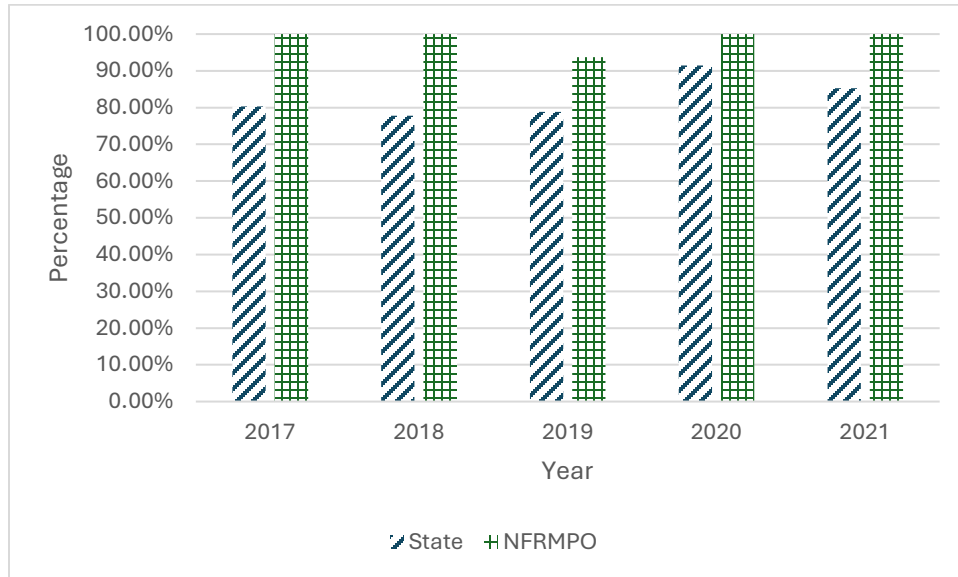
Statewide Baseline	Statewide Target	Current Status	Progress
80.7%	79%	85.30%	

Figure 2-39: Percent of Person-Miles Traveled on Interstate System that are Reliable



Percent of Person-Miles Traveled on Non-Interstate System that are Reliable

Table 2-30: Percent of Person-Miles Traveled on Non-Interstate System that are Reliable


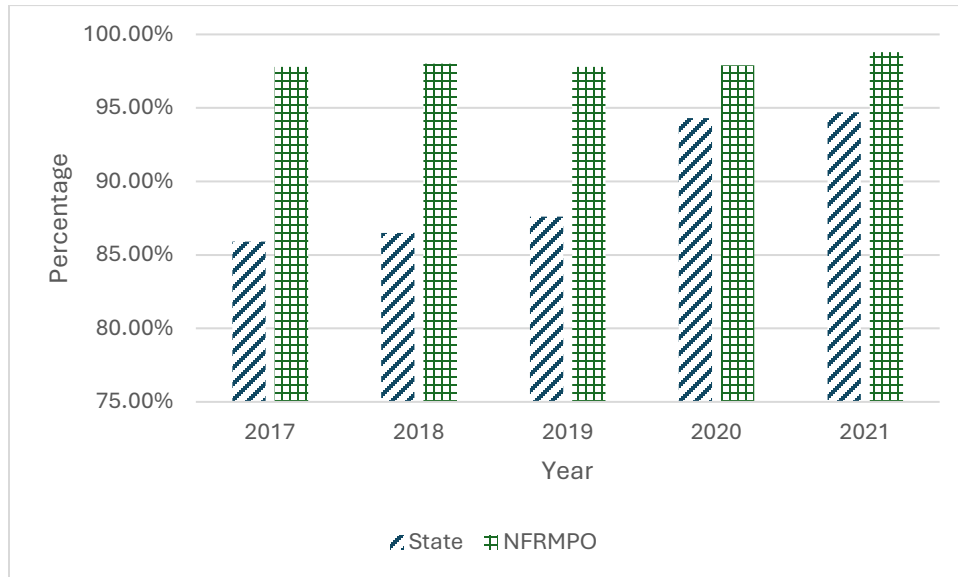
Statewide Baseline	Statewide Target	Current Status	Progress
86.2%	94%	94.70%	

Figure 2-40: Percent of Person-Miles Traveled on Non-Interstate System that are Reliable



Truck Travel Time Reliability (TTTR) Index

The TTTR ratio is generated by using the following equation:

$$\text{Truck Travel Time Reliability} = \frac{\text{95th Percentile Truck Travel Time}}{\text{50th Percentile Truck Travel Time}}$$

The TTTR is calculated for each of the following five time periods for each segment of Interstate:

- Morning peak Monday through Friday (6-10 a.m.);
- Midday Monday through Friday (10 a.m.-4 p.m.);
- Afternoon peak Monday through Friday (4-8 p.m.);
- Weekends (6 a.m.-8 p.m.); and
- Overnights for all days (8 p.m.- 6 a.m.).

The maximum TTTR for each segment of Interstate is multiplied by the length of the segment, then the sum of all length-weighted segments is divided by the total length of Interstate will generate the TTTR Index.

Table 2-31: Truck Travel Time Reliability (TTTR) Index


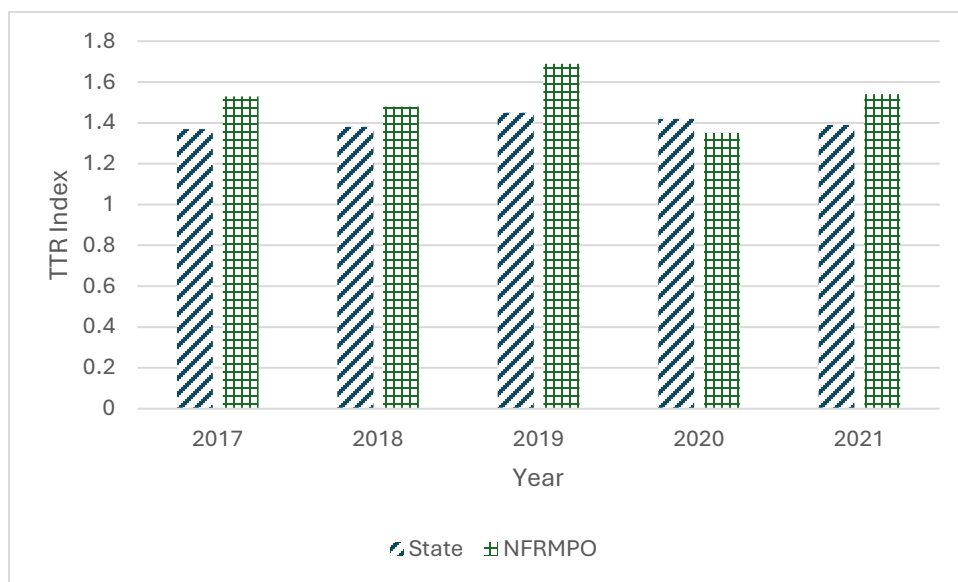
Statewide Baseline	Statewide Target	Current Status	Progress
1.37	1.46	1.39	

Figure 2-41: Truck Travel Time Reliability (TTTR) Index




Air Quality

The following performance measures are required because the NFRMPO is part of the Denver Metro-North Front Range 8-Hour Ozone Nonattainment Area and the cities of Fort Collins and Greeley are both Maintenance Areas for Carbon Monoxide. Volatile Organic Compounds (VOC) and Nitrogen Oxides (Nox) are criteria pollutants for ozone. Because of the Maintenance Areas and the Nonattainment Area, the NFRMPO receives Congestion Mitigation and Air Quality (CMAQ) funding and must estimate the reductions in criteria pollutants during the project selection process. CDOT set the following four-year targets by forecasting anticipated daily emissions reductions using an average benefit reduction by dollar as reported through the CMAQ Public Access System.


Volatile Organic Compounds (VOC) Reduction

Table 2-32: Volatile Organic Compounds (VOC) Reduction

Statewide Baseline	Statewide Target	Current Status	Progress
672.78 kg/day	482 kg/day	223.11 kg/day	


Carbon Monoxide (CO) Reduction

Table 2-33: Carbon Monoxide (CO) Reduction

Statewide Baseline	Statewide Target	Current Status	Progress
9,998.716 kg/day	5,393 kg/day	2,826.53 kg/day	

Nitrogen Oxides (NOx) Reduction

Table 2-34: Nitrogen Oxides (NOx) Reduction

Statewide Baseline	Statewide Target	Current Status	Progress
672.780 kg/day	1,086 kg/day	304.26 kg/day	


Traffic Congestion

The NFRMPO is required to establish two- and four- year targets for two Traffic Congestion Performance Measures: Percent of Non-Single Occupant Travel and Annual Hours of Peak Hour Excessive Delay (PHED). Unlike the other PM3 targets, traffic congestion measures are only required for the Fort Collins Transportation Management Area (TMA). The NFRMPO is required to set traffic congestion targets in conjunction with the State.

Non-Single Occupant Vehicle (SOV) Travel

The Non-SOV Travel performance measure measures whether travelers are using modes of transportation other than driving by themselves in their cars.


Table 2-35: Non-Single Occupant Vehicle (SOV) Travel

Baseline	Target	Current Status	Progress
25.4%	25.6%	25.6%	

Annual Hours of Peak Hour Excessive Delay per Capita on the NHS System

Annual Hours of Peak Hour Excessive Delay evaluates congestion during peak commuting hours which are 6:00-10:00 a.m. and either 3:00-7:00 p.m. or 4:00-8:00 p.m. The level of congestion is equal to the longest travel time compared to the average travel time.

Table 2-36: Annual Hours of Peak Hour Excessive Delay per Capita on the NHS System

Baseline	Target	Current Status	Progress
2.7	3.7	2.7	

Transit Asset Management (TAM)

The NFRMPO region decided to keep each transit agency separate regarding performance measures. City of Loveland Transit (COLT) elected to join the Statewide Tier II TAM Plan and to support Statewide targets, while Transfort and Greeley Evans Transit (GET) elected to draft their own TAM plans.

The transit agencies each identified their current and expected needs and use the National Transit Database (NTD) to report data to FTA. This data is meant to help transit agencies identify need and invest limited funds where they are needed most. Anticipated Useful Life Benchmarks are identified by the FTA, but each agency identifies their needs and funding capabilities. These targets are set yearly by the transit agencies and then reported to the NFRMPO. The NFRMPO will report these targets with each update to the System Performance Report.

Strategies to improve transit investment include using CMAQ funding to purchase new buses, assisting the transit agencies in purchasing new buses, and ensuring transit investments are represented in the 2050 RTP.

Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark

Revenue vehicles are vehicles providing revenue service, namely those vehicles which directly provide transit service to customers. A useful life benchmark (ULB) estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs. ULBs are derived from FTA's Transit Economic Requirements Model (TERM). Transit agencies have faced difficulty with delivery of vehicles due to supply chain issues.

Table 2-37: Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Bus	14	0%
	Cutaway	7	
Statewide Tier II	Bus	14	31.14%
	Cutaway	10	26.15%
	Minivan	8	7.03%
Transfort	30-ft Bus	13	0%
	35-ft and 40-ft Bus	15	
	Articulated Bus	15	

Agency	Vehicle Type	Useful Life Benchmark	Target
	Cutaway- Light Duty	6	
	Cutaway- Medium Duty	9	

Percent Services Vehicles Meeting or Exceeding Useful Life Benchmark

FTA defines service vehicles as vehicles used to indirectly deliver transit service, maintain revenue vehicles, and perform transit-oriented administrative activities.

Table 2-38: Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Vehicle Type	Useful Life Benchmark	Target
GET	Non-Revenue/Service Automobile	10	0%
	Other Rubber Tire Vehicles	10	50%
Statewide Tier II	Automobiles	8	0%
	Trucks & Other Rubber Tire Vehicles	14	15.07%
Transfort	Automobiles	10	21%
	Trucks and Other Rubber Tire Vehicles	10	0%

Percent Passenger and Maintenance Facilities Rated Below Condition 3

Passenger and maintenance facilities include transit stations and centers, park-n-ride lots and garages, maintenance facilities, and administrative offices. The FTA provides grading criteria in its Facilities Condition Assessment Guidebook, leading to the TERM five-point scale. Condition 3 is considered “Adequate”.

Table 2-39: Percent Passenger and Maintenance Facilities Rated Below Condition 3

Agency	Vehicle Type	Target
GET	Administrative/ Maintenance Facilities	0%
	Passenger Facilities	0%
Statewide Tier II	Administrative and Maintenance	2.78%

Agency	Vehicle Type	Target
	Passenger and Parking	0%
Transfort	Administrative and Maintenance Facilities	0%
	Passenger and Parking Facilities	0%

Transit Safety

The Federal Transit Agency (FTA) requires certain operators of public transportation systems that receive federal funds under the FTA's Urbanized Area Formula Grants to develop Public Transportation Agency Safety Plans (PTASPs) which include targets for transit safety performance measures. There are three public transportation agencies within the North Front Range region which are subject to this rule: Transfort, Greeley-Evans Transit (GET), and City of Loveland Transit (COLT). The transit safety measures were first set in 2021.

Public transportation agencies are required to set the following performance targets annually for each mode of transit service provided:

- Total Fatalities
- Fatality Rate (per 100,000 Vehicle Revenue Miles (VRM))
- Total Injuries
- Injury Rate (per 100,000 VRM)
- Total Safety Events
- Safety Event Rate (per 100,000 VRM)
- System Reliability/Major Mechanical Failures (VRM/Failures)

Table 2-40: Transit Safety Targets

Agency	Measure	Total Fatalities	Fatality Rate	Total Injuries	Injury Rate	Total Safety Events	Safety Event Rate	System Reliability
GET	Fixed Route Bus, Paratransit, Demand Response	0	0	1	0	0	0	1.5
COLT	Fixed Route Bus	0	0	0	0	0	0	0
	ADA/Paratransit	0	0	0	0	0	0	0
Transfort	Fixed Route Bus (Directly Operated)	0	0	0	0	0	0	0
	Bus Rapid Transit (Directly Operated)	0	0	0	0	0	0	0
	Demand Response (Purchased Transportation)	0	0	0	0	0	0	0
	Demand Response-Taxi (Purchased Transportation)	0	0	0	0	0	0	0


Regional Performance Measures

The NFRMPO region identified the following performance measures as important to the benefit of the transportation system in Northern Colorado. Unlike the federally required performance measures, the regional performance measures are to be achieved by 2050.

Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary

Population for the paratransit and demand response service area are taken from the NTD for the most recent year, while the population for the overall NFRMPO region is taken from Department of Local Affairs (DOLA) estimates. Current investments call for commuter transit investments which do not have a requirement for complementary ADA paratransit.


Table 2-41: Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary

Baseline	Target	Current Status	Progress
63%	At Least 75%	68.7%	

Fixed-Route Revenue Hours per Capita within Service Areas

Population in the NFRMPO region is growing at a quick rate, while investment in transit is holding steady. Investments in regional transit as a result of the LinkNoCo study will increase transit revenue hours at the regional level.


Table 2-42: Fixed-Route Revenue Hours per Capita within Service Areas

Baseline	Target	Current Status	Progress
0.65	Increase by 30%	.45	

Non-Motorized Facility Miles

Non-motorized facilities include sidewalks, trails, and bike lanes. The region has invested heavily in implementing the 2021 Active Transportation Plan regional trails, while individual communities have worked to ensure connectivity within their communities.


Table 2-43: Non-Motorized Facility Miles

Baseline	Target	Current Status	Progress
3,352 miles	7.62 miles per 1,000 people	4,586 miles	

Percent of Non-Single Occupant Vehicle Commuter Trips

As the region continues to grow, investments and strategies should be made to increase the percentage of non-single occupant vehicle commuter trips to prevent excess congestion and lower the region’s greenhouse gas emissions. The federally required percentage of non-single occupant vehicle commuter trips performance measure is only for the Fort Collins TMA while this performance measure is for the whole region.


Table 2-44: Percent of Non-Single Occupant Vehicle Commuter Trips

Baseline	Target	Current Status	Progress
23%	At Least 40%	26.8%	

Daily VMT Per Capita

VMT is estimated using the NFRMPO’s Regional Travel Demand Model (RTDM), data provided by CDOT, and Census data. Population is estimated by DOLA. Investments should be made to ensure residents do not need to drive as far to run errands, commute, go to school, etc.


Table 2-45: Daily VMT per Capita

Baseline	Target	Current Status	Progress
24	24	24	

Projects Requiring More Than One Extension

All projects that receive funding through a NFRMPO Call for Projects are subject to the TIP Project Delay Procedure which aims to maximize the funding obligated each fiscal year and enable the NFRMPO to redirect funds to alternate projects if any are inactive or not making progress. Projects that are determined to be delayed may be granted extensions. Projects that require more than one extension could have their project funding revoked by Planning Council.


Table 2-46: Projects Requiring More Than One Extension

Baseline	Target	Current Status	Progress
11%	≤22%	20%	

Travel Time Index on RSCs

Regionally Significant Corridors (RSCs) include all Interstates, US, and State Highways; and roadways which are eligible to receive federal aid, connect more than one governmental jurisdiction and/or activity center, will be completely built by 2050, and serve regional traffic. Travel Time Index (TTI) measures the ratio of peak-period travel time to the free flow travel time, with peak period being defined as 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. Travel time data is not available for all RSCs, so a sampling is done and extrapolated to all RSCs.


Table 2-47: Travel Time Index on RSCs

Baseline	Target	Current Status	Progress
90% of RSCs have a TTI \leq 1.5	90%	94.9%	

Percent of Devices Connected by Fiber on RSCs












Communities throughout the region are investing in fiber to help connect Intelligent Transportation System (ITS) devices to the transportation network. Investments in ITS technology will assist in connecting the region’s transportation network and providing important data that will assist with the transportation planning process.









Table 2-48: Percent of Devices Connected by Fiber on RSCs

Baseline	Target	Current Status	Progress
87%	\geq 87%	87%	

Scorecards

Table 2-49: Scorecard 1, PM1-PM3

Category	Performance Measure	Benchmark (2045 RTP Target)	2050 RTP Target	Status
PM1: Highway Safety	Number of fatalities	644	668	
	Rate of fatalities per 100M VMT	1.20	1.262	
	Number of serious injuries	2,909	3,041	
	Rate of serious injuries per 100M VMT	5.575	5.794	
	Number of non-motorized fatalities and serious injuries	514	548	
PM2: Bridge and Pavement Condition	Percent of Interstate pavement in Good condition	47%	47%	
	Percent of Interstate pavement in Poor condition	1%	3.5%	
	Percent of Non-Interstate NHS pavement in Good condition	51%	43%	
	Percent of Non-Interstate NHS pavement in Poor Condition	2%	3.5%	
	Percent of NHS Bridges in Good condition	44%	36%	
	Percent of NHS Bridges in Poor condition	4%	4%	

Category	Performance Measure	Benchmark (2045 RTP Target)	2050 RTP Target	Status
PM3: System Performance	Percent of person-miles traveled on Interstate system that are reliable	81%	79%	
	Percent of person-miles traveled on non-Interstate system that are reliable	64%	94%	
	Truck travel time reliability index	1.5	1.46	
	VOC Reduction	105 kg/day	482 kg/day	
	CO Reduction	1,426 kg/day	5,393 kg/day	
	NOx Reduction	105 kg/day	1,086 kg/day	
	Non-single occupant vehicle travel	N/A	25.6%	
	Annual hours of peak hour excessive delay per capita on the NHS system	N/A	3.7	

Status Key:



Achieved











In Progress



Not Achieved

Table 2-50: Scorecard 2, Regional Performance Measures

Category	Performance Measure	Benchmark (2045 RTP)	Target (2050 RTP)	Status
Regional Performance Measures	Population within paratransit and demand response service area within the NFRMPO boundary	≥75%	≥75%	
	Fixed-route revenue hours per capita within service areas	Increase by 10%	Increase by 30%	
	Non-motorized facility miles	Increase by 50%	7.62 miles per 1,000 people	
	Percent of non-single occupant vehicle commuter trips	≥25%	≥40%	
	Daily VMT per capita	24	24	
	Projects requiring more than one extension	N/A	≤22%	
	Travel time index on RSCs	90% ≤ 1.5	90% ≤ 1.5	
	Percent of devices connected by fiber on RSCs	N/A	≥87%	

Status Key:



Achieved





In Progress



Not Achieved

Table 2-51: Scorecard 3, Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP Target	2050 RTP Target	Status
GET	Bus	14	5%	0%	
	Cutaway	7	10%/20%	0%	
Statewide Tier II	Bus	14	20%	31.14%	
	Cutaway	10	7%-20%	26.15%	
	Minivan	8	38%	7.03%	N/A
Transfort	30-ft Bus	13	25%	0%	
	35-ft and 40-ft Bus	15	25%	0%	
	Articulated Bus	15	25%	0%	

Agency	Percent Revenue Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP Target	2050 RTP Target	Status
	Cutaway- Light Duty	6	25%	0%	
	Cutaway- Medium Duty	9	25%	0%	

Status Key:



Achieved









In Progress



Not Achieved

Table 2-52: Scorecard 4, Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark

Agency	Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP	2050 RTP	Status
GET	Non-Revenue/Service Automobile	10	1%	0%	
	Other Rubber Tire Vehicles	10	1%	50%	
Statewide Tier II	Automobiles	8	28%	0%	

Agency	Percent Service Vehicles Meeting or Exceeding Useful Life Benchmark	Benchmark (years)	2045 RTP	2050 RTP	Status
	Trucks & Other Rubber Tile Vehicles	14	28%	15.07%	
Transfort	Automobiles	10	25%	21%	
	Trucks and Other Rubber Tiles	10	25%	0%	

Status Key:



Achieved









In Progress



Not Achieved

Table 2-53: Scorecard 5, Percent Passenger and Maintenance Facilities Rated Below Condition 3

Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	2045 RTP Target	2050 RTP Target	Status
GET	Administrative/ Maintenance Facilities	10%	0%	

Agency	Percent Passenger and Maintenance Facilities Rated Below Condition 3	2045 RTP Target	2050 RTP Target	Status
	Passenger Facilities	10%	0%	
Statewide Tier II	Administrative and Maintenance	19%	2.78%	
	Passenger and Parking	19%	0%	
Transfort	Administrative and Maintenance Facilities	25%	0%	
	Passenger and Parking Facilities	25%	0%	

Status Key:



Achieved



In Progress



Not Achieved

Chapter 3. Visioning Planning and Scenarios

Corridor Visions









Chapter 3, Section 1

Vision plans were prepared for each of the 30 RSCs, 16 RTCs, and 12 RATCs, highlighting information from the Regional Travel Demand Model, Fiscally Constrained Plan, and information from local plans.

- **Socioeconomic Data** (housing and jobs) is analyzed for each census block within 0.5 miles of the corridor as determined by the LUAM. Information about the baseline scenario used for the 2050 data is explored in the Scenario section.
- **Vehicle Miles Traveled (VMT)** is estimated by the RTDM for each RSC. This VMT includes only the corridor, not connecting corridors or buffered areas.
- **VRM (Vehicle Revenue Miles)** are the number of miles a bus in revenue service travels each day as determined by the RTDM. VRH is determined by the distance and service levels for each route.

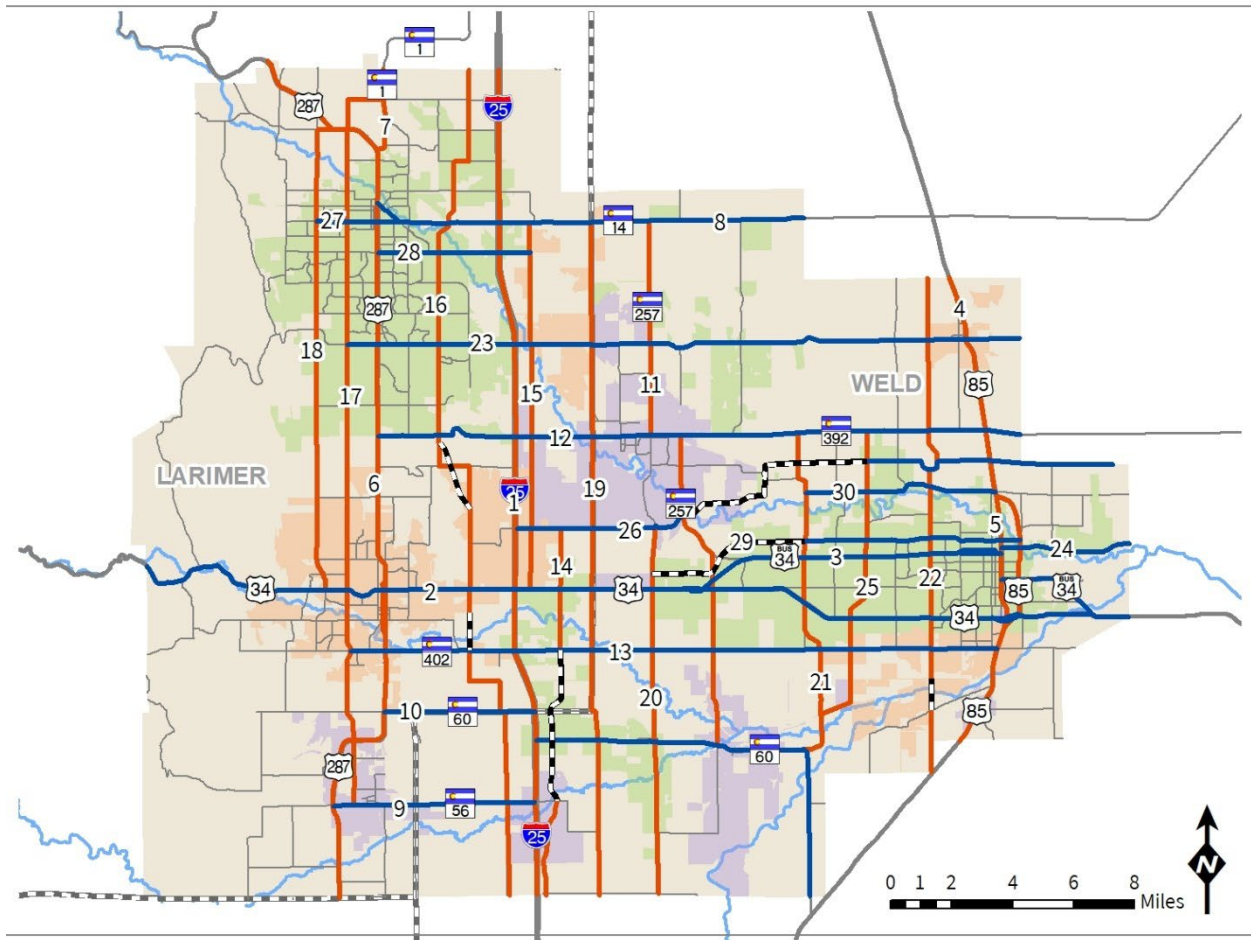
Feedback from the public is highlighted in relevant corridors. Red text denotes a negative comment or concern, while green denotes a positive comment or suggestion. Major projects identified in this section are those that can be modeled. During that process and during community engagement, local community staff identified multimodal improvements that will be made. Multimodal improvements include projects like sidewalks, side paths, bike lanes, and transit improvements. The following icons provide context for these priorities.

Table 3-1: Icons Used for the Corridor Vision Priorities

Safety	Regional Health	Infrastructure	Multimodal
 Vehicle Safety	 Air Quality and Environment	 Personal Vehicle Mobility and Infrastructure	 Public Transit Options/Infrastructure
 Pedestrian Safety	 Regional Economy	 Pedestrian Mobility and Infrastructure	 Bicycle Accessibility/Infrastructure

Regionally Significant Corridor Visions

Figure 3-1: Regionally Significant Corridors



Legend

- RSCs - Unconstructed
- RSCs - East/West
- RSCs - North/South
- County Boundary
- NFRMPO Planning Area

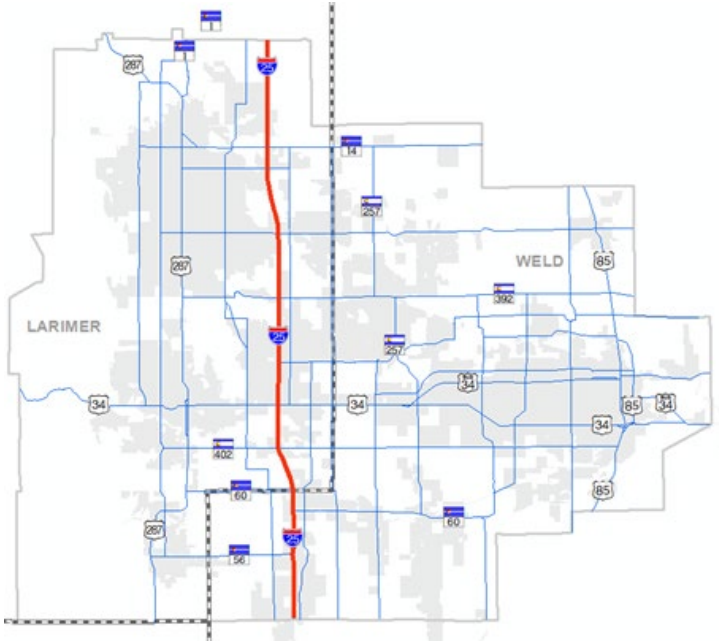
August 2023
Sources: CDOT, NFRMPO



RSC 1: I-25 Corridor Vision

I-25 is built to the North I-25 Environmental Impact Statement (EIS) to support its role as the backbone of the regional transportation system, supporting multimodal trips on a safe, efficient, and reliable corridor.

Figure 3-2: The I-25 Corridor within the NFRMPO



I-25 Corridor Priorities



I-25 Corridor Jurisdictions

Berthoud, Fort Collins, Johnstown, Loveland, Larimer County, Windsor, Timnath

I-25 Corridor Anticipated Growth

Table 3-2: Anticipated Growth for the I-25 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	10,389	44,630	+329.6%
Jobs	17,954	32,092	+78.7%
VMT	2,055,879	3,431,492	+66.9%

I-25 Corridor Future Improvements

Table 3-3: Future Improvements for the I-25 Corridor

Community/Agency	Improvement Type	Location	Completion Date
CDOT	Express Lane Construction	SH14 to SH402	2024-2026
CDOT	Express Lane Construction	SH402 to SH56	2024-2026
CDOT	Express Lane Construction	SH56 to WCR-38	2027-2030
Mead	Interchange Construction	WCR38 and I-25	2027-2030

I-25 Corridor Related Plans

- [North I-25 Environmental Impact Statement](#)
- [North I-25 EIS Records of Decisions](#)

I-25 Corridor Connecting RSCs

- US34 (RSC2)
- SH14 (RSC8)
- SH56 (RSC 9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Rd (RSC23)
- Crossroads Boulevard (RSC26)
- Prospect Road (RSC28)

I-25 Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Harmony MAX (RTC10)
- Front Range Rail (I-25) (RTC13)
- SH56 Transit Service (RTC15)

I-25 Corridor Connecting RATCs

- Little Thompson (RATC2)
- Big Thompson (RATC3)

- Great Western (RATC4)
- North Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail (RATC7)
- US34 Parallel (RATC11)

I-25 Corridor What We Heard from the Public

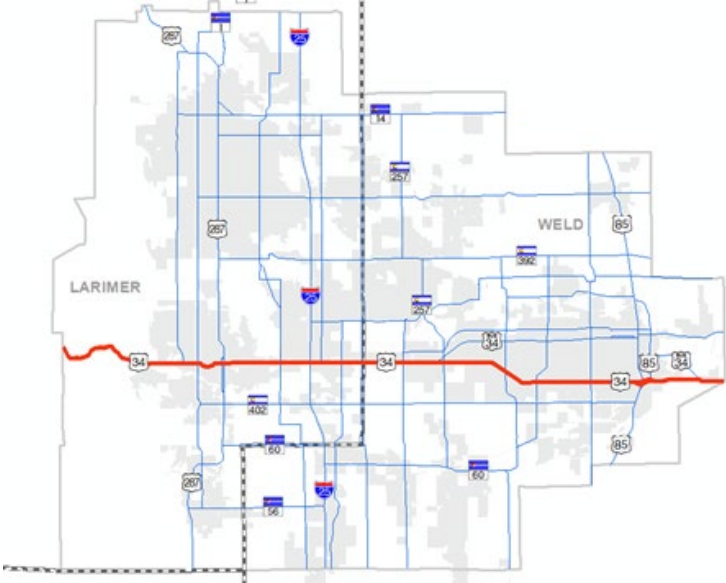
“There are **too many cars** on I-25, and no viable alternatives for people that would be interested in taking **transit** to get to regional destinations.”

“**Increased capacity** for vehicles to **minimize congestion** and **improve safety**. Since we’re planning thirty years out, consider an **additional lane** in each direction dedicated to **autonomous vehicles and BRT**.”

RSC 2: US34 Corridor Vision

US34 is the primary east-west corridor through the region, supporting growing housing, jobs, and tourism nodes along the corridor.

Figure 3-3: The US34 Corridor within the NFRMPO



US34 Corridor Priorities



US34 Corridor Jurisdictions

Larimer County, Loveland, Johnstown, Windsor, Greeley, Garden City, Evans, Weld County

US34 Corridor Anticipated Growth

Table 3-4: Anticipated Growth for the US34 Corridor in Adjacent Census Block Groups

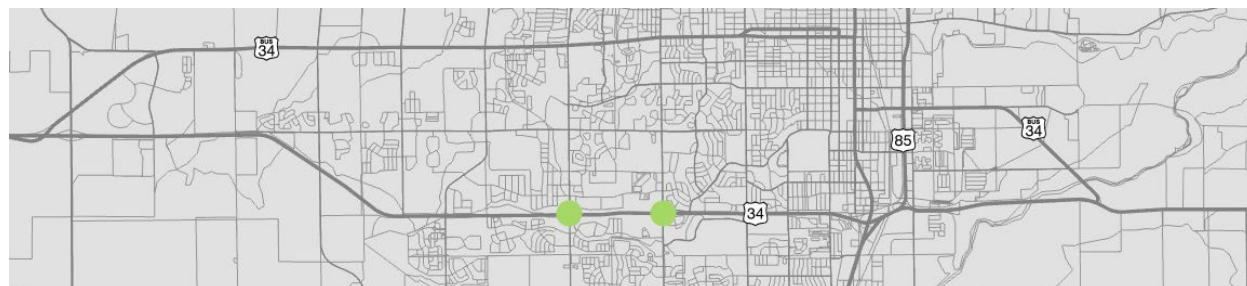
Category	2019	2050	% Change
Population	68,241	128,346	+88.1%
Jobs	39,134	64,863	+65.7%
VMT	986,396	1,517,159	+53.9%

US34 Corridor Future Improvements

Table 3-5: Future Improvements for the US34 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Loveland	Road Widening	6 lanes between Centerra Pkwy and LCR3	2024-2026
Loveland	Road Widening	6 lanes between Boyd Lake Avenue and Rocky Mountain Avenue	2024-2026
Greeley/CDOT	Interchange Construction	47th Avenue	2027-2030
Greeley/CDOT	Interchange Construction	35th Avenue	2027-2030
Greeley/CDOT	Mobility Hub Construction	Centerplace Mobility Hub	2027-2030

Figure 3-4: Future Interchanges at US34/47th Ave (Left) and US34/35th Ave (Right) in Greeley



US34 Corridor Related Plans

- [US34 Planning and Environmental Linkage Study](#)
- [US34 Access Control Plan](#)
- US34 Corridor Optimization Plan
- [LinkNoCo Report](#)
- [Regional Active Transportation Plan](#)

US34 Corridor Connecting RSCs

- I-25 (RSC1)
- US34 Business (RSC3)

- US85 (RSC4)
- US85 Business (RSC5)
- US287 (RSC6)
- LCR3 (RSC14)
- LCR5 (RSC15)
- LCR7/LCR9 (RSC16)
- LCR17/Taft Ave (RSC17)
- LCR19/Wilson Ave (RSC18)
- WCR13 (RSC19)
- WCR17 (RSC20)
- WCR27/83rd Avenue (RSC21)
- 35th Avenue (RSC22)
- 59th Ave/65th Ave (RSC25)

US34 Corridor Connecting RTCs

- US34 (RTC2)
- Loveland to Windsor (RTC3)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Rail (RTC12)
- Front Range Rail (RTC13)
- US85 Transit Service (RTC14)

US34 Corridor Connecting RATCs

- South Platte (RATC1)
- Big Thompson Trail (RATC3)
- North Loveland/Windsor (RATC5)
- Front Range Trail (RATC7)
- BNSF (RATC8)
- Johnstown/Timnath (RATC9)
- Greeley/LaSalle (RATC10)
- US34 Parallel (RATC11)
- Carter Lake/Horsetooth (RATC12)

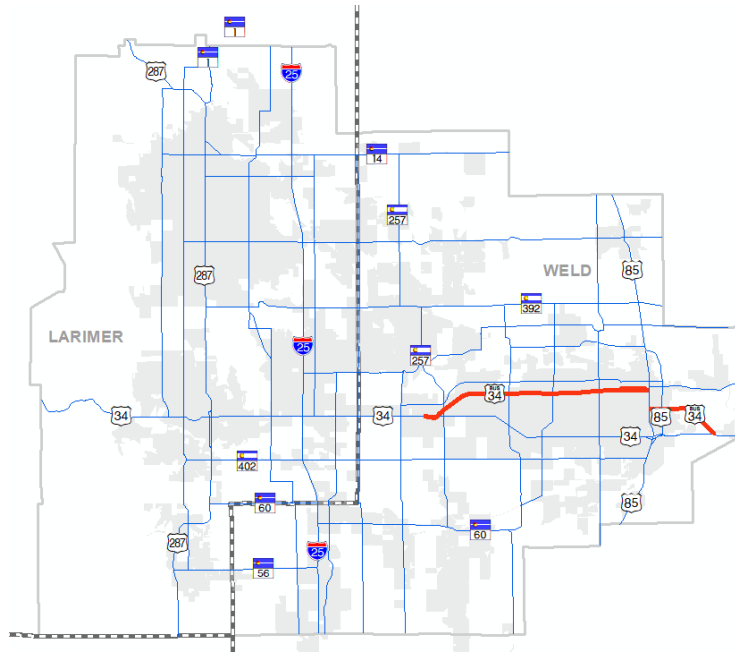
Image 3-1: Construction at I-25 and US34 in Loveland (CDOT)



RSC 3: US34 Business Corridor Vision

US34 Business supports local and regional traffic and acts as relief to US34 into and from downtown Greeley.

Figure 3-5: The US34 Business Corridor within the NFRMPO



US 34 Business Corridor Jurisdictions
Greeley, Weld County

US 34 Business Corridor Anticipated Growth

Table 3-6: Anticipated Growth for the US34 Business Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	42,005	84,814	+101.9%
Jobs	25,392	45,812	+80.4%
VMT	246,667	440,389	+78.5%

US 34 Business Corridor Future Improvements

Table 3-7: Future Improvements for the US34 Business Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Greeley	Mobility Enhancements	Convert 9th Street to two-way from 23rd Ave to 8th Ave	2024-2026

Community/Agency	Improvement Type	Description/Location	Completion Date
Greeley	Mobility Enhancements	Convert 10th Street to two-way from 23rd Ave east to 10th Ave	2024-2026

US 34 Business Corridor Related Plans

- [Greeley on the Go Plan](#)

US 34 Business Corridor Connecting RSCs

- US34 (RSC2)
- US85 (RSC4)
- US85 Business (RSC5)
- Weld CR27/83rd Ave (RSC21)
- 35th Ave (RSC22)
- 8th Street (RSC24)
- 59th Ave/65th Ave (RSC25)

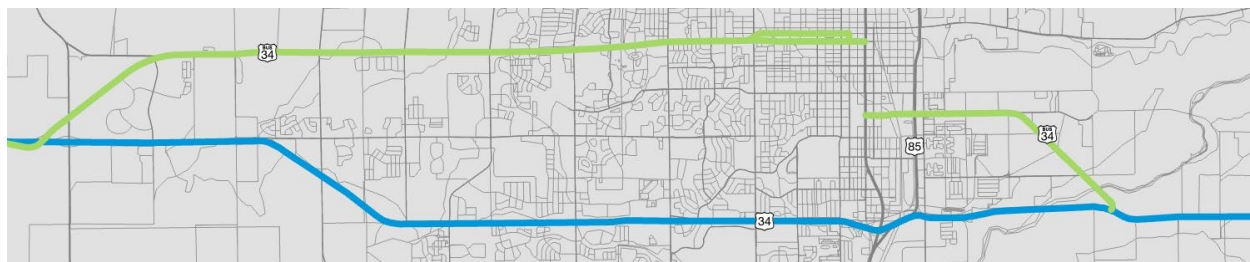
US 34 Business Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- US34 Premier Transit (RTC11)
- US85 Transit Service (RTC14)

US 34 Business Corridor Connecting RATCs

- South Platte (RATC1)
- Greeley/LaSalle (RATC10)
- US34 Parallel (RATC11)

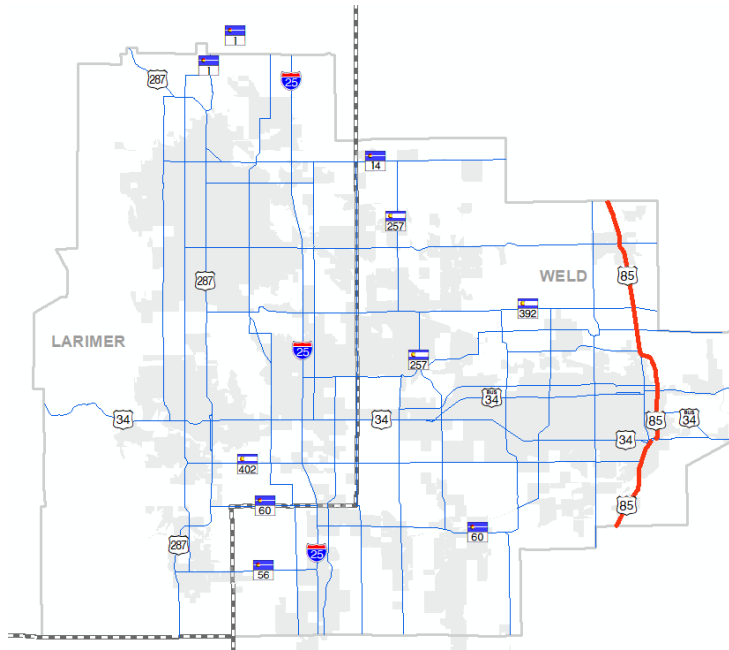
Figure 3-6: US34 Business (Top) and US34 (Bottom) In Greeley



RSC 4: US85 Corridor Vision

US85 is the primary north-south corridor for the eastern portion of the region, connecting oil and gas, agricultural, educational, and other activity centers to population centers.

Figure 3-7: The US85 Corridor within the NFRMPO



US85 Corridor Jurisdictions

Weld County, Eaton, Greeley, Garden City, Evans, LaSalle

US85 Corridor Anticipated Growth

Table 3-8: Anticipated Growth for the US85 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	20,593	24,098	+17%
Jobs	11,406	20,604	+80.6%
VMT	284,073	469,024	+65.1%

US85 Corridor Related Plans

- [US85 Planning and Environmental Linkage Study \(PEL\)](#)
- [US34 & US85 Interchange PEL Study](#)

US85 Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- US85 Business (RSC5)
- SH392 (RSC12)

- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Rd (RSC23)
- 8th Street (RSC24)
- Crossroads Boulevard (RSC26)
- O Street (RSC30)

US85 Corridor Connecting RTCs

- Great Western (RTC1)
- US85 Transit Service (RTC14)

US85 Corridor Connecting RATCs

- South Platte Trail (RATC1)
- Poudre Trail (RATC6)
- Greeley/LaSalle (RATC10)
- US34 Parallel (RATC11)

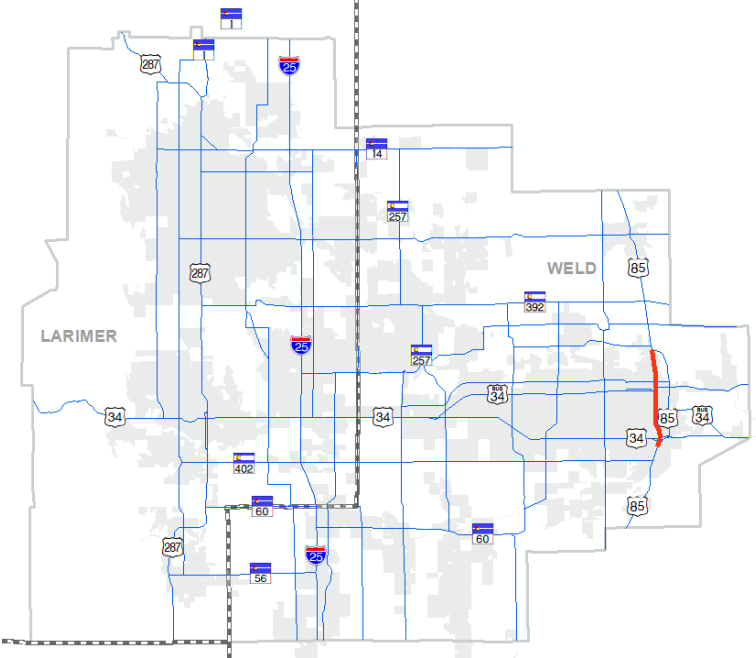
Image 3-2: Construction at US85 and SH392 (CDOT)



RSC 5: US85 Business Corridor Vision

US85 Business supports economic development into and through downtown Greeley and the University of Northern Colorado.

Figure 3-8: The US85 Business Corridor within the NFRMPO



US85 Business Corridor Priorities



US85 Business Corridor Jurisdictions
Greeley, Garden City

US85 Business Corridor Anticipated Growth

Table 3-9: Anticipated Growth for the US85 Business Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	15,859	19,732	+24.4%
Jobs	14,667	30,784	+109.9%
VMT	51,896	69,343	+33.6%

US85 Business Corridor Future Improvements

Table 3-10: Future Improvements for the US85 Business Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Greeley	Mobility Enhancements	Reduce 8th Avenue to 2 lanes from O St to 24th St	2027-2030

US85 Business Corridor Related Plans

- [US34 & US85 Interchange PEL Study](#)
- [Greeley on the Go Plan](#)

US85 Business Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- 8th Street (RSC24)
- 4th Street (RSC29)

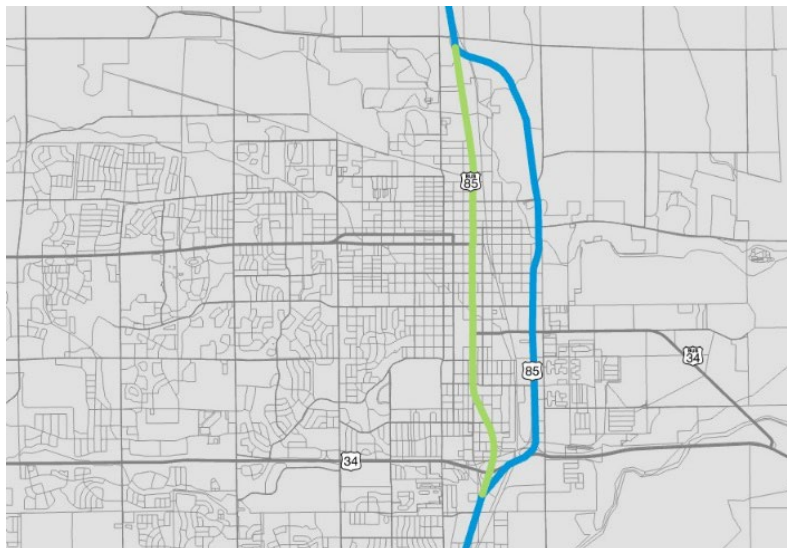
US85 Business Corridor Connecting RTCs

- Great Western (RTC1)
- Poudre Express (RTC7)
- US34 Business Transit (RTC11)
- US85 Transit Service (RTC14)

US85 Business Corridor Connecting RATCs

- Poudre Trail (RATC6)
- US34 Parallel (RATC11)

Figure 3-9: US85 (Right) and US85 Business (Left) in Greeley/Garden City



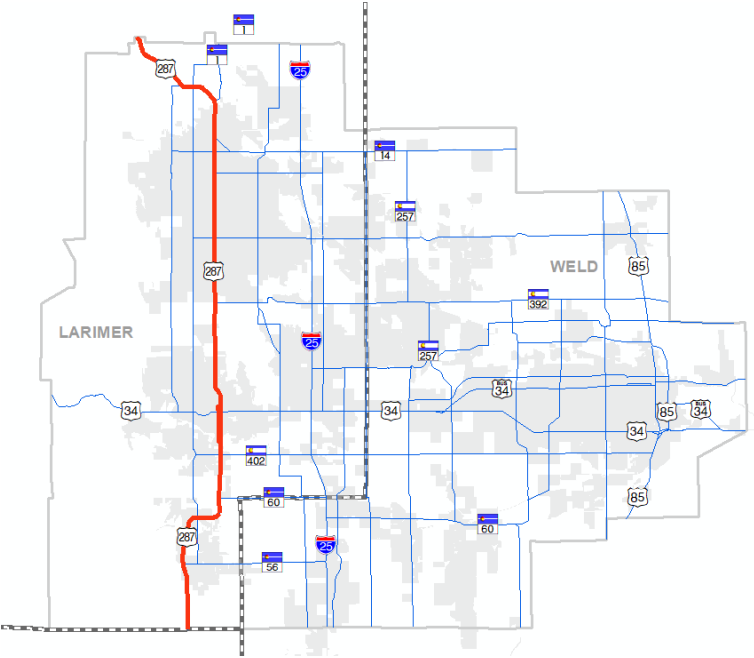
US85 Business Corridor What We Heard from the Public

“This corridor would benefit from **reduced speeds, less traffic,** and **additional investments.**”

RSC 6: US287 Corridor Vision

US287 is the primary north-south corridor for the western portion of the region, connecting Colorado State University and the downtowns of Fort Collins, Loveland, and Berthoud.

Figure 3-10: The US287 Corridor within the NFRMPO



US287 Corridor Priorities



US287 Corridor Jurisdictions

Larimer County, Fort Collins, Loveland, Berthoud

US287 Corridor Anticipated Growth

Table 3-11: Anticipated Growth for the US287 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	61,082	93,348	+52.8%
Jobs	57,838	80,593	+39.3%
VMT	862,977	1,237,186	+43.4%

US287 Corridor Future Improvements

Table 3-12: Future Improvements for the US287 Corridor

Community/Agency	Improvement Type	Description	Completion Date
Fort Collins	Road Widening	Trilby to Carpenter/LCR32	2031-2040
Larimer County/CDOT	Road Widening	SH392 to LCR30	2031-2040
Loveland	Road Widening	29th Street to 71st Street	2031-2040
Loveland	Road Widening	1st Street to SH402	2031-2040
Loveland	Park and Ride	Construction of Park and Ride at 11th St and US287	2041-2050

US287 Corridor Related Plans

- [US 287 Asset Inventory](#)
- [Fort Collins Transportation Master Plan](#)
- [Connect Loveland](#) (draft)
- [Berthoud Transportation Master Plan](#)
- [Larimer County Transportation Master Plan](#)

Image 3-3: Max Bus Stop at CSU (CSU Photography)



US287 Corridor Connecting RSCs

- US34 (RSC2)
- SH1 (RSC7)
- SH14 (RSC8)
- SH56 (RSC9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- LCR17 (RSC17)
- LCR19 (RSC19)
- WCR74/Harmony Road (RSC23)
- Mulberry Street (RSC27)
- Prospect Road (RSC28)

US287 Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- North College MAX (RTC8)
- West Elizabeth MAX (RTC9)
- Harmony Road MAX (RTC10)
- Front Range Passenger Rail (RTC12)
- US34 West Loveland to Estes Park (RTC16)

US287 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- Front Range Trail West (RATC7)
- BNSF (RATC8)
- US34 Non-Motorized (RATC11)

US287 Corridor What We Heard from the Public

“**Congestion** and viable (high frequency) transit. **Accessibility/safety** of bus stops.”

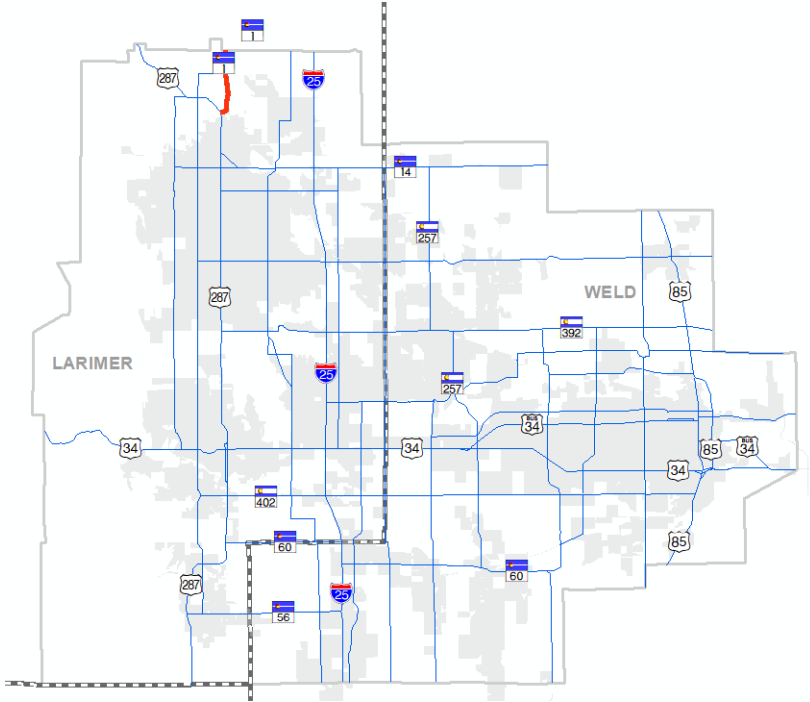
Image 3-4: US287 at 37th Street in Loveland, location of the new Loveland Transit Center



RSC 7: SH1 Corridor Vision

SH1 is a primary northern gateway into the region, acting as a safe, welcoming, and multimodal corridor.

Figure 3-11: The SH1 Corridor within the NFRMPO



SH1 Corridor Jurisdictions
Fort Collins, Larimer County

SH1 Corridor Anticipated Growth

Table 3-13: Anticipated Growth for the SH1 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	4,182	5,330	+27.5%
Jobs	1,210	1,834	+51.6%
VMT	23,167	42,764	+84.6%

SH1 Corridor Related Plans

- [Fort Collins Transportation Master Plan](#)
- [Larimer County Transportation Master Plan](#)

SH1 Corridor Connecting RSCs

- US287 (RSC6)
- LCR17 (RSC17)

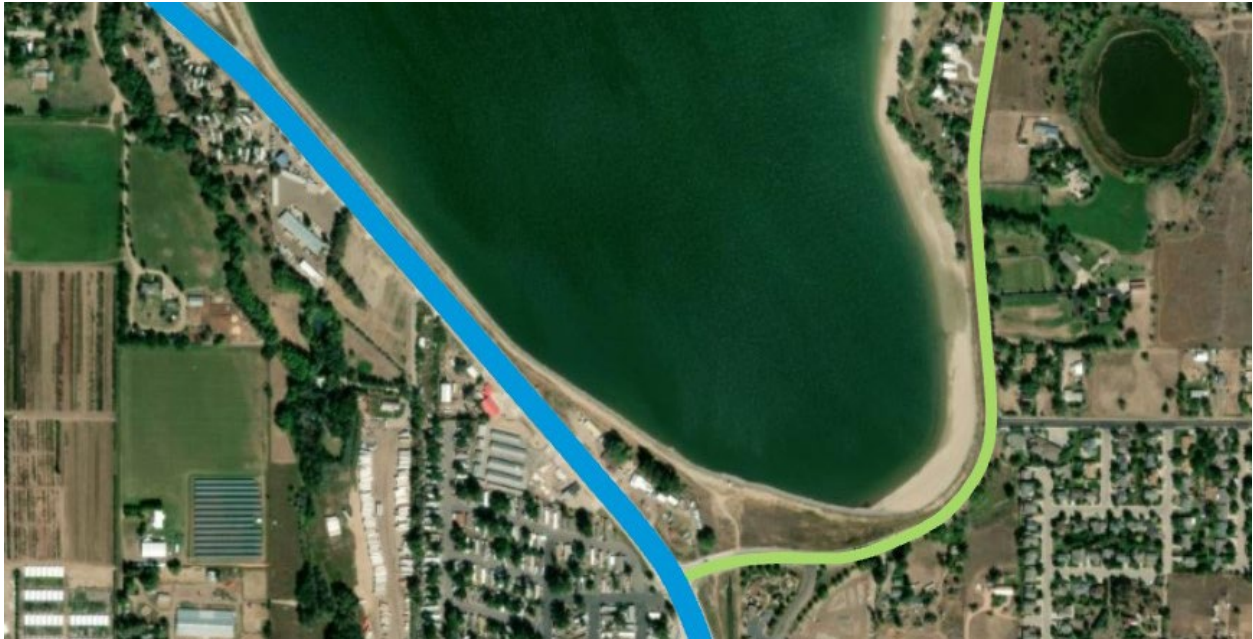
SH1 Corridor Connecting RTCs

- North College MAX (RTC8)

SH1 Corridor Connecting RATCs

- None

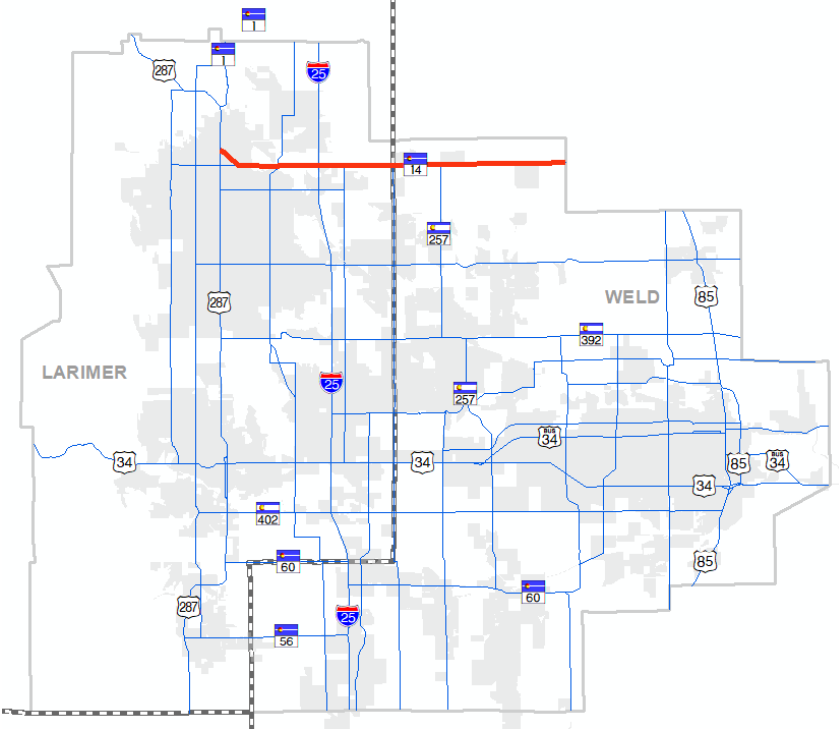
Figure 3-12: Intersection of SH1 (right) and US287 (left, RSC 6) near Terry Lake in Larimer County



RSC 8: SH14 Corridor Vision

SH14 supports the movement of goods and people between downtown Fort Collins and the eastern portion of the region.

Figure 3-13: The SH14 Corridor within the NFRMPO



SH14 Corridor Priorities



SH14 Corridor Jurisdictions

Fort Collins, Larimer County, Timnath, Severance, Weld County

SH14 Corridor Anticipated Growth

Table 3-14: Anticipated Growth for the SH14 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	13,853	25,154	+81.6%
Jobs	28,673	45,311	+58%
VMT	263,934	411,235	+55.8%

SH14 Corridor Related Plans

- [Fort Collins Transportation Master Plan](#)
- [Larimer County Transportation Master Plan](#)

- [Weld County Transportation Master Plan](#)

Additional Details

- National Highway System

SH14 Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- SH257 (RSC11)
- Larimer CR5 (RSC15)
- Larimer CR7/LCR9 (RSC16)
- Weld CR13 (RSC19)
- Mulberry Street (RSC28)

SH14 Corridor Connecting RTCs

- Great Western (RTC1)
- FLEX Express (RTC4)
- Bustang (RTC6)
- Poudre Express (RTC7)
- North College MAX (RTC8)
- Front Range Rail (RTC12)
- Front Range Rail (RTC13)

SH14 Corridor Connecting RATCs

- Poudre River Trail (RATC6)
- Front Range Trail (RATC7)

Image 3-5: Intersection of Highway 85 and Highway 14



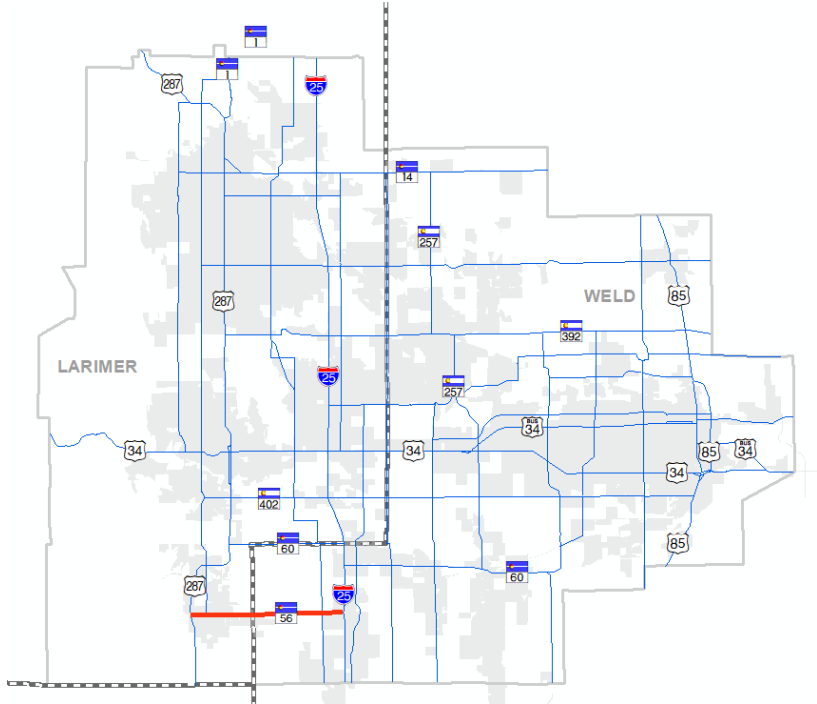
SH14 Corridor What We Heard from the Public

“**Speed** is a major concern along this corridor. People go way too fast and pass people going the speed limit. There needs to be **speed controlling measures** to help **improve safety.**”

RSC 9: SH56 Corridor Vision

SH56 supports the movement of goods and people between Berthoud and I-25, including connections to the Mobility Hub.

Figure 3-14: The SH56 Corridor within the NFRMPO



SH56 Corridor Jurisdictions

Berthoud, Larimer County, Weld County

SH56 Corridor Anticipated Growth

Table 3-15: Anticipated Growth for the SH14 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	6,857	18,720	+173%
Jobs	2,277	1,939	-14.8%
VMT	66,280	133,994	+102.2%

SH56 Corridor Related Plans

- [Berthoud Transportation Master Plan](#)

SH56 Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- LCR3/WCR9.5 (RSC14)
- Larimer CR7/LCR9 (RSC16)

- LCR17 (RSC17)

SH56 Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Rail (RTC12)
- Front Range Rail (RTC13)

SH56 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- BNSF (RATC8)

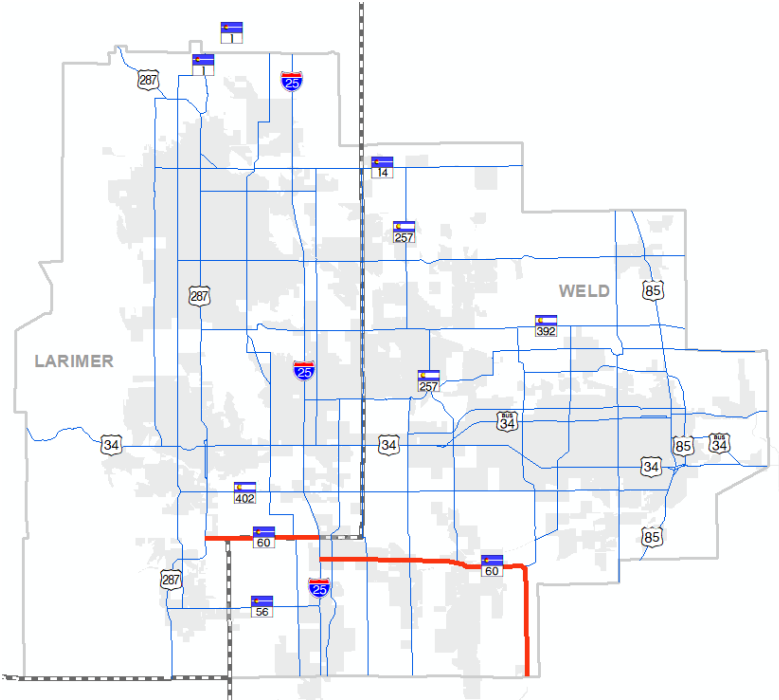
Image 3-6: Rendering of Berthoud Mobility Hub at SH56 and I-25 (CDOT)



RSC 10: SH60 Corridor Vision

SH60 acts as the backbone for housing and economic development in the southern portion of the region, connecting Loveland, Johnstown, and Milliken to I-25.

Figure 3-15: The SH60 Corridor within the NFRMPO



SH60 Corridor Priorities



SH60 Corridor Jurisdictions

Loveland, Larimer County, Weld County, Johnstown, Milliken

SH60 Corridor Anticipated Growth

Table 3-16: Anticipated Growth for the SH60 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	17,649	35,442	+100.8%
Jobs	3,542	9,959	+181.2%
VMT	223,161	358,476	+60.6%

SH60 Corridor Related Plans

- [SH60 Environmental Overview Study](#)

SH60 Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- LCR3/WCR9.5 (RSC14)
- Larimer CR7/LCR9 (RSC16)
- WCR13 (RSC19)
- WCR17 (RSC20)
- WCR27 (RSC21)

SH60 Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Rail (RTC13)

SH60 Corridor Connecting RATCs

- South Platte Trail (RATC1)
- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Johnstown/Timnath (RATC9)

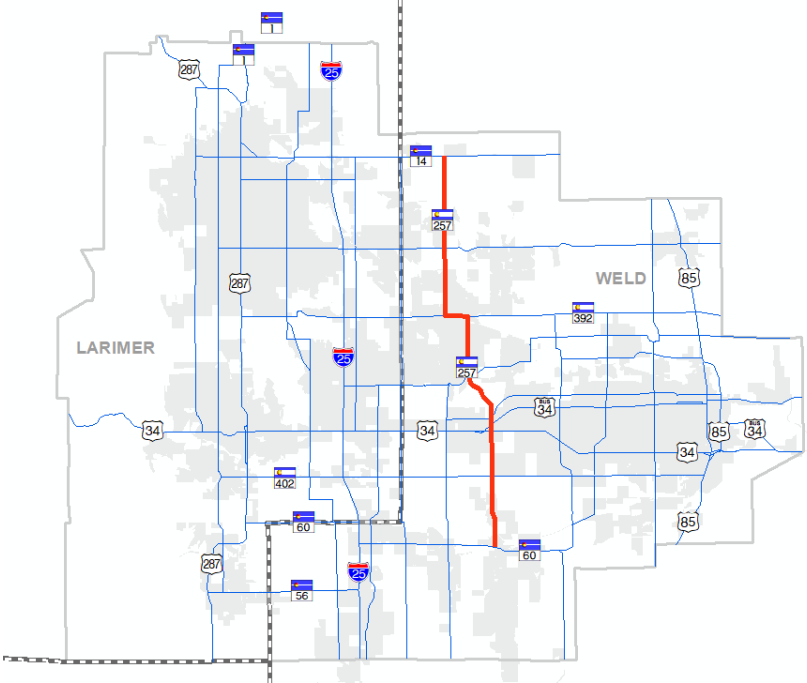
Image 3-7: Construction at SH60 and I-25 – May 2021 (CDOT)



RSC 11: SH257 Corridor Vision

SH257 supports the movement of goods and people, and jobs and housing growth throughout the central portion of the region.

Figure 3-16: The SH257 Corridor within the NFRMPO



SH257 Corridor Priorities



SH257 Corridor Jurisdictions

Weld County, Severance, Windsor, Greeley, Milliken

SH257 Corridor Anticipated Growth

Table 3-17: Anticipated Growth for the SH257 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	16,768	41,047	+144.8%
Jobs	5,712	10,977	+92.2%
VMT	182,174	336,104	+84.5%

SH257 Corridor Future Improvements

Table 3-18: Future Improvements for the SH257 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Windsor	Road Widening	Walnut Street to Eastman Park Drive	2027-2030
Windsor	Road Widening	WCR78 to WCR74	2031-2040
Windsor	Road Widening	WCR74 to SH392	2031-2040
Windsor	Road Widening	Eastman Park Drive to Crossroads	2031-2040

SH257 Corridor Related Plans

- [Severance Transportation Master Plan](#)
- [Windsor Transportation Master Plan](#)

SH257 Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- SH14 (RSC8)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Road (RSC23)
- Crossroads Boulevard (RSC26)
- 4th Street (RSC29)

SH257 Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)
- US34 Business Premier Transit (RTC11)

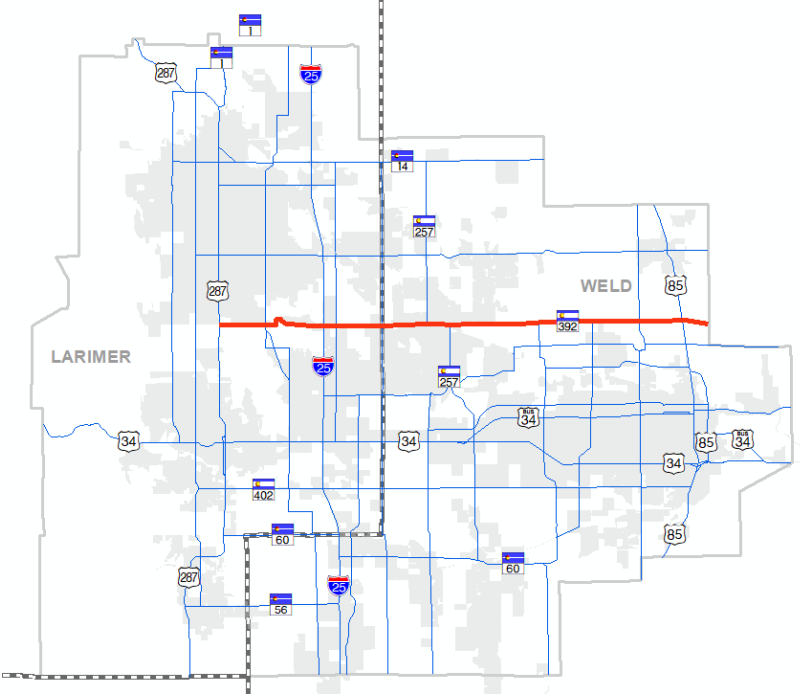
SH257 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- US34 Parallel (RATC11)

RSC 12: SH392 Corridor Vision

SH392 supports economic and housing growth in southern Fort Collins, the industrial area around the Northern Colorado Regional Airport, through to northern Greeley.

Figure 3-17: The SH392 Corridor within the NFRMPO



SH392 Corridor Priorities



SH392 Corridor Jurisdictions

Fort Collins, Larimer County, Windsor, Weld County, Greeley

SH392 Corridor Anticipated Growth

Table 3-19: Anticipated Growth for the SH392 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	21,713	35,343	+62.8%
Jobs	8,837	12,525	+41.7%
VMT	273,008	488,281	+78.9%

SH392 Corridor Future Improvements

Table 3-20: Future Improvements for the SH392 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Windsor	Road Widening	Highland Meadows Pkwy to Colorado Blvd	2024-2026
Windsor	Road Widening	WCR19 to WCR21	2027-2030
Windsor	Road Widening	Colorado Blvd to 17th St	2027-2030
Weld County	Road Widening	WCR21 to WCR23	2027-2030

SH392 Corridor Related Plans

- [Fort Collins Transportation Master Plan](#)
- [Fort Collins Active Modes Plan](#)
- [Windsor Transportation Plan](#)

SH392 Corridor Connecting RSCs

- I-25 (RSC1)
- US85 (RSC4)
- US287 (RSC6)
- SH257 (RSC11)
- Larimer CR5 (RSC15)
- Larimer CR7/LCR9 (RSC16)
- Weld CR13 (RSC19)
- Weld CR17 (RSC20)
- Weld CR27/83rd Avenue (RSC21)
- 35th Avenue (RSC22)
- 59th Ave/65th Ave (RSC25)

SH392 Corridor Connecting RTCs

- Great Western (RTC1)
- Loveland to Windsor (RTC3)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Rail (RTC13)
- US85 Transit Service (RTC14)

SH392 Corridor Connecting RATCs

- Great Western (RATC4)
- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- Front Range Trail West (RATC7)
- BNSF (RATC8)
- Johnstown/Timnath (RATC9)
- Greeley/LaSalle (RATC10)

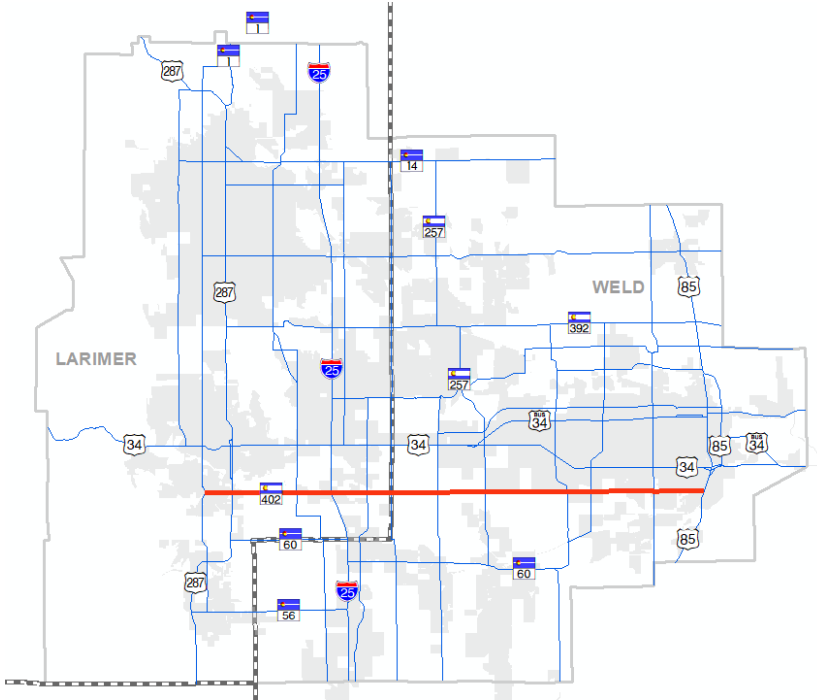
SH392 Corridor What We Heard from the Public

“My vision for the corridor includes a **bypass** around **downtown Windsor.**”

RSC 13: SH402 / Freedom Parkway Corridor Vision

SH402 acts as the southern relief corridor for US34, connecting Loveland to Evans and supporting economic and housing growth in the southern portion of the region.

Figure 3-18: The SH402 / Freedom Parkway Corridor within the NFRMPO



SH402 / Freedom Parkway Corridor Priorities



SH402 / Freedom Parkway Corridor Jurisdictions

Loveland, Larimer County, Johnstown, Weld County, Evans

SH402 / Freedom Parkway Corridor Anticipated Growth

Table 3-21: Anticipated Growth for the SH402 / Freedom Parkway Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	29,008	56,476	+94.7%
Jobs	7,045	10,842	+53.9%
VMT	247,535	533,391	+115.5%

SH402 / Freedom Parkway Corridor Future Improvements

Table 3-22: Future Improvements for the SH402 / Freedom Parkway Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Loveland	Road Widening	St. Louis Ave to Boise Ave	2024-2026
Evans/Greeley	Road Widening	47th Ave to Stampede Drive	2024-2026
Loveland	Road Widening	Boyd Lake Avenue to I-25	2027-2030
Loveland	Road Widening	US287 to St. Louis Avenue	2031-2040
Greeley	Road Widening	WCR17 to SH257	2031-2040
Greeley	Road Widening	SH257 to 77th Ave/83rd Ave/Two Rivers Pkwy	2041-2050

SH402 / Freedom Parkway Corridor Related Plans

- [Connect Loveland](#) (draft)
- [Freedom Parkway Access Control Plan](#)
- Evans Multimodal Transportation Master Plan

SH402 / Freedom Parkway Corridor Connecting RSCs

- I-25 (RSC1)
- US85 (RSC4)
- US287 (RSC6)
- LCR3/WCR9.5 (RSC14)
- LCR7/LCR9 (RSC16)
- LCR17 (RSC17)
- WCR13 (RSC19)
- Weld CR17 (RSC20)
- Weld CR27/83rd Avenue (RSC21)
- 35th Avenue (RSC22)
- 8th Street (RSC24)
- 59th Ave/65th Ave (RSC25)

SH402 / Freedom Parkway Corridor Connecting RTCs

- Loveland to Windsor (RTC3)
- FLEX Express (RTC4)
- FLEX Local (RTC5)

- Bustang (RTC6)
- Front Range Rail (RTC12)
- Front Range Rail (RTC13)
- US85 Transit Service (RTC14)

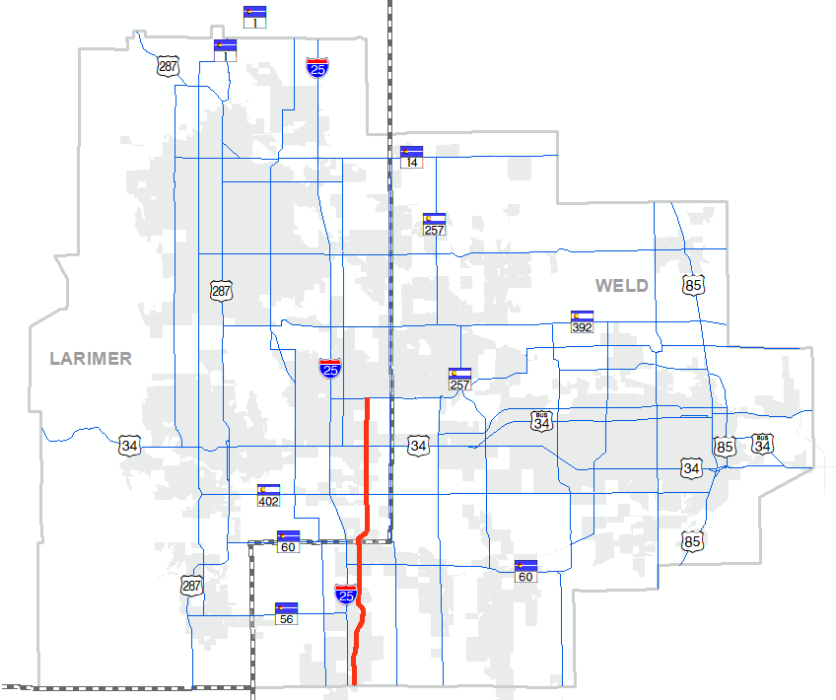
SH402 / Freedom Parkway Corridor Connecting RATCs

- Big Thompson River (RATC3)
- BNSF (RATC8)
- Johnstown/Timnath (RATC9)
- Greeley/LaSalle (RATC10)

RSC 14: LCR3 / WCR9.5 Corridor Vision

LCR3/WCR9.5 acts as a relief corridor for I-25 and supports economic and housing growth in the central portion of the region.

Figure 3-19: The LCR3 / WCR9.5 Corridor within the NFRMPO



LCR3 / WCR9.5 Corridor Priorities



LCR3 / WCR9.5 Corridor Jurisdictions

Windsor, Larimer County, Johnstown, Weld County, Berthoud

LCR3 / WCR9.5 Corridor Anticipated Growth

Table 3-23: Anticipated Growth for the LCR3 / WCR9.5 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	6,419	23,800	+270.8%
Jobs	3,893	10,528	+170.4%
VMT	832	39,884	+4,696.4%

LCR3 / WCR9.5 Corridor Future Improvements

Table 3-24: Future Improvements for the LCR3 / WCR9.5 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Loveland	Paving Unpaved Road	US34 and Crossroads Blvd	2024-2026
Johnstown	New 4 Lane Road	LCR14	2024-2026
Johnstown	Road Widening	Juniper St to SH60	2024-2026
Johnstown	New 4 Lane Road	SH60	2024-2026
Johnstown	Road Widening	US34 to Ronald Reagan Blvd	2027-2030
Johnstown	Road Widening	LCR20C to LCR18	2027-2030
Johnstown	New 4 Lane Road	LCR16 to 2,500 feet north of LCR14	2027-2030
Berthoud/Weld County	New 2 Lane Road	WCR44/SH56 to WCR32	2027-2030
Johnstown	New 4 Lane Road	Expanding High Plains Blvd from LCR18 to LCR16	2031-2040
Johnstown	New 4 Lane Road	Expanding High Plains Blvd from 2,500 feet south of SH60 to WCR46	2031-2040
Johnstown	New 4 Lane Road	Expanding High Plains Blvd from WCR46 to WCR44	2041-2050

LCR3 / WCR9.5 Corridor Related Plans

- [Larimer County Transportation Master Plan](#)
- [North I-25 EIS](#)

LCR3 / WCR9.5 Corridor Connecting RSCs

- US34 (RSC2)
- SH60 (RSC10)
- SH402/Freedom Pkwy (RSC13)
- Crossroads Boulevard (RSC26)

LCR3 / WCR9.5 Corridor Connecting RTCs

- US34 (RTC2)

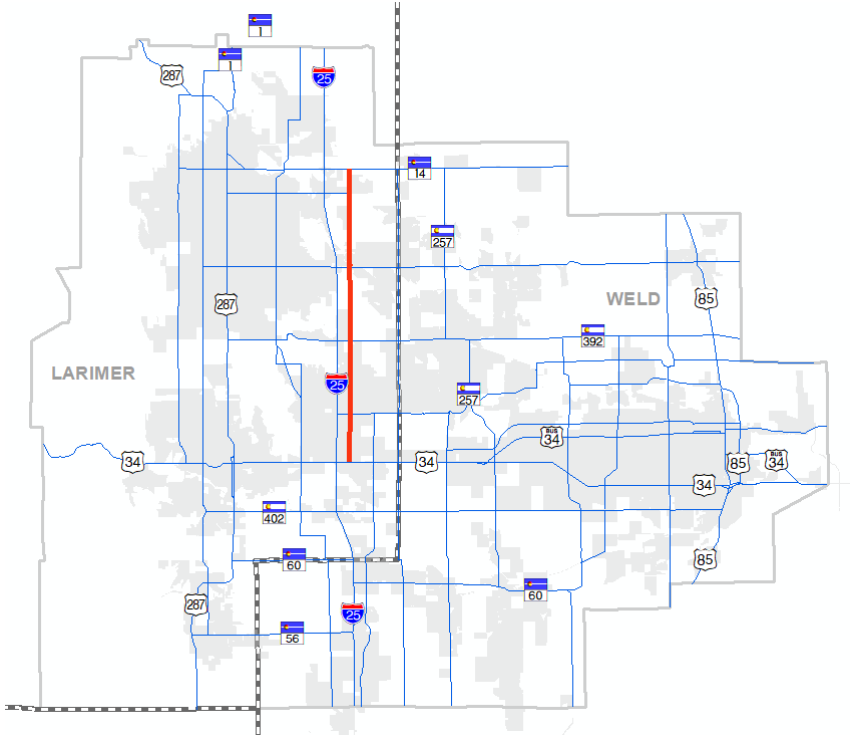
LCR3 / WCR9.5 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- US34 Parallel (RATC11)

RSC 15: LCR5 Corridor Vision

LCR5 acts as a relief corridor for I-25 and supports economic and housing growth in the central part of the region.

Figure 3-20: The LCR5 Corridor within the NFRMPO



LCR5 Corridor Jurisdictions

Fort Collins, Timnath, Larimer County, Windsor, Loveland

LCR5 Corridor Anticipated Growth

Table 3-25: Anticipated Growth for the LCR5 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	11,213	33,619	+199.8%
Jobs	8,729	16,835	+92.9%
VMT	49,685	169,314	+240.8%

LCR5 Corridor Future Improvements

Table 3-26: Future Improvements for the LCR5 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Loveland	Road Widening	Crossroads Blvd	2027-2030
Windsor	Road Widening	LCR30 to SH392	2027-2030

Community/Agency	Improvement Type	Description/Location	Completion Date
Loveland	Road Widening	Rodeo Rd to 71st Street/CR30	2031-2040
Timnath	New 3 Lane Road	Constructing Timnath Bypass/Pkwy from N of LCR40 to LCR38	2031-2040

LCR5 Corridor Related Plans

- [Larimer County Transportation Master Plan](#)
- [North I-25 EIS](#)
- [Connect Loveland](#)

LCR5 Corridor Connecting RSCs

- US34 (RSC2)
- SH14 (RSC8)
- SH392 (RSC12)
- WCR74/Harmony Road (RSC23)
- Crossroads Boulevard (RSC26)
- Mulberry Street (RSC27)

LCR5 Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)

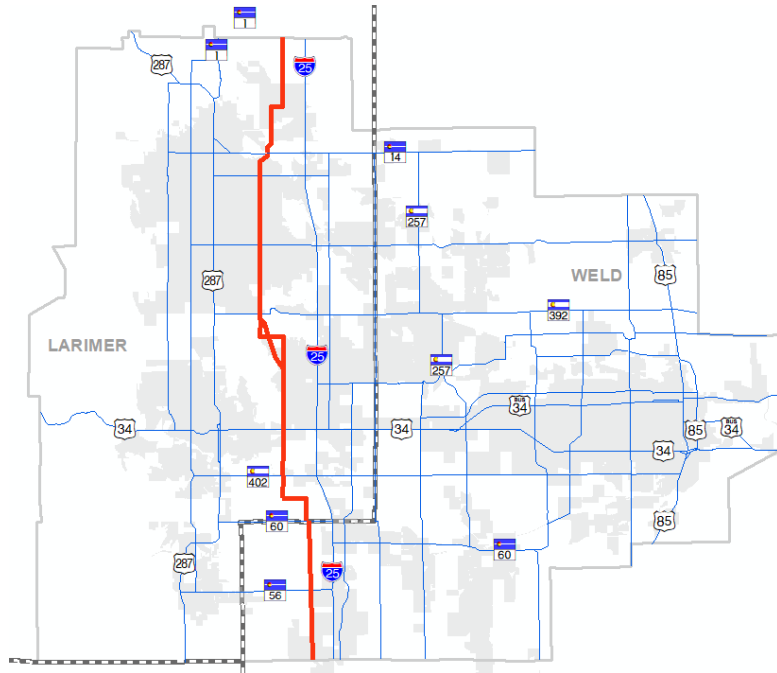
LCR5 Corridor Connecting RATCs

- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- US34 Non-Motorized (RATC11)

RSC 16: LCR7 / LCR9 / Timberline Road Corridor Vision

LCR7/LCR9/Timberline Road Provides safe, efficient, and multimodal travel in the eastern portion of Larimer County.

Figure 3-21: The LCR7 / LCR9 / Timberline Road Corridor within the NFRMPO



LCR7 / LCR9 / Timberline Road Corridor Priorities



LCR7 / LCR9 / Timberline Road Corridor Jurisdictions

Larimer County, Fort Collins, Loveland, Weld County, Berthoud

LCR7 / LCR9 / Timberline Road Corridor Anticipated Growth

Table 3-27: Anticipated Growth for the LCR7 / LCR9 / Timberline Road Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	37,793	73,551	+94.6%
Jobs	24,267	34,707	+43%
VMT	284,189	519,277	+82.7%

LCR7 / LCR9 / Timberline Road Corridor Future Improvements

Table 3-28: Future Improvements for the LCR7 / LCR9 / Timberline Road Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Fort Collins	New 2 Land Road	Giddings Road to Mountain Vista Dr	2024-2026
Loveland	New 2 Land Road	SH402 to LCR20C	2027-2030
Loveland	Road Widening	LCR20C to US34	2031-2040
Fort Collins	Road Widening	Mountain Vista Dr to N of East Vine Dr	2031-2040
Fort Collins/Larimer County/Loveland	New 4 Land Road	Constructing a new road from LCR11 south of SH392 to LCR9 north of Valley Oak Drive	2041-2050

LCR7 / LCR9 / Timberline Road Corridor Related Plans

- [Connect Loveland](#) (draft)
- [Larimer County Transportation Master Plan](#)
- [Fort Collins Transportation Master Plan](#)

LCR7 / LCR9 / Timberline Road Corridor Connecting RSCs

- US34 (RSC2)
- SH14 (RSC8)
- SH56 (RSC9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Road (RSC23)
- Prospect Road (RSC28)

LCR7 / LCR9 / Timberline Road Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Harmony MAX (RTC10)
- Front Range Rail (US287) (RTC12)
- SH56 Transit Service (RTC15)

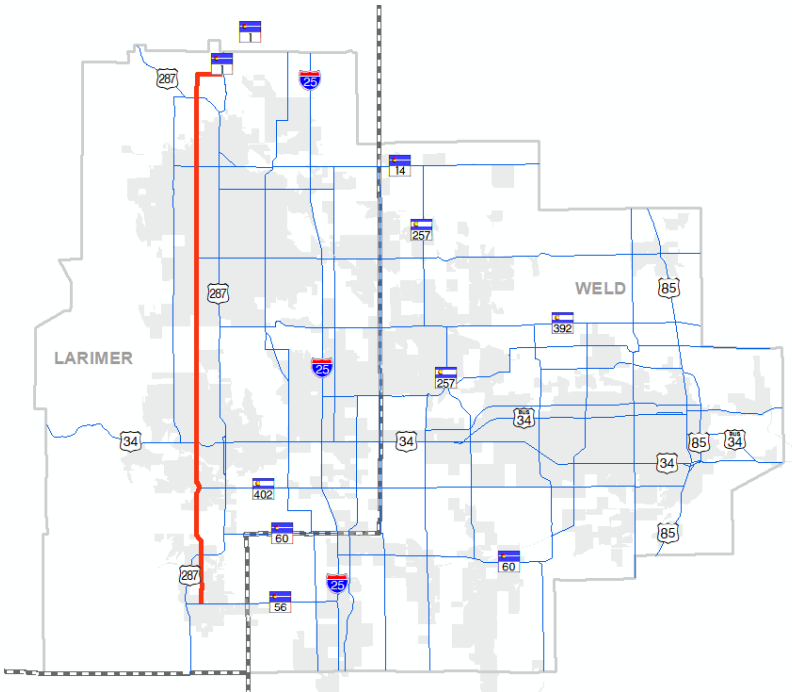
LCR7 / LCR9 / Timberline Road Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- N. Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail (RATC7)
- US34 Parallel (RATC11)

RSC 17: LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Vision

LCR17/Shields Street/Taft Avenue/Berthoud Parkway connects Colorado State University, western Loveland, and Berthoud, supporting economic and housing growth.

Figure 3-22: The LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor within the NFRMPO



LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Priorities



LCR17 / Shields St / Taft Ave / Berthoud Pkwy Jurisdictions

Larimer County, Fort Collins, Loveland, Berthoud

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Anticipated Growth

Table 3-29: Anticipated Growth for the LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	60,235	88,955	+47.7%
Jobs	14,045	17,603	+25.3%
VMT	367,105	532,299	+45%

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Future Improvements

Table 3-30: Future Improvements for the LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Larimer County	Road Widening	LCR32 to LCR30	2031-2040
Larimer/Loveland	Road Widening	LCR16/28th Street SW to LCR14/SH60	2031-2040
Fort Collins	Road Widening	Harmony Road to Hilldale Drive	2031-2040
Loveland	Road Widening	23rd St SW to 28th St SW/LCR16	2031-2040

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Related Plans

- [Larimer County Transportation Master Plan](#)
- [Connect Loveland](#) (draft)
- [Fort Collins Transportation Master Plan](#)
- [Berthoud Transportation Master Plan](#)

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- SH1 (RSC7)
- SH56 (RSC9)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Road (RSC23)
- Mulberry Street (RSC27)

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- West Elizabeth MAX (RTC9)
- Front Range Rail (US287) (RTC12)
- SH56 Transit Service (RTC15)
- US34 West Loveland to Estes Park Transit (RTC16)

LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)

- Front Range Trail (RATC7)
- BNSF (RATC8)
- US34 Parallel (RATC11)

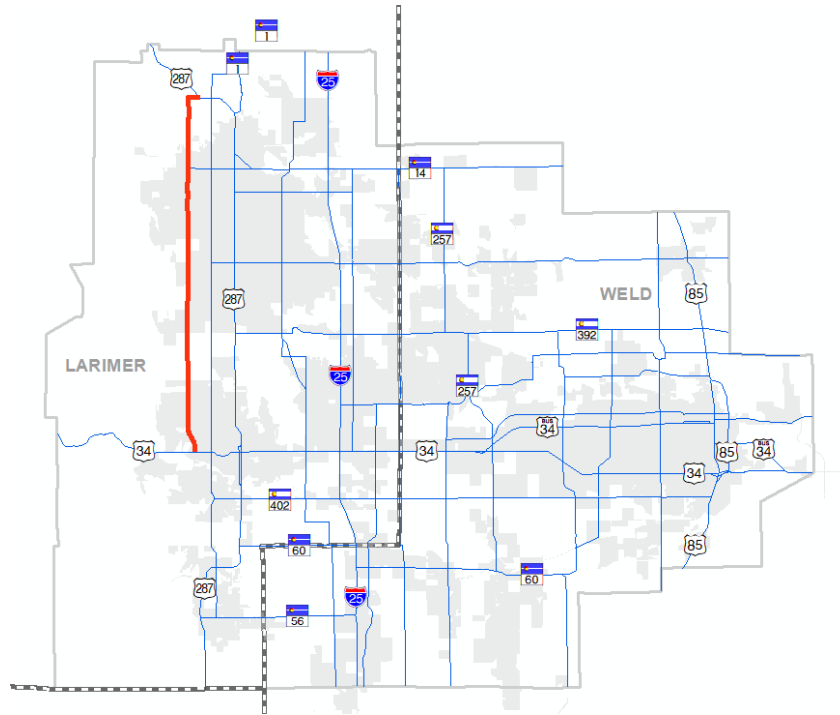
LCR17 / Shields St / Taft Ave / Berthoud Pkwy Corridor What We Heard from the Public

“My primary concern for the corridor is **Safety. Safety. Safety.** And discomfort.
But mostly safety.”

RSC 18: LCR19 / Taft Hill Road / Wilson Avenue Corridor Vision

LCR19/Taft Hill Road/Wilson Avenue supports the western portion of Fort Collins and Loveland with safe, efficient, and multimodal trips.

Figure 3-23: The LCR19 / Taft Hill Road / Wilson Avenue Corridor within the NFRMPO



LCR19 / Taft Hill Road / Wilson Avenue Corridor Priorities



LCR19 / Taft Hill Road / Wilson Avenue Corridor Jurisdictions

Larimer County, Fort Collins, Loveland

LCR19 / Taft Hill Road / Wilson Avenue Corridor Anticipated Growth

Table 3-31: Anticipated Growth for the LCR19 / Taft Hill Road / Wilson Avenue Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	34,141	48,083	+40.8%
Jobs	8,061	9,303	+15.4%
VMT	234,690	330,176	+40.7%

LCR19 / Taft Hill Road / Wilson Avenue Corridor Future Improvements

Table 3-32: Future Improvements for the LCR19 / Taft Hill Road / Wilson Avenue Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Fort Collins	Road Widening	Harmony Road to Brixton Road	2024-2026
Larimer County	Road Widening	LCR32 to LCR30	2031-2040

LCR19 / Taft Hill Road / Wilson Avenue Corridor Related Plans

- [Larimer County Transportation Master Plan](#)
- [Connect Loveland](#) (draft)
- [Fort Collins Transportation Master Plan](#)

LCR19 / Taft Hill Road / Wilson Avenue Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- Mulberry Street (RSC27)

LCR19 / Taft Hill Road / Wilson Avenue Corridor Connecting RTCs

- West Elizabeth MAX (RTC9)
- US34 West Loveland to Estes Park Transit (RTC16)

LCR19 / Taft Hill Road / Wilson Avenue Corridor Connecting RATCs

- N. Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- US34 Parallel (RATC11)

LCR19 / Taft Hill Road / Wilson Avenue Corridor What We Heard from the Public

“If there were a **separated** path, not only could I **cycle** to Coyote and Prairie Ridge, if it continued further south to 57th St, it could then **connect** to the path along Shields.”

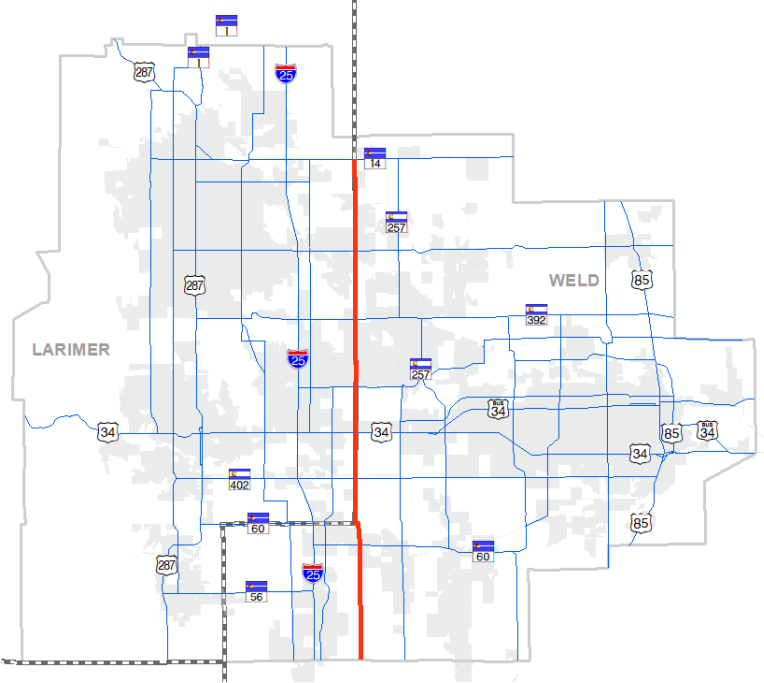
Image 3-8: Loveland Fire Station Number 3 on Wilson Ave (LFRA)



RSC 19: WCR13 Corridor Vision

WCR13 supports economic and housing growth in the central portion of the region, connecting the fastest growing portions of the region.

Figure 3-24: The WCR13 Corridor within the NFRMPO



WCR13 Corridor Jurisdictions

Larimer County, Timnath, Severance, Windsor, Weld County, Johnstown, Berthoud

WCR13 Corridor Anticipated Growth

Table 3-33: Anticipated Growth for the WCR13 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	12,439	36,191	+190.9%
Jobs	2,042	7,358	+260.3%
VMT	62,213	235,857	+279.1%

WCR13 Corridor Future Improvements

Table 3-34: Future Improvements for the WCR13 Corridor

Community/Agency	Improvement Type	Description/Location	Completion Date
Timnath	Road Widening	Harmony Road to South Growth Management Area	2027-2030

Community/Agency	Improvement Type	Description/Location	Completion Date
Windsor	Road Widening	Kaplan Dr to Crossroads Blvd	2031-2040
Windsor	Road Widening	SH392 to Kaplan Drive	2031-2040
Johnstown	Road Widening	WCR46 to WCR44	2041-2050

WCR13 Corridor Related Plans

- [Larimer County Transportation Master Plan](#)
- [Windsor Transportation Master Plan](#)
- [Weld County Transportation Master Plan](#)

WCR13 Corridor Connecting RSCs

- US34 (RSC2)
- SH14 (RSC8)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402 (RSC13)
- WCR74 (RSC23)
- Crossroads Blvd (RSC26)

WCR13 Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)

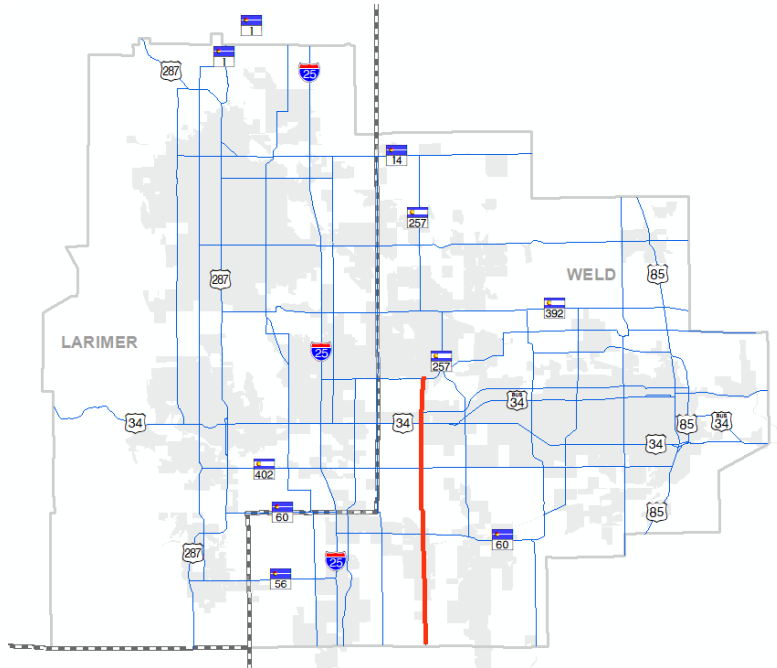
WCR13 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- N. Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Johnstown/Timnath (RATC9)
- US34 Parallel (RATC11)

RSC 20: WCR17 Corridor Vision

WCR17 supports agriculture, oil and gas, and other economic development efforts.

Figure 3-25: The WCR17 Corridor within the NFRMPO



WCR17 Corridor Jurisdictions

Windsor, Weld County, Greeley, Johnstown

WCR17 Corridor Anticipated Growth

Table 3-35: Anticipated Growth for the WCR17 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	8,637	35,878	+315.4%
Jobs	1,114	4,781	+329.2%
VMT	63,165	178,889	+183.2%

WCR17 Corridor Future Improvements

Table 3-36: Future Improvements for the WCR17 Corridor

Community/Agency	Improvement Type	Description	Completion Date
Windsor	Road Widening	WCR62/Crossroads Boulevard to US34	2031-2040

WCR17 Corridor Related Plans

- [Windsor Transportation Master Plan](#)
- [Weld County Transportation Master Plan](#)

WCR17 Corridor Connecting RSCs

- US34 (RSC2)
- SH60 (RSC10)
- SH402 (RSC13)
- Crossroads Boulevard (RSC26)
- 4th Street (RSC29)

WCR17 Corridor Connecting RTCs

- US34 (RTC2)

WCR17 Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western (RATC4)
- US34 Parallel (RATC11)

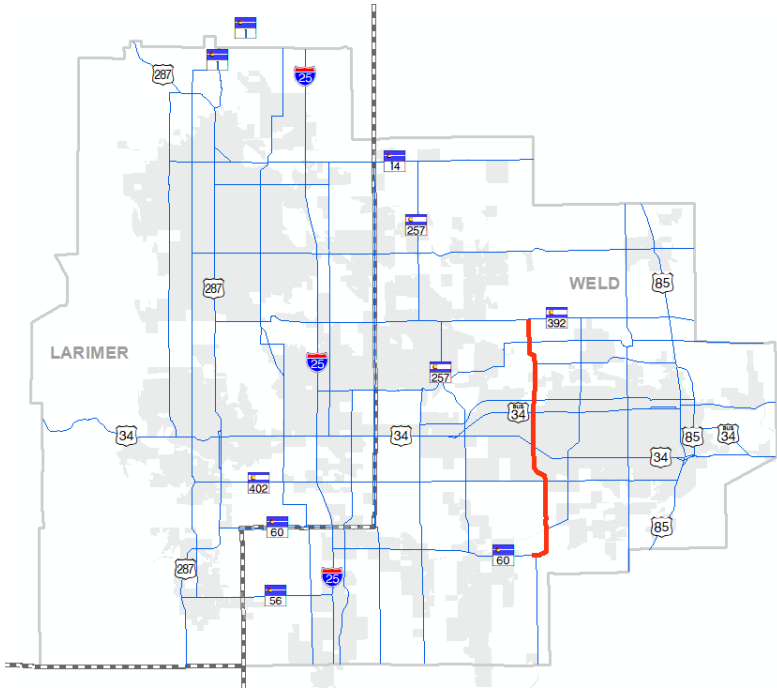
Image 3-9: Johnstown Town Hall at WCR17 and WCR46.5 (Jeffrey Beall, Wikimedia)



RSC 21: WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Vision

WCR27/83rd Avenue/Two Rivers Parkway is an important corridor connecting SH392 to SH60.

Figure 3-26: The WCR27 / 83rd Avenue / Two Rivers Parkway Corridor within the NFRMPO



WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Priorities



WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Jurisdictions

Weld County, Greeley, Evans, Milliken

WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Anticipated Growth

Table 3-37: Anticipated Growth for the WCR27 / 83rd Avenue / Two Rivers Parkway Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	5,568	13,383	+140.4%
Jobs	476	1,232	+158.8%
VMT	84,813	135,468	+59.7%

WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Future Improvements

Table 3-38: Future Improvements for the WCR27 / 83rd Avenue / Two Rivers Parkway Corridor

Community/Agency	Improvement Type	Description	Completion Date
Severance	New 2 Lane Road	SH14 to WCR74	2031-2040

WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Related Plans

- [Greeley on the Go Plan](#)
- [Weld County Transportation Master Plan](#)

WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- SH60 (RSC10)
- SH392 (RSC12)
- Freedom Parkway (RSC13)
- 59th Ave/65th Ave (RSC25)
- Crossroads Boulevard (RSC26)
- 4th Street (RSC29)
- O Street (RSC30)

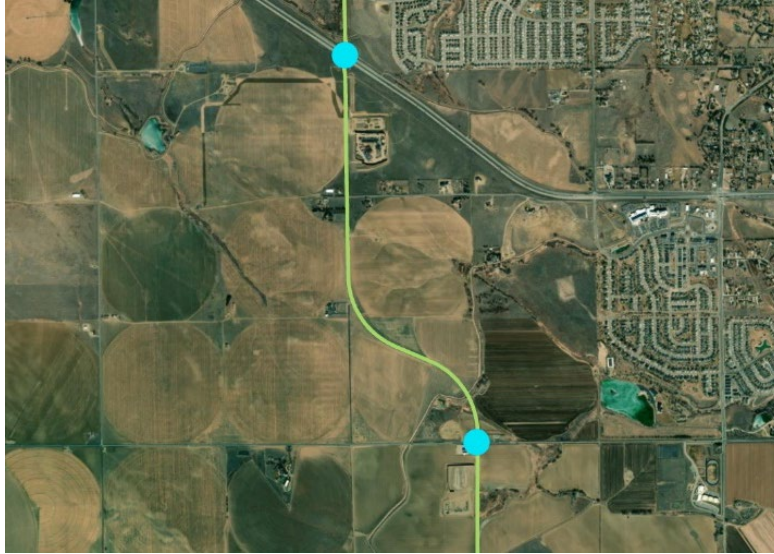
WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Poudre Express (RTC7)
- US34 Business Premier Transit (RTC11)

WCR27 / 83rd Avenue / Two Rivers Parkway Corridor Connecting RATCs

- South Platte (RATC1)
- Poudre Trail (RATC6)
- US34 Parallel (RATC11)

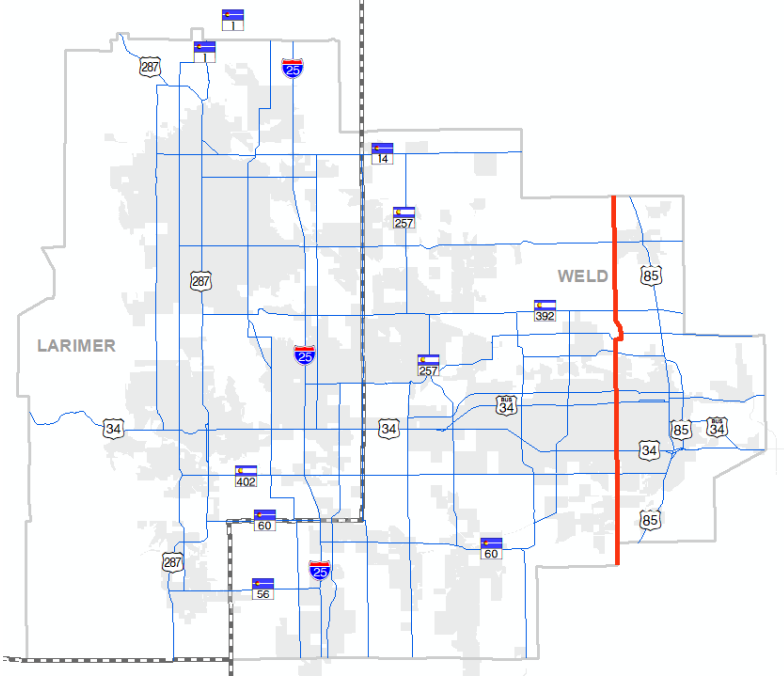
Figure 3-27: RSC21 connects with US34 (RSC2, top) and Freedom Parkway (RSC13, bottom) in Greeley, facilitating movement for Weld Counties growing population



RSC 22: WCR35 / 35th Avenue Corridor Vision

WCR35/35th Avenue parallels US85, providing relief and direct connections into central Greeley.

Figure 3-28: The WCR35 / 35th Avenue Corridor within the NFRMPO



WCR35 / 35th Avenue Corridor Priorities



WCR35 / 35th Avenue Corridor Jurisdictions
 Weld County, Eaton, Greeley, Evans

WCR35 / 35th Avenue Corridor Anticipated Growth

Table 3-39: Anticipated Growth for the WCR35 / 35th Avenue Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	24,612	34,422	+39.9%
Jobs	7,497	9,902	+32.1%
VMT	125,586	226,153	+80.1%

WCR35 / 35th Avenue Corridor Future Improvements

Table 3-40: Future Improvements for the WCR35 / 35th Avenue Corridor

Community/Agency	Improvement Type	Description	Completion Date
Evans	New 4 Lane Road and Bridge	4th Street to WCR394	2031-2040
Evans/Weld County	Road Widening	WCR394 to US85	2031-2040
Weld County	Road Widening	SH392 to O Street	2031-2040

WCR35 / 35th Avenue Corridor Related Plans

- [Greeley on the Go Plan](#)
- [Weld County Transportation Master Plan](#)
- Evans Transportation Master Plan

WCR35 / 35th Avenue Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- SH392 (RSC12)
- Freedom Parkway (RSC13)
- WCR74 (RSC23)
- Crossroads Boulevard (RSC26)
- 4th Street (RSC29)
- O Street (RSC30)

WCR35 / 35th Avenue Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Poudre Express (RTC7)
- US34 Business Premier Transit (RTC11)

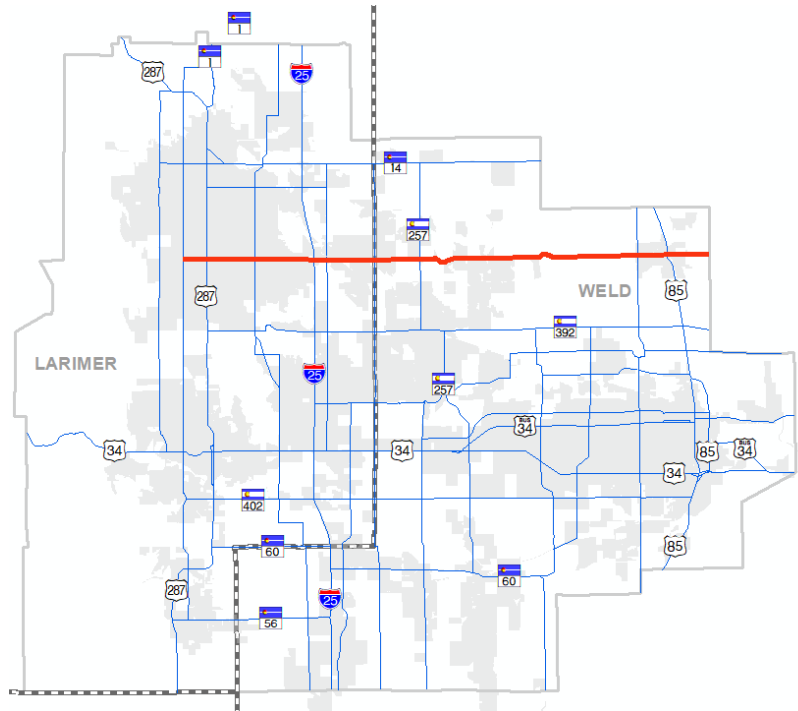
WCR35 / 35th Avenue Corridor Connecting RATCs

- South Platte (RATC1)
- Great Western (RATC4)
- Poudre Trail (RATC6)
- Greeley/LaSalle (RATC10)
- US34 Parallel (RATC11)

RSC 23: WCR74 / Harmony Road Corridor Vision

WCR74/Harmony Road supports the economic development and housing growth between Fort Collins and Eaton.

Figure 3-29: The WCR74 / Harmony Road Corridor within the NFRMPO



WCR74 / Harmony Road Corridor Priorities



WCR74 / Harmony Road Corridor Jurisdictions

Fort Collins, Larimer County, Timnath, Windsor, Severance, Weld County, Eaton

WCR74 / Harmony Road Corridor Anticipated Growth

Table 3-41: Anticipated Growth for the WCR74 / Harmony Road Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	36,926	59,540	+61.2%
Jobs	28,554	32,382	+13.4%
VMT	416,264	640,559	+54%

WCR74 / Harmony Road Corridor Future Improvements

Table 3-42: Future Improvements for the WCR74 / Harmony Road Corridor

Community/Agency	Improvement Type	Description	Completion Date
Windsor	Road Widening	WCR15 to SH257	2024-2026
Fort Collins	Road Widening	College Ave to Boardwalk Dr	2027-2030
Timnath	Road Widening	I-25 to LCR1	2027-2030

WCR74 / Harmony Road Corridor Related Plans

- Weld County Transportation Master Plan
- Fort Collins Transportation Master Plan
- Larimer County Transportation Master Plan
- Severance Transportation Master Plan

WCR74 / Harmony Road Corridor Connecting RSCs

- I-25 (RSC1)
- US85 (RSC4)
- US287 (RSC6)
- SH257(RSC11)
- LCR5 (RSC15)
- LCR7 (RSC16)
- LCR17 (RSC17)
- WCR13 (RSC19)
- WCR35 (RSC22)

WCR74 / Harmony Road Corridor Connecting RTCs

- Great Western (RTC1)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Harmony Road MAX (RTC10)
- Front Range Rail (US287) (RTC12)
- Front Range Rail (I-25) (RTC13)
- US85 Transit Service (RTC14)

WCR74 / Harmony Road Corridor Connecting RATCs

- Great Western (RATC4)
- Front Range Trail West (RATC7)
- Johnstown/Timnath (RATC9)

- Greeley/LaSalle (RATC10)

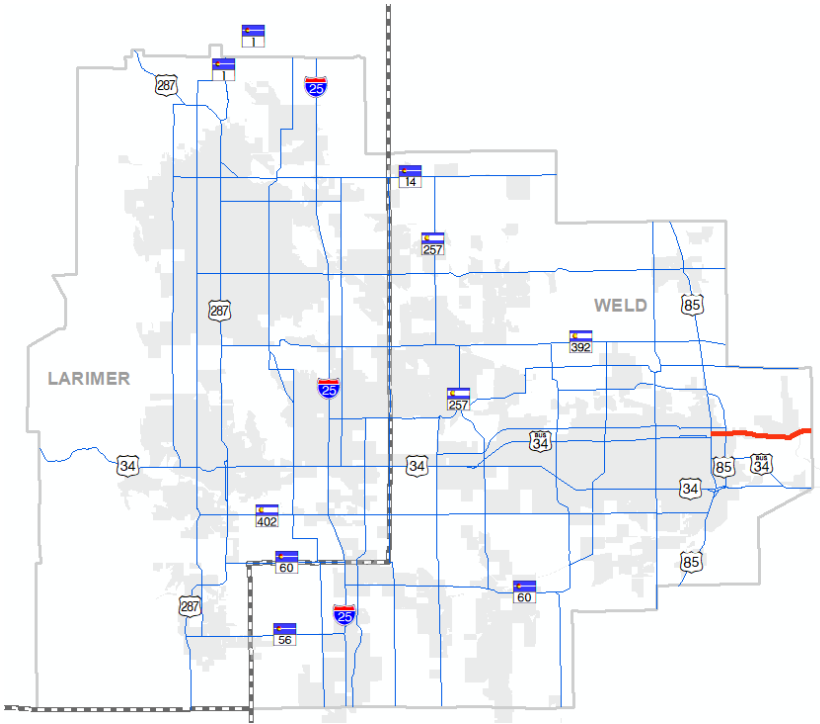
WCR74 / Harmony Road Corridor What We Heard from the Public

“My vision for the corridor includes **transit** and **bike** facilities, preferably **separated** to not increase congestion for all modes.”

RSC 24: 8th Street Corridor Vision

8th Street continues to support growth and development to the Greeley-Weld County Airport.

Figure 3-30: The 8th Street Corridor within the NFRMPO



8th Street Corridor Jurisdictions
Greeley, Weld County

8th Street Corridor Anticipated Growth

Table 3-43: Anticipated Growth for the 8th Street Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	3,554	5,068	+42.6%
Jobs	5,944	13,762	+131.5%
VMT	21,109	36,279	+71.9%

8th Street Corridor Related Plans

- [Greeley on the Go Plan](#)
- [Weld County Transportation Master Plan](#)

8th Street Corridor Connecting RSCs

- US34 Business (RSC3)
- US85 (RSC4)
- US85 Business (RSC5)

8th Street Corridor Connecting RTCs

- Great Western (RTC1)
- Poudre Express (RTC7)
- US34 Business Premier Transit (RTC14)

8th Street Corridor Connecting RATCs

- Poudre Trail (RATC6)
- US34 Parallel (RATC11)

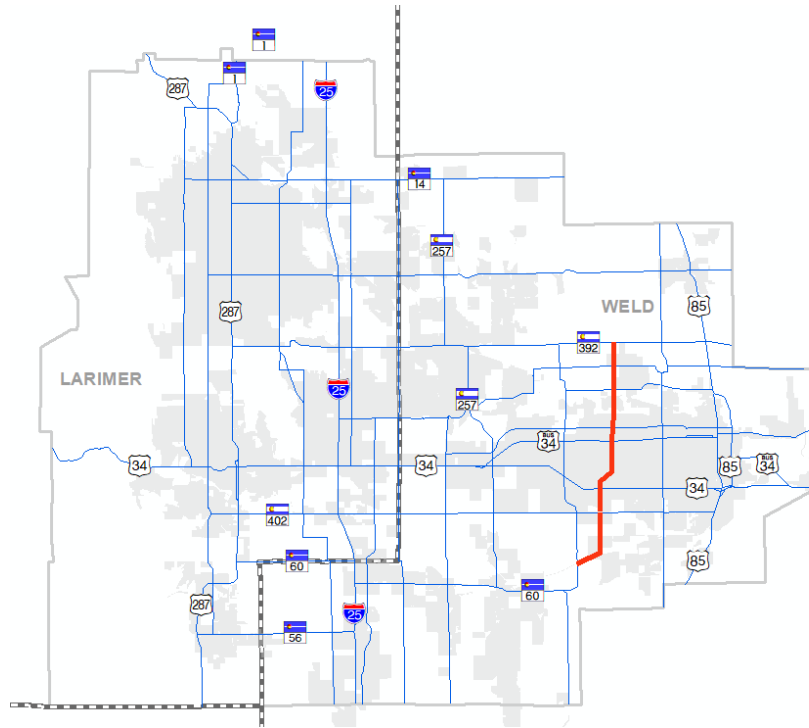
Image 3-10: Greeley-Weld County Airport on 8th Street in Greeley (City of Greeley)



RSC 25: 59th Avenue / 65th Avenue Corridor Vision

59th Avenue/65th Avenue supports local and regional trips into and out of west-central Greeley, including supporting Aims Community College.

Figure 3-31: The 59th Avenue / 65th Avenue Corridor within the NFRMPO



59th Avenue / 65th Avenue Corridor Jurisdictions

Weld County, Greeley, Milliken

59th Avenue / 65th Avenue Corridor Anticipated Growth

Table 3-44: Anticipated Growth for the 59th Avenue / 65th Avenue Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	12,300	20,697	+68.3%
Jobs	6,078	7,454	+22.6%
VMT	73,822	132,709	+79.8%

59th Avenue / 65th Avenue Corridor Future Improvements

Table 3-45: Future Improvements for the 59th Avenue / 65th Avenue Corridor

Community/Agency	Improvement Type	Description	Completion Date
Evans	Road Widening	WCR54/37th Street to 49th Street	2027-2030

59th Avenue / 65th Avenue Corridor Related Plans

- [Greeley on the Go Plan](#)
- [Weld County Transportation Master Plan](#)
- Evans Transportation Master Plan

59th Avenue / 65th Avenue Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- SH392 (RSC12)
- Freedom Parkway (RSC13)
- WCR27 (RSC21)
- Crossroads Boulevard (RSC26)
- 4th Street (RSC29)
- O Street (RSC30)

59th Avenue / 65th Avenue Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Poudre Express (RTC7)
- US34 Business Premier Transit (RTC11)

59th Avenue / 65th Avenue Corridor RATCs

- Poudre Trail (RATC6)
- US34 Parallel (RATC11)

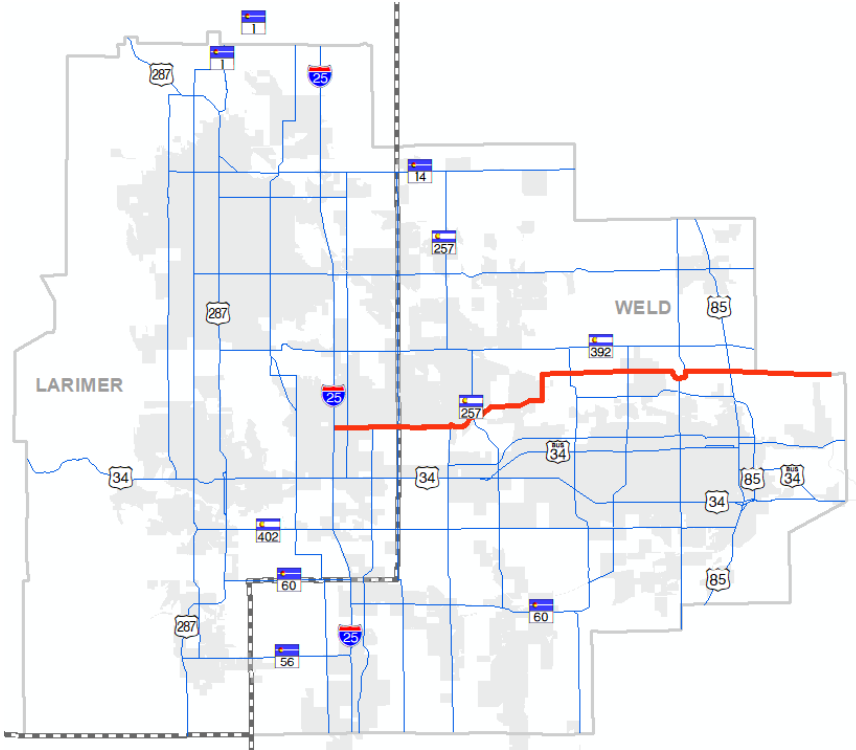
Figure 3-32: Location of the road widening project between 37th Street (blue) and 49th Street (purple) in Evans/Weld County set to begin construction in 2027



RSC 26: Crossroads Boulevard / WCR66 Corridor Vision

Crossroads Boulevard/WCR66 supports growth in the industrial, warehouse, and commercial areas in the central I-25 area.

Figure 3-33: The Crossroads Boulevard / WCR66 Corridor within the NFRMPO



Crossroads Boulevard / WCR66 Corridor Priorities



Crossroads Boulevard / WCR66 Corridor Jurisdictions

Loveland, Windsor, Larimer County, Weld County, Greeley

Crossroads Boulevard / WCR66 Corridor Anticipated Growth

Table 3-46: Anticipated Growth for the Crossroads Boulevard / WCR66 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	8,716	29,891	+242.9%
Jobs	9,149	16,361	+78.8%
VMT	71,794	203,707	+183.7%

Crossroads Boulevard / WCR66 Corridor Future Improvements

Table 3-47: Future Improvements for the Crossroads Boulevard / WCR66 Corridor

Community/Agency	Improvement Type	Description	Completion Date
Loveland	Road Widening	Centerra Pkwy to LCR3	2024-2026
Windsor	Road Widening	LCR3 to WCR13	2027-2030
Weld County	Road Widening	SH257 to O Street	2031-2040

Crossroads Boulevard / WCR66 Corridor Related Plans

- [Weld County Transportation Master Plan](#)
- [Windsor Transportation Master Plan](#)
- [Greeley on the Go Plan](#)

Crossroads Boulevard / WCR66 Corridor Connecting RSCs

- I-25 (RSC1)
- US85 (RSC4)
- SH257(RSC11)
- LCR3 (RSC14)
- LCR5 (RSC15)
- WCR13 (RSC19)
- WCR17 (RSC20)
- WCR27 (RSC21)
- WCR35 (RSC22)
- 59th Ave/65th Ave (RSC25)

Crossroads Boulevard / WCR66 Corridor Connecting RTCs

- Great Western (RTC1)
- Loveland to Windsor (RTC3)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Rail (I-25) (RTC13)
- US85 Transit Service (RTC14)

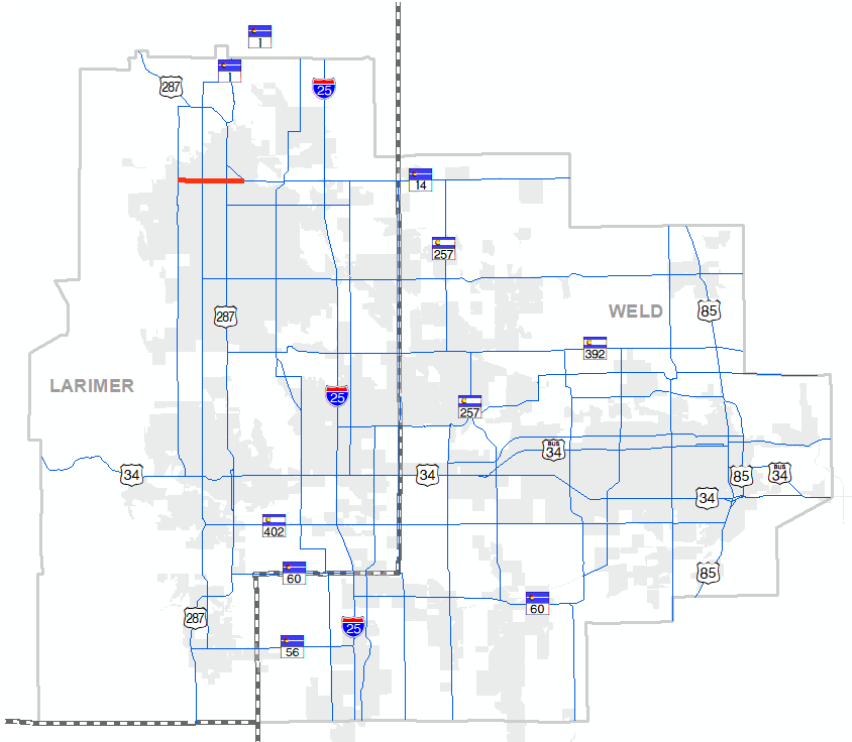
Crossroads Boulevard / WCR66 Corridor Connecting RATCs

- Great Western (RATC4)
- Poudre Trail (RATC6)
- Johnstown/Timnath (RATC9)
- Greeley/LaSalle (RATC10)

RSC 27: Mulberry Street Corridor Vision

Mulberry Street supports downtown Fort Collins, Colorado State University, and connects local trips from SH14.

Figure 3-34: The Mulberry Street Corridor within the NFRMPO



Mulberry Street Corridor Priorities



Mulberry Street Corridor Jurisdictions

Fort Collins

Mulberry Street Corridor Anticipated Growth

Table 3-48: Anticipated Growth for the Mulberry Street Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	19,375	21,963	+13.4%
Jobs	24,589	35,677	+45.1%
VMT	57,326	75,877	+32.4%

Mulberry Street Corridor Related Plans

- [Fort Collins Transportation Master Plan](#)

Mulberry Street Corridor Connecting RSCs

- US287 (RSC6)
- SH14 (RSC8)
- LCR17 (RSC17)
- LCR19 (RSC18)

Mulberry Street Corridor Connecting RTCs

- FLEX Express (RTC4)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Rail (US287) (RTC12)

Mulberry Street Corridor Connecting RATCs

- BNSF (RATC8)

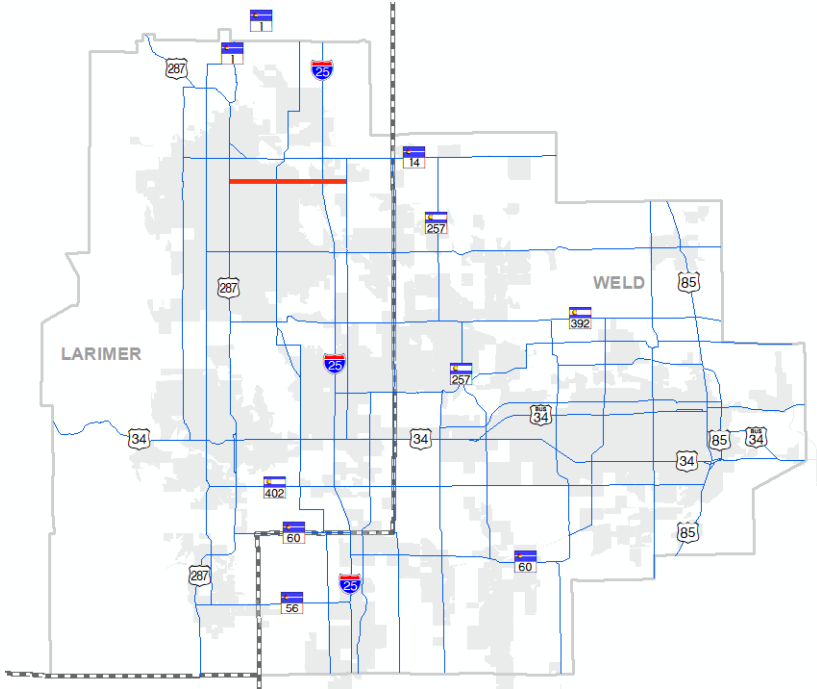
Mulberry Street Corridor What We Heard from the Public

“Canyon/Whitcomb/Mulberry is a **horrible intersection**. It should be a **roundabout** to force people to **slow down**.”

RSC 28: Prospect Road Corridor Vision

Prospect Road acts as the eastern gateway into Fort Collins, connecting I-25 to Colorado State University.

Figure 3-35: The Prospect Road Corridor within the NFRMPO



Prospect Road Corridor Priorities



Prospect Road Corridor Jurisdictions

Fort Collins, Larimer County, Timnath

Prospect Road Corridor Anticipated Growth

Table 3-49: Anticipated Growth for the Prospect Road Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	14,169	20,096	+41.8%
Jobs	15,440	20,985	+35.9%
VMT	106,563	195,290	+83.3%

Prospect Road Corridor Future Improvements

Table 3-50: Future Improvements for the Prospect Road Corridor

Community/Agency	Improvement Type	Description	Completion Date
Fort Collins	Road Widening	Summit View Drive to I-25	2024-2026
Fort Collins	Road Widening	Sharp Point Drive to Summit View Drive	2024-2026

Prospect Road Corridor Related Plans

- [Fort Collins Transportation Master Plan](#)

Prospect Road Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- LCR5 (RSC15)
- LCR7 (RSC16)

Prospect Road Corridor Connecting RTCs

- Great Western (RTC1)
- FLEX Express (RTC4)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Rail (US287) (RTC12)
- Front Range Rail (I-25) (RTC13)

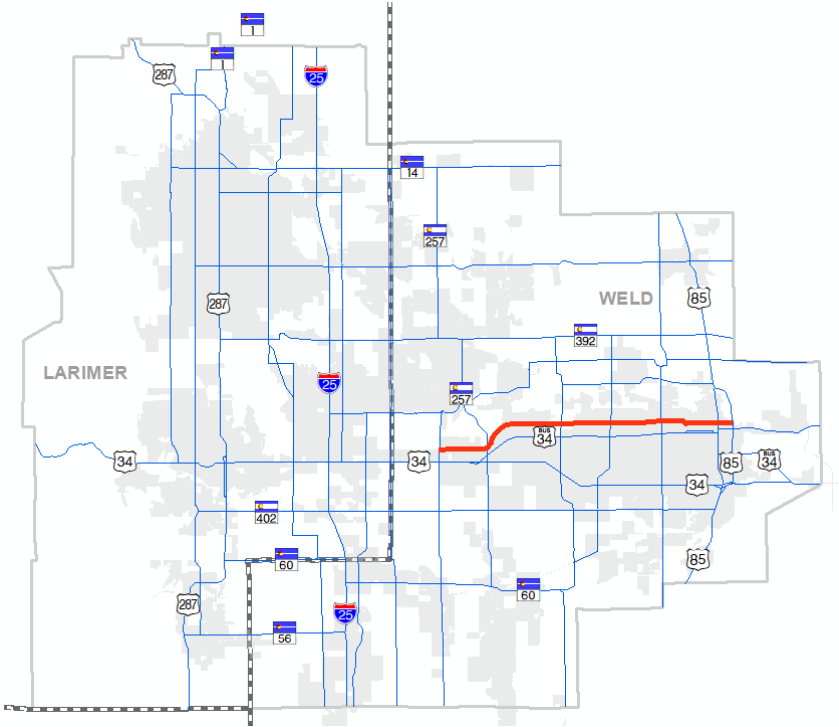
Prospect Road Corridor Connecting RATCs

- Poudre Trail (RATC6)
- Front Range Trail West (RATC7)
- BNSF (RATC8)

RSC 29: 4th Street Corridor Vision

4th Street provides relief to US34 Business, supporting multimodal trips and economic growth.

Figure 3-36: The 4th Street Corridor within the NFRMPO



4th Street Corridor Priorities



4th Street Corridor Jurisdictions

Greeley, Weld County, Windsor

4th Street Corridor Anticipated Growth

Table 3-51: Anticipated Growth for the 4th Street Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	30,535	56,507	+85.1%
Jobs	12,616	22,658	+79.6%
VMT	56,192	117,386	+108.9%

4th Street Corridor Future Improvements

Table 3-52: Future Improvements for the 4th Street Corridor

Community/Agency	Improvement Type	Description	Completion Date
Greeley	New road	WCR17 to WCR27/83rd Ave	2040

4th Street Corridor Related Plans

- [Greeley on the Go Plan](#)

4th Street Corridor Connecting RSCs

- US85 (RSC4)
- US85 Business (RSC5)
- WCR17 (RSC20)
- WCR27 (RSC21)
- WCR35 (RSC22)
- 8th Street (RSC24)
- 59th Ave/65th Ave (RSC25)

4th Street Corridor Connecting RTCs

- Great Western (RTC1)
- US85 Transit (RTC14)

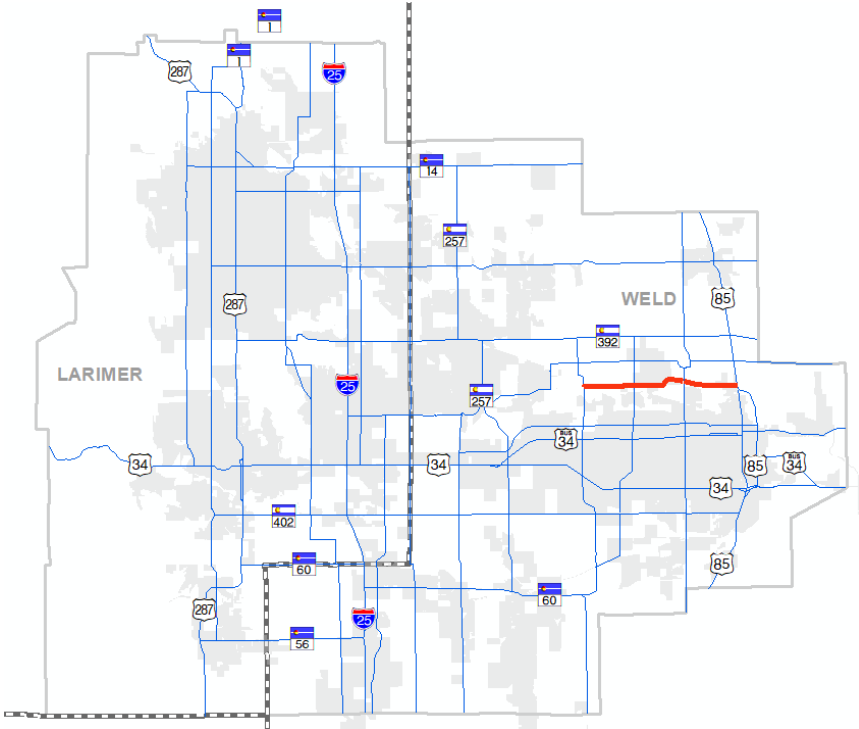
4th Street Corridor Connecting RATCs

- Greeley/LaSalle (RATC10)

RSC 30: O Street Corridor Vision

O Street acts as a key thoroughfare in northern Greeley and Weld County, supporting east-west agricultural and oil and gas trips.

Figure 3-37: The O Street Corridor within the NFRMPO



O Street Corridor Jurisdictions
 Greeley, Weld County

O Street Corridor Anticipated Growth

Table 3-53: Anticipated Growth for the O Street Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	841	1,446	+71.9%
Jobs	3,467	3,897	+12.4%
VMT	27,114	55,629	+105.2%

O Street Corridor Related Plans

- Weld County Transportation Master Plan
- [Greeley on the Go Plan](#)

O Street Corridor Connecting RSCs

- US85 (RSC4)
- US85 Business (RSC5)

- WCR27 (RSC21)
- WCR35 (RSC22)
- 59th Ave/65th Ave (RSC25)

O Street Corridor Connecting RTCs

- Great Western (RTC1)
- US85 Transit (RTC14)

O Street Corridor Connecting RATCs

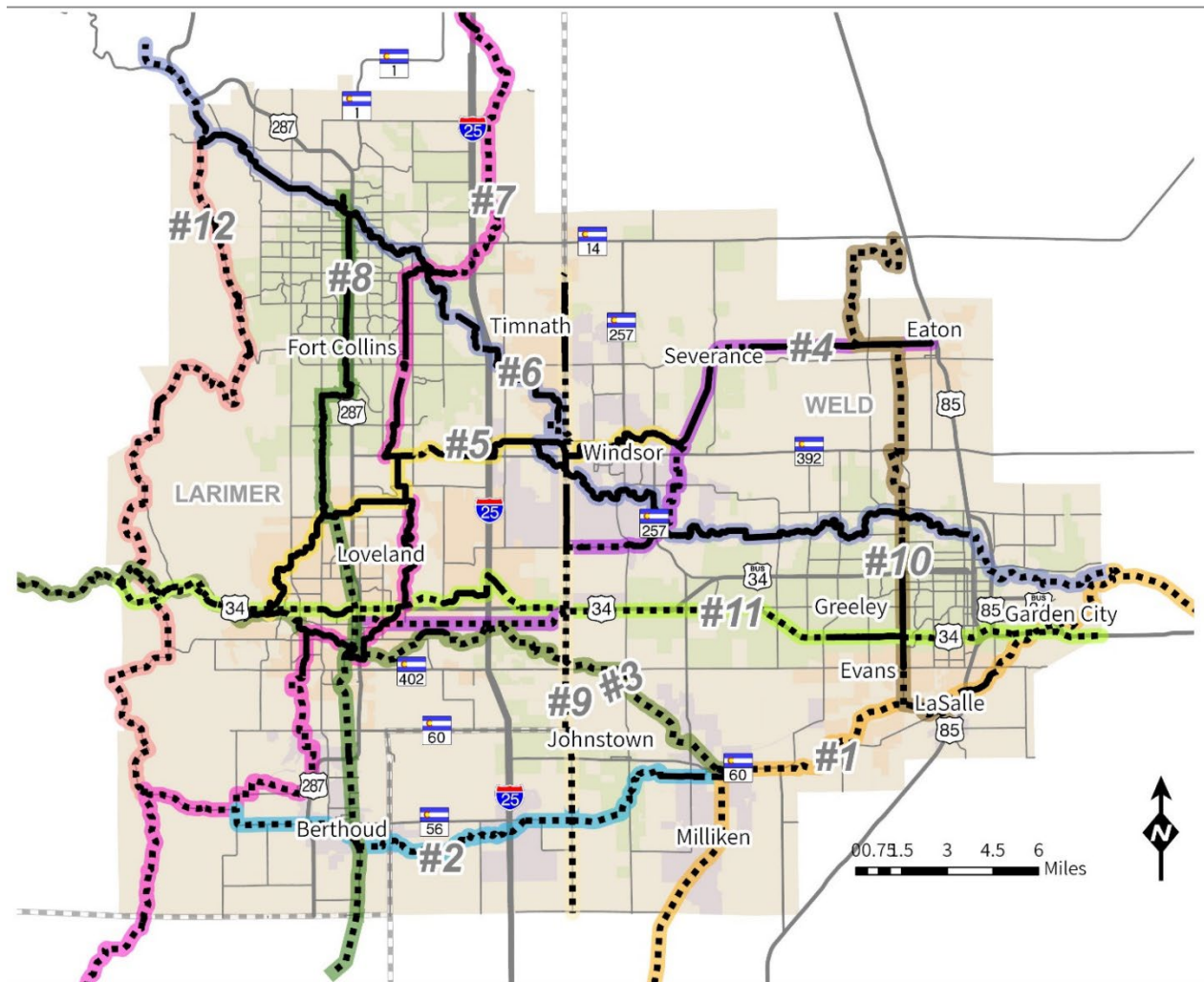
- Greeley/LaSalle (RATC10)

Image 3-11: 35th Avenue and O Street roundabout construction (Weld County)



Regional Active Transportation Corridor Visions

Figure 3-38: Regional Active Transportation Corridors (RATCs)



Legend

- | | | |
|--|-------------------------------------|--------------------------------------|
| — Existing or Interim Alignment | 4: Great Western/Johnstown/Loveland | 9: Johnstown/Timnath |
| - - - Proposed Alignment | 5: North Loveland/Windsor | 10: Eaton/LaSalle |
| 1: South Platte/American Discovery Trail | 6: Poudre River Trail | 11: US34 Parallel |
| 2: Little Thompson River | 7: Front Range Trail West | 12: Carter Lake/Horsetooth Foothills |
| 3: Big Thompson River | 8: BNSF Fort Collins/Berthoud | |

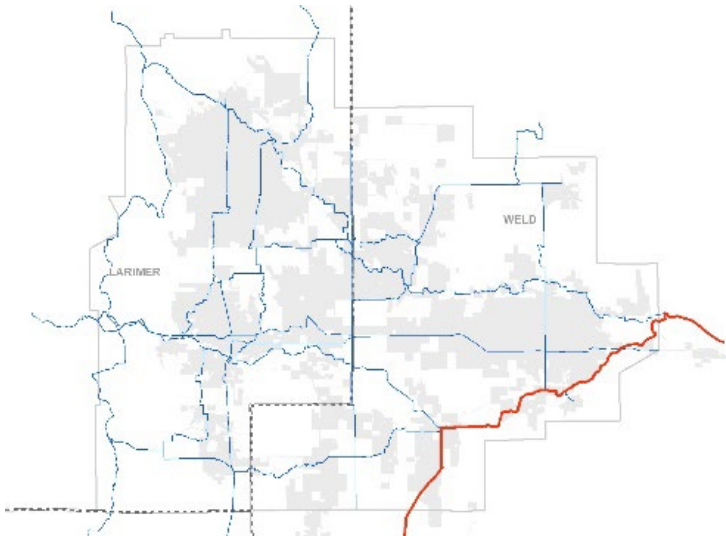
May 2023
Sources: CDOT, NFRMPO



RATC1: South Platte / American Discovery Trail Vision

The South Platte Trail showcases and improves access to a river corridor of statewide significance.

Figure 3-39: The South Platte / American Discovery Trail within the NFRMPO



South Platte / American Discovery Trail Priorities



South Platte / American Discovery Trail Jurisdictions

Milliken, Weld County, Evans, LaSalle, Greeley

South Platte / American Discovery Trail Anticipated Growth

Table 3-54: Anticipated Growth for the South Platte / American Discovery Trail in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	12,955	18,268	+41%
Jobs	2,333	4,453	+90.9%

South Platte / American Discovery Trail Related Plans

- [US85 Planning and Environmental Linkage Study \(PEL\)](#)
- [Greeley on the Go Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Greeley Parks, Trails, and Open Lands Master Plan](#)
- [Wildcat Trail Conceptual Master Plan](#)
- [Evans Open Space and Trails Master Plan](#)
- [Johnstown-Milliken Parks, Trails, Recreation, Open Space Plan](#)

South Platte / American Discovery Trail Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- US85 (RSC4)
- SH60 (RSC10)
- WCR35/35th Avenue (RSC22)

South Platte / American Discovery Trail Connecting RTCs

- US85 Transit Service (RTC4)

South Platte / American Discovery Trail Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Poudre River Trail (RATC6)
- Eaton/LaSalle (RATC10)
- US34 Non-Motorized (RATC11)

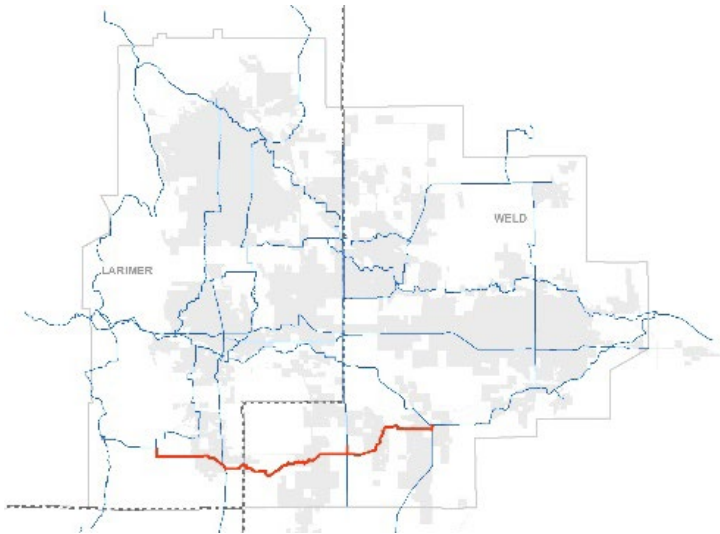
South Platte / American Discovery Trail What We Heard from the Public

- Safety concerns when crossing US85
- Support for increasing biking accessibility/infrastructure between municipalities along the trail

RATC2: Little Thompson River Corridor Vision

The Little Thompson River provides a safe and separate crossing of I-25 for the southern portion of the region.

Figure 3-40: The Little Thompson River Corridor within the NFRMPO



Little Thompson River Corridor Jurisdictions
 Larimer County, Berthoud, Johnstown, Milliken, Weld County

Little Thompson River Corridor Anticipated Growth

Table 3-55: Anticipated Growth for the Little Thompson River Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	17,510	34,936	+99.5%
Jobs	3,183	4,637	+45.7%

Little Thompson River Corridor Related Plans

- [Berthoud Trails Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Larimer County Open Lands Master Plan](#)
- [Johnstown-Milliken Parks, Trails, Recreation, Open Space Plan](#)

Little Thompson River Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- SH56 (RSC9)
- SH60 (RSC10)
- LCR3/WCR9.5 (RSC14)

- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- WCR17 (RSC20)

Little Thompson River Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Passenger Rail-US287 (RTC12)

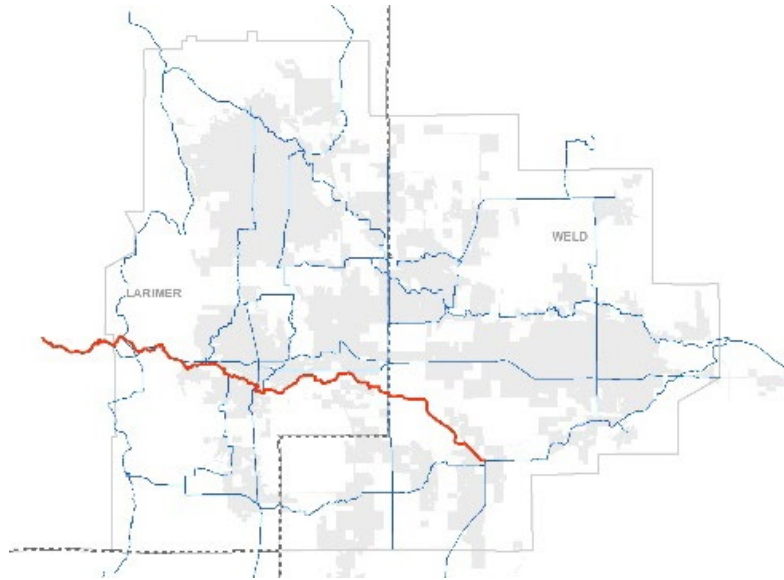
Little Thompson River Corridor Connecting RATCs

- South Platte/American Discovery Trail (RATC1)
- Big Thompson River (RATC3)
- Front Range Trail (West) (RATC7)
- BNSF Fort Collins/Berthoud (RATC8)
- Johnstown/Timnath (RATC9)

RATC3: Big Thompson River Corridor Vision

The Big Thompson River connects recreation opportunities in the Canyon into the local and regional trail network with a safe I-25 crossing.

Figure 3-41: The Big Thompson River Corridor within the NFRMPO



Big Thompson River Corridor Priorities



Big Thompson River Corridor Jurisdictions

Larimer County, Loveland, Johnstown, Weld County, Milliken

Big Thompson River Corridor Anticipated Growth

Table 3-56: Anticipated Growth for the Big Thompson River Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	30,617	51,314	+67.6%
Jobs	11,349	18,677	+64.6%

Big Thompson River Corridor Related Plans

- [Loveland Parks and Recreation Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Larimer County Open Lands Master Plan](#)
- [Johnstown-Milliken Parks, Trails, Recreation, Open Space Plan](#)

Big Thompson River Corridor Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)
- US287 (RSC6)
- SH60 (RSC10)
- SH257 (RSC11)
- SH402/Freedom Pkwy (RSC13)
- LCR3/WCR9.5 (RSC14)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- WCR13 (RSC19)
- WCR17 (RSC20)

Big Thompson River Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Passenger Rail US287 (RTC12)
- Front Range Passenger Rail- I-25 (RTC13)
- US34 West Loveland to Estes Park (RTC16)

Big Thompson River Corridor Connecting RATCs

- South Platte/American Discovery Trail (RATC1)
- Little Thompson River (RATC2)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- BNSF Fort Collins/Berthoud (RATC8)
- Johnstown/Timnath (RATC9)
- US34 Non-Motorized (RATC11)

Big Thompson River Corridor What We Heard from the Public

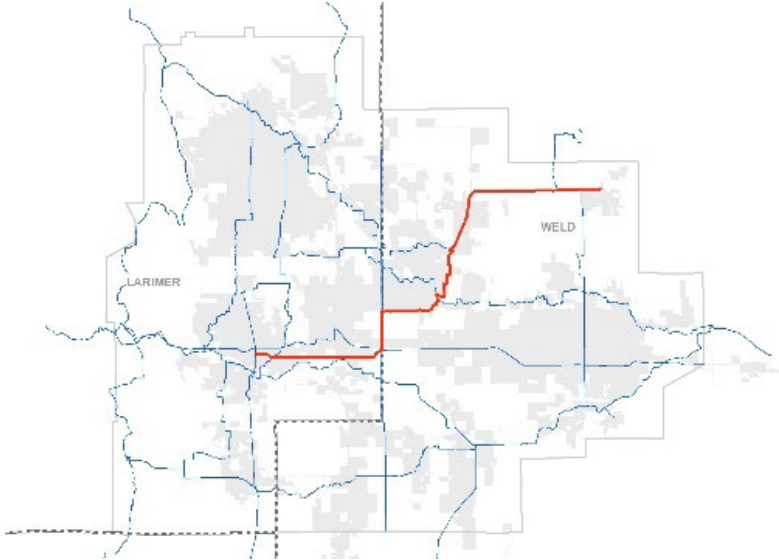
- Concerns over trail maintenance
- Concerns over expanding development limiting trail expansion
- Support for a connection to Estes Park

“My vision for this corridor is a **safe connected link** between the Front Range and Estes Park.”

RATC4: Great Western Trail Corridor Vision

The Great Western Trail repurposes existing right-of-way to provide recreational and commuter opportunities for active transportation.

Figure 3-42: The Great Western Trail Corridor within the NFRMPO



Great Western Trail Corridor Priorities



Great Western Trail Corridor Jurisdictions

Larimer County, Loveland, Johnstown, Weld County, Milliken

Great Western Trail Corridor Anticipated Growth

Table 3-57: Anticipated Growth for the Great Western Trail Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	33,594	67,799	+101.8%
Jobs	20,117	36,785	+82.9%

Great Western Trail Corridor Related Plans

- [Loveland Parks and Recreation Master Plan](#)
- [Windsor Comprehensive Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)

Great Western Trail Corridor Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)

- US287 (RSC6)
- SH60 (RSC10)
- SH257 (RSC11)
- SH402/Freedom Pkwy (RSC13)
- LCR3/WCR9.5 (RSC14)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- WCR13 (RSC19)
- WCR17 (RSC20)

Great Western Trail Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Passenger Rail US287 (RTC12)
- Front Range Passenger Rail- I-25 (RTC13)
- US34 West Loveland to Estes Park (RTC16)

Great Western Trail Corridor Connecting RATCs

- South Platte/American Discovery Trail (RATC1)
- Little Thompson River (RATC2)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- BNSF Fort Collins/Berthoud (RATC8)
- Johnstown/Timnath (RATC9)
- US34 Non-Motorized (RATC11)

Great Western Trail Corridor What We Heard from the Public

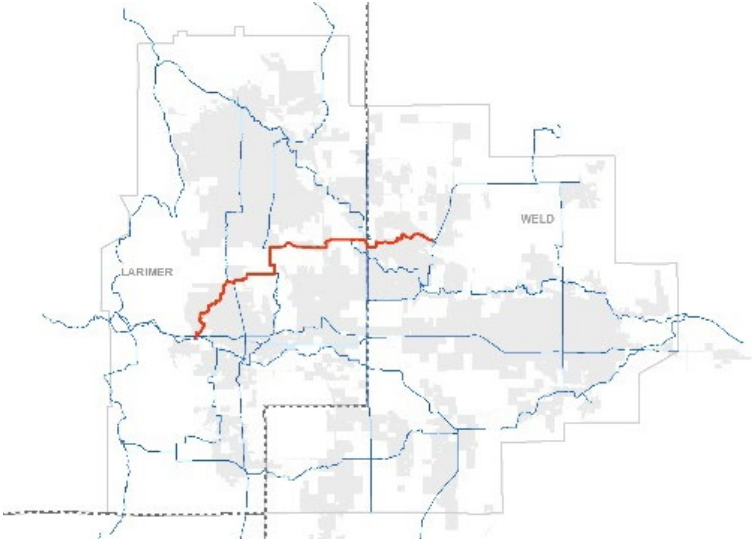
- Safety concerns for bicyclists and pedestrians crossing major roadways
- Support for increasing connectivity to regional destinations along the corridor
- Support for increasing connectivity to regional destinations along the corridor

“My vision for this corridor is **safe bike lanes** along Crossroads Blvd with a **safe crossing** of SH257 to **connect** to the Poudre River Trail.”

RATC5: North Loveland / Windsor Corridor Vision

The North Loveland/Windsor Trail provides ample active transportation opportunities in the fastest growing area of the region.

Figure 3-43: The North Loveland / Windsor Corridor within the NFRMPO



North Loveland / Windsor Corridor Priorities



North Loveland / Windsor Corridor Jurisdictions

Loveland, Larimer County, Fort Collins, Windsor, Weld County, Severance

North Loveland / Windsor Corridor Anticipated Growth

Table 3-58: Anticipated Growth for the North Loveland / Windsor Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	33,594	67,799	+101.8%
Jobs	20,117	36,785	+82.9%

North Loveland / Windsor Corridor Related Plans

- [Loveland Parks and Recreation Master Plan](#)
- [Windsor Comprehensive Plan](#)
- [Larimer County Open Lands Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Fort Collins Active Modes Plan](#)

North Loveland / Windsor Corridor Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)
- US287 (RSC6)
- SH257 (RSC11)
- SH392 (RSC12)
- LCR5 (RSC15)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- LCR19/Taft Hill Rd/Wilson Ave (RSC18)
- WCR13 (RSC19)

North Loveland / Windsor Corridor Connecting RTCs

- Great Western (RTC1)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Passenger Rail-US287 (RTC12)
- Front Range Passenger Rail- I-25 (RTC13)
- US34 West Loveland to Estes Park (RTC16)

North Loveland / Windsor Corridor Connecting RATCs

- Big Thompson River (RATC3)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- Front Range Trail (West) (RATC7)
- BNSF Fort Collins/Berthoud (RATC8)
- US34 Non-Motorized (RATC11)

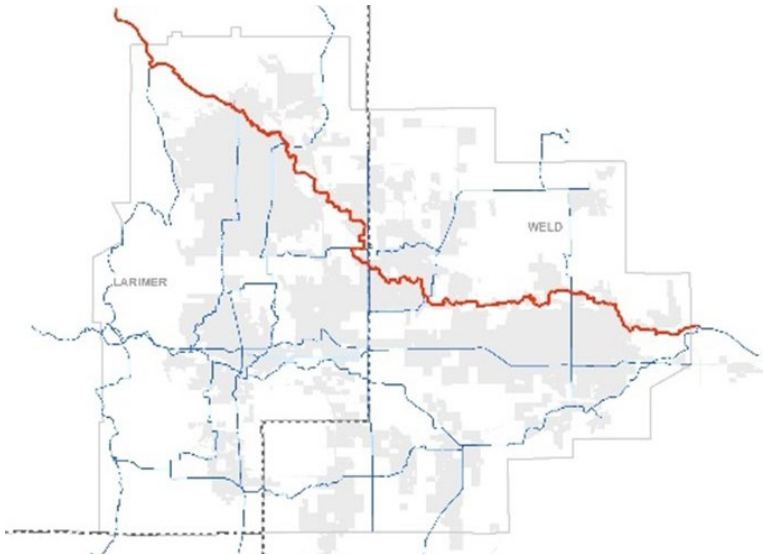
North Loveland / Windsor Corridor What We Heard from the Public

- Safety concerns for pedestrians along roadways
- Support for increasing interregional connectivity

RATC6: Poudre River Trail Corridor Vision

The Poudre River Trail acts as the backbone of the regional trail network, providing ample recreation and active transportation opportunities.

Figure 3-44: The Poudre River Corridor within the NFRMPO



Poudre River Trail Corridor Priorities



Poudre River Trail Corridor Jurisdictions

Larimer County, Fort Collins, Timnath, Windsor, Weld County, Greeley

Poudre River Trail Corridor Anticipated Growth

Table 3-59: Anticipated Growth for the Poudre River Trail Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	49,125	95,463	+94.3%
Jobs	43,428	69,981	+61.1%

Poudre River Trail Corridor Related Plans

- [Greeley Parks, Trails, and Open Lands Master Plan](#)
- [Windsor Comprehensive Plan](#)
- [Larimer County Open Lands Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Fort Collins Active Modes Plan](#)

Poudre River Trail Corridor Connecting RSCs

- I-25 (RSC1)
- US34 Business (RSC3)
- US85 (RSC4)
- US85 Business (RSC5)
- US287 (RSC6)
- SH14 (RSC8)
- SH257 (RSC11)
- SH392 (RSC12)
- LCR5 (RSC15)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR19/Taft Hill Rd/Wilson Ave (RSC18)
- WCR13 (RSC19)
- WCR27/83rd Ave/Two Rivers Pkwy (RSC21)
- WCR35/35th Ave (RSC22)
- WCR74/Harmony Road (RSC23)
- 59th Ave/65th Ave (RSC25)
- Crossroads Blvd/WCR66 (RSC26)
- Prospect Road (RSC28)

Poudre River Trail Corridor Connecting RTCs

- Great Western (RTC1)
- Loveland to Windsor (RTC3)
- Bustang (RTC6) • Poudre Express (RTC7)
- North College MAX (RTC8)
- Front Range Passenger Rail US287 (RTC12)
- US85 Transit Service (RTC14)

Poudre River Trail Corridor Connecting RATCs

- Great Western / Johnstown / Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- Front Range Trail (West) (RATC7)
- BNSF Fort Collins/Berthoud (RATC8)
- Greeley/LaSalle (RATC10)
- Carter Lake/Horsetooth Foothills Corridor (RATC12)

Poudre River Trail Corridor What We Heard from the Public

- Support for expanding the trail to connect Greeley to LaPorte
- Support for expanding the trail to connect to other regional/local trails

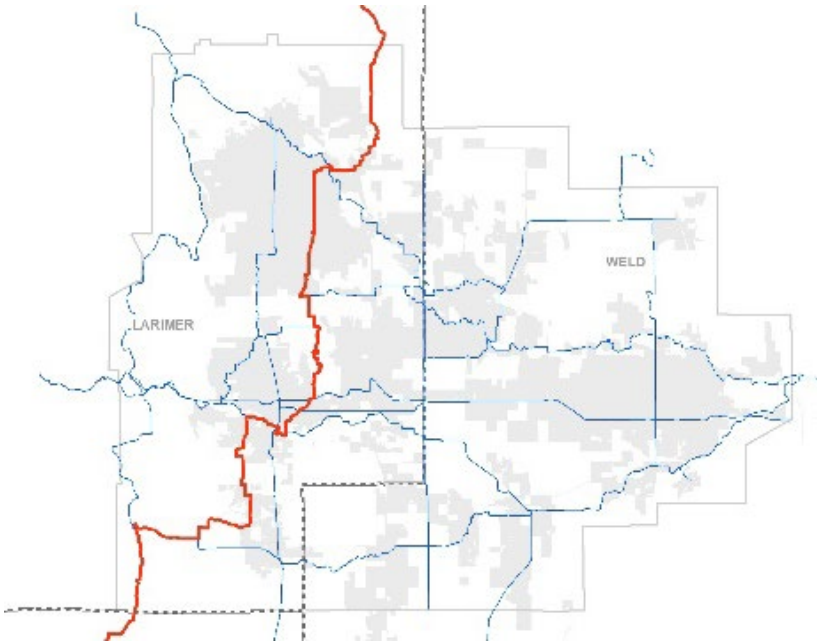
- Concern over the lack of public restrooms along the trail and significant travel time between destinations
- Support for a trail crossing over I-25

“My vision for this corridor is **complete connection** from downtown Greeley to LaPorte without having to use bike lanes along country roads or city streets.”

RATC7: Front Range Trail West Corridor Vision

The Front Range Trail West connects the western portion of the region to the statewide trail network along a wide, environmentally sensitive concrete trail.

Figure 3-45: The Front Range Trail West Corridor within the NFRMPO



Front Range Trail West Corridor Priorities



Front Range Trail West Corridor Jurisdictions

Larimer County, Fort Collins, Loveland, Berthoud

Front Range Trail West Corridor Anticipated Growth

Table 3-60: Anticipated Growth for the Front Range Trail West Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	77,273	114,607	+48.3%
Jobs	39,642	50,590	+27.6%

Front Range Trail West Corridor Related Plans

- [Larimer County Open Lands Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Fort Collins Active Modes Plan](#)
- [Loveland Parks and Recreation Master Plan](#)

- [Berthoud Trails Master Plan](#)

Front Range Trail West Corridor Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)
- US287 (RSC6)
- SH14 (RSC8)
- SH392 (RSC12)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- WCR13 (RSC19) • WCR74/Harmony Road (RSC23)
- Prospect Road (RSC28)

Front Range Trail West Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Harmony Road MAX (RTC10)
- Front Range Passenger Rail-US287 (RTC12)
- Front Range Passenger Rail- I-25 (RTC13)

Front Range Trail West Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- BNSF Fort Collins/Berthoud (RATC8)
- Carter Lake/Horsetooth Foothills Corridor (RATC12)

Front Range Trail West Corridor What We Heard from the Public

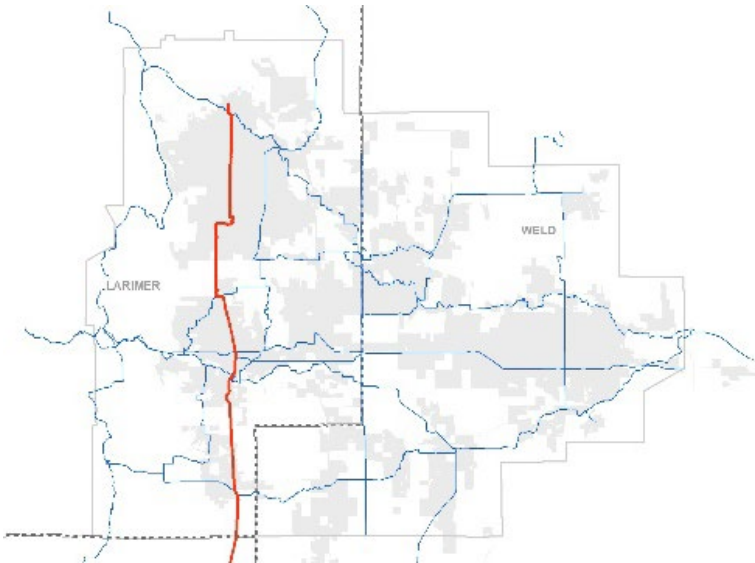
- Concern over pedestrian safety, trail lighting, easements for trail expansion, and maintenance
- Consensus over the need for an eventual connection from Boulder County north to Wellington

“My vision for the corridor is an **overpass** or **underpass** at the Harmony Road crossing.”

RATC8: BNSF Fort Collins / Berthoud Corridor Vision

The BNSF Trail ensures the right-of-way is multimodal to provide ample active transportation opportunities.

Figure 3-46: The BNSF Fort Collins / Berthoud Corridor within the NFRMPO



BNSF Fort Collins / Berthoud Corridor Priorities



BNSF Fort Collins / Berthoud Corridor Jurisdictions

Larimer County, Fort Collins, Loveland, Berthoud

BNSF Fort Collins / Berthoud Corridor Anticipated Growth

Table 3-61: Anticipated Growth for the BNSF Fort Collins / Berthoud Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	69,582	107,865	+55%
Jobs	59,556	83,586	+40.3%

BNSF Fort Collins / Berthoud Corridor Related Plans

- [Larimer County Open Lands Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Fort Collins Active Modes Plan](#)
- [Loveland Parks and Recreation Master Plan](#)
- [Berthoud Trails Master Plan](#)

BNSF Fort Collins / Berthoud Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- SH14 (RSC8)
- SH56 (RSC9)
- SH402/Freedom Pkwy (RSC13)
- LCR17/Shields St/Taft Ave/Berthoud Pkwy (RSC17)
- Prospect Road (RSC28)

BNSF Fort Collins / Berthoud Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Poudre Express (RTC7)
- North College MAX (RTC8)
- West Elizabeth MAX (RTC9)
- Harmony Road MAX (RTC10)
- Front Range Passenger Rail-US287 (RTC12)
- SH56 Transit Service (RTC15)
- US34 West Loveland to Estes Park (RTC16)

BNSF Fort Collins / Berthoud Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- Front Range Trail (West) (RATC7)
- US34 Non-Motorized (RATC11)

BNSF Fort Collins / Berthoud Corridor What We Heard from the Public

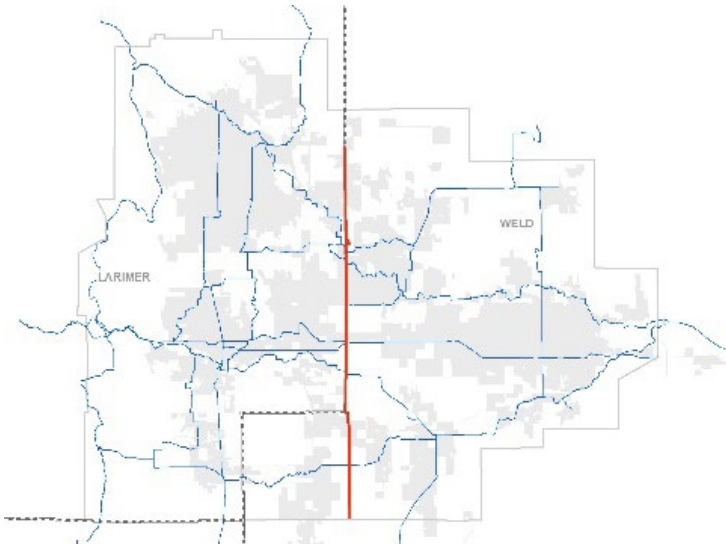
- Concerns over bicyclist safety
- Support for expanding biking infrastructure to connect local neighborhoods and workplaces

“My vision for the corridor is **higher signal prioritization** for cyclists at intersections with roadways.”

RATC9: Johnstown / Timnath Corridor Vision

The Johnstown/Timnath Trail provides safe active transportation opportunities in the central portion of the region.

Figure 3-47: The Johnstown / Timnath Corridor within the NFRMPO



Johnstown / Timnath Corridor Jurisdictions

Larimer County, Weld County, Timnath, Windsor, Johnstown

Johnstown / Timnath Corridor Anticipated Growth

Table 3-62: Anticipated Growth for the Johnstown / Timnath Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	16,203	41,925	+158.7%
Jobs	2,189	8,211	+275.1%

Johnstown / Timnath Corridor Related Plans

- [Windsor Comprehensive Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Johnstown Transportation Master Plan](#)

Johnstown / Timnath Corridor Connecting RSCs

- US34 (RSC2)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR13 (RSC19)
- WCR74/Harmony Road (RSC23)

- Crossroads Blvd/WCR66 (RSC26)

Johnstown / Timnath Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)

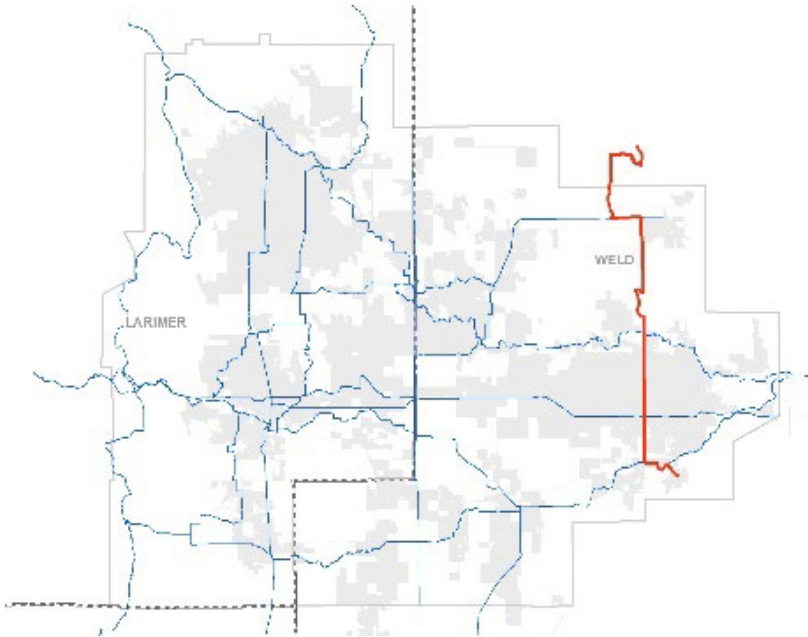
Johnstown / Timnath Corridor Connecting RATCs

- Little Thompson River (RATC2)
- Big Thompson River (RATC3)
- Great Western/Johnstown/Loveland (RATC4)
- North Loveland/Windsor (RATC5)
- Poudre River Trail (RATC6)
- US34 Non-Motorized (RATC11)

RATC10: Eaton/LaSalle Corridor Vision

The Eaton/LaSalle Trail mixes on-street and off-street opportunities for active transportation in the eastern portion of the region.

Figure 3-48: The Eaton/LaSalle Corridor within the NFRMPO



Eaton/LaSalle Corridor Priorities



Eaton/LaSalle Corridor Jurisdictions

Weld County, Eaton, Greeley, Evans

Eaton/LaSalle Corridor Anticipated Growth

Table 3-63: Anticipated Growth for the Eaton/LaSalle Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	32,325	43,790	+35.5%
Jobs	10,469	12,813	+22.4%

Eaton/LaSalle Corridor Related Plans

- [Windsor Comprehensive Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)
- [Johnstown Transportation Master Plan](#)

Eaton/LaSalle Corridor Connecting RSCs

- US34 (RSC2)
- US85 (RSC4)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR35/35th Ave (RSC22)
- WCR74/Harmony Road (RSC23)
- Crossroads Blvd/WCR66 (RSC26)
- 4th Street (RSC29)
- O Street (RSC30)

Eaton/LaSalle Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- US34 Business Premier Transit (RTC11)
- US85 Transit Service (RTC14)

Eaton/LaSalle Corridor Connecting RATCs

- South Platte/American Discovery Trail (RATC1)
- Great Western/Johnstown/Loveland (RATC4)
- Poudre River Trail (RATC6)
- US34 Non-Motorized (RATC11)

Eaton/LaSalle Corridor What We Heard from the Public

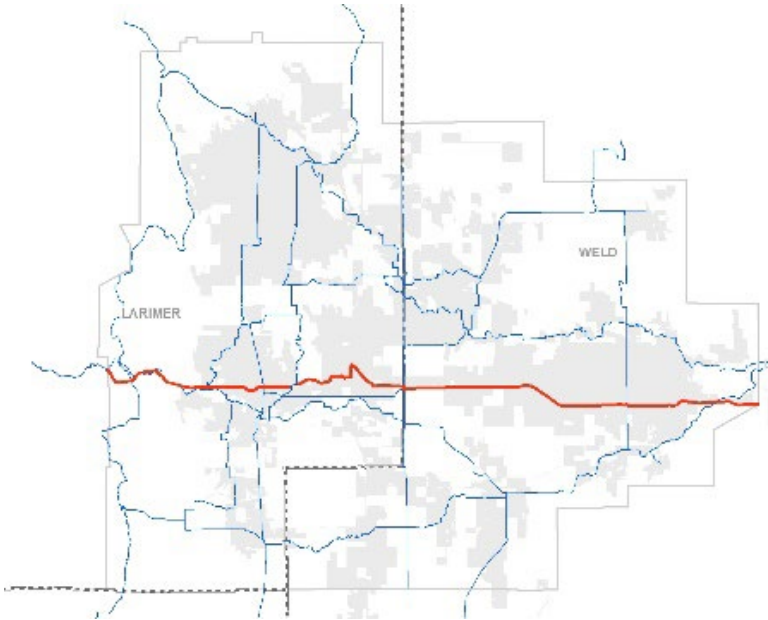
- Concerns regarding pedestrian and bicyclist safety
- Consensus that the Eaton/LaSalle corridor is primarily used for social and recreational activities

“My vision for the corridor is **greater bicycle safety** on 35th Avenue in Greeley.”

RATC11: US-34 Non-Motorized Vision

The US34 Trail offers safe and efficient off-street facilities for pedestrians and cyclists.

Figure 3-49: The US-34 Non-Motorized Corridor within the NFRMPO



US-34 Non-Motorized Priorities



US-34 Non-Motorized Jurisdictions

Larimer County, Loveland, Johnstown, Weld County, Greeley, Evans

US-34 Non-Motorized Anticipated Growth

Table 3-64: Anticipated Growth for US-34 Non-Motorized in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	66,973	128,678	+92.1%
Jobs	40,042	66,389	+65.8%

US-34 Non-Motorized Related Plans

- US34 Planning and Environmental Linkages (PEL) Study
- [NFRMPO Regional Active Transportation Plan](#)
- [Greeley Parks, Trails, and Open Lands Master Plan](#)
- [Loveland Parks and Recreation Master Plan](#)

US-34 Non-Motorized Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)
- US34 Business (RSC3)
- US85 (RSC4)
- US85 Business (RSC5)
- US287 (RSC6)
- SH257 (RSC11)
- LCR3/WCR9.5 (RSC14)
- LCR5 (RSC15)
- LCR7/LCR9/Timberline Road (RSC16)
- LCR17/Shields St/Taft Ave/Berthoud Pwky (RSC17)
- LCR19/Taft Hill Rd/Wilson Ave (RSC18)
- WCR13 (RSC19) • WCR17 (RSC20)
- WCR27/83rd Ave/Two Rivers Pkwy (RSC21)
- WCR35/35th Ave (RSC22)
- 59th Ave/65th Ave (RSC25)

US-34 Non-Motorized Connecting RTCs

- US34 (RTC2)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Range Passenger Rail-US287 (RTC12)
- US85 Transit Service (RTC14)
- US34 West Loveland to Estes Park (RTC16)

US-34 Non-Motorized Connecting RATCs

- South Platte/American Discovery Trail (RATC1)
- Big Thompson River (RATC3)
- North Loveland/Windsor (RATC5)
- Front Range Trail (West) (RATC7)
- BNSF Fort Collins/Berthoud (RATC8)
- Johnstown/Timnath (RATC9)
- US34 No Greeley/LaSalle (RATC10)
- Carter Lake/Horsetooth Foothills Corridor (RATC12)

US-34 Non-Motorized What We Heard from the Public

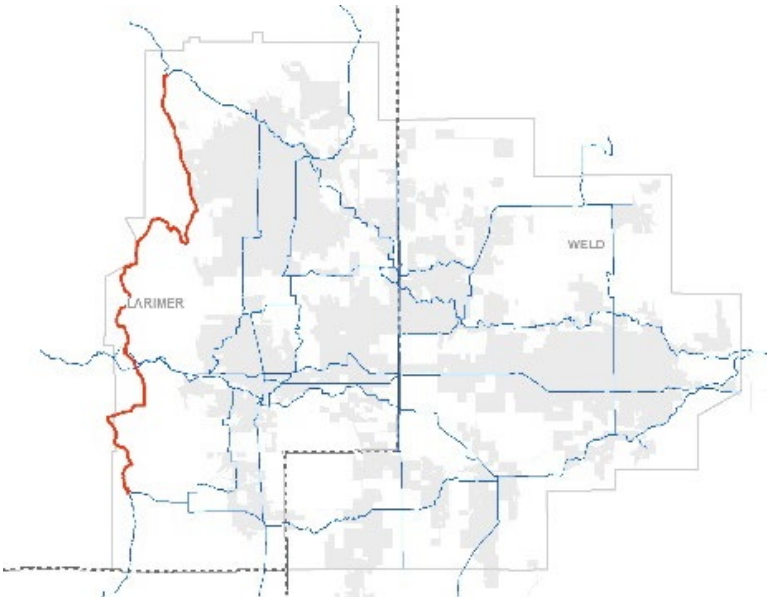
- US-34 non-motorized is primarily used for commuting • Bicycle facilities/infrastructure are currently unsafe and lack extensive connectivity from bike routes to bike paths.

“I would like to see better **separation** between bikes and vehicles.”

RATC12: Carter Lake / Horsetooth Foothills Corridor Vision

The Carter Lake Trail is a key recreation corridor to improve safety for recreational cyclists in the western portion of the region.

Figure 3-50: The Carter Lake / Horsetooth Foothills Corridor within the NFRMPO



Carter Lake / Horsetooth Foothills Corridor Priorities



Carter Lake / Horsetooth Foothills Corridor Jurisdictions

Larimer County, Fort Collins

Carter Lake / Horsetooth Foothills Corridor Anticipated Growth

Table 3-65: Anticipated Growth for the Carter Lake / Horsetooth Foothills Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	7,035	7,963	+13.2%
Jobs	1,075	2,412	+124.4%

Carter Lake / Horsetooth Foothills Corridor Related Plans

- [Larimer County Open Lands Master Plan](#)
- [NFRMPO Regional Active Transportation Plan](#)

Carter Lake / Horsetooth Foothills Corridor Connecting RSCs

- US34 (RSC2)

Carter Lake / Horsetooth Foothills Corridor Connecting RTCs

- US34 West Loveland to Estes Park (RTC16)

Carter Lake / Horsetooth Foothills Corridor Connecting RATCs

- Big Thompson River (RATC3)
- Great Western/Johnstown/Loveland (RATC4)
- Poudre River Trail (RATC6)
- Front Range Trail (West) (RATC7)

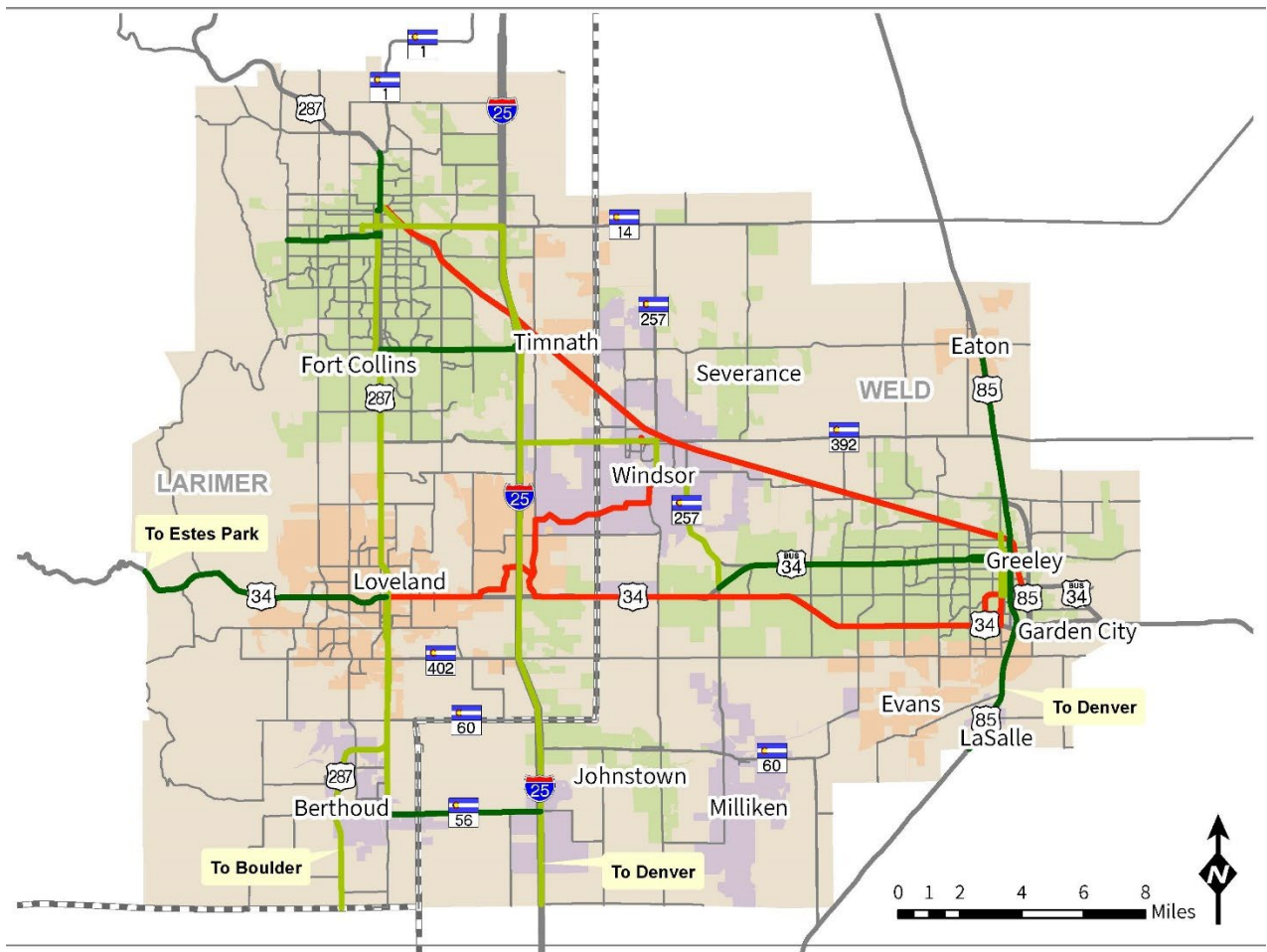
Carter Lake / Horsetooth Foothills Corridor What We Heard from the Public

- Many people use the corridor for recreation and exercise
- Safety, trail maintenance and incomplete bike infrastructure are primary concerns

“My vision for this corridor is **better access** to **buses** and **other transit.**”

Regional Transit Corridor Visions

Figure 3-51: Regional Transit Corridors (RTCs)



Legend

- Local Priorities
- Existing Service
- Premium Transit Analysis
- County Boundary
- NFRMPO Planning Area

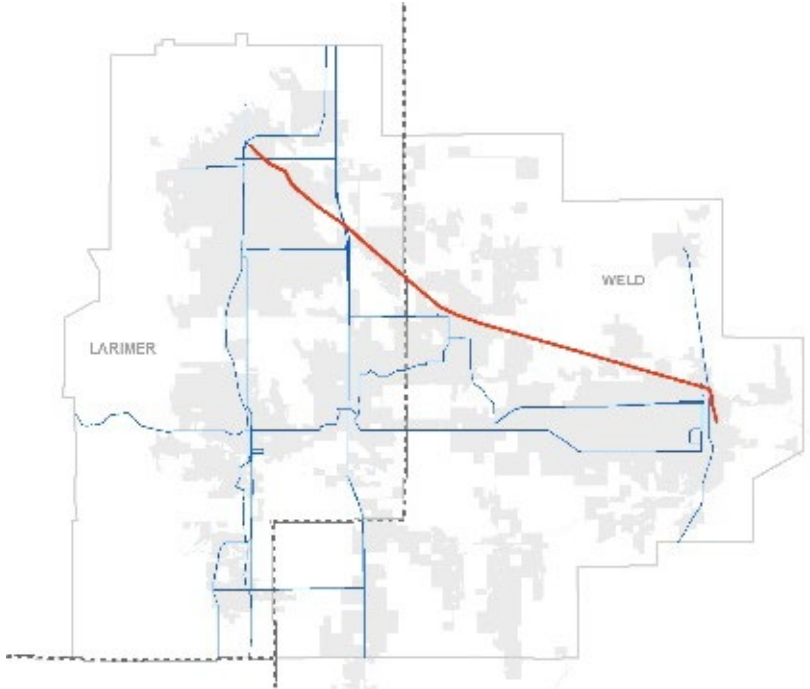
May 2023
Sources: CDOT, NFRMPO



RTC1: Great Western Corridor Vision

The Great Western Corridor evolves the Poudre Express service into bus rapid transit and future rail options, supporting transit-oriented communities and economic development.

Figure 3-52: The Great Western Corridor within the NFRMPO



Great Western Corridor Jurisdictions

Fort Collins, Timnath, Larimer County, Weld County, Windsor, Greeley

Great Western Corridor Anticipated Growth

Table 3-66: Anticipated Growth for the Great Western Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	45,534	76,309	+67.5%
Jobs	47,030	78,394	+66.7%
Daily VRM	N/A	1,712	N/A

Great Western Corridor Related Plans

- [LinkNoCo Premium Transit Feasibility Study](#)

Great Western Corridor Connecting RSCs

- I-25 (RSC1)
- US34 Business (RSC3)
- US85 (RSC4)

- US85 Business (RSC5)
- SH1(RSC6)
- SH14 (RSC8)
- SH257 (RSC11)
- SH392 (RSC12)
- LCR5 (RSC15)
- LCR 7 / Timberline Rd (RSC16)
- WCR13 (RSC19)
- 35th Ave (RSC21)
- WCR74 (RSC22)
- 8th Street (RSC23)
- 83rd Ave (RSC25)
- Crossroads (RSC26)
- Mulberry Street (RSC27)
- Prospect Rd (RSC28)
- O Street (RSC30)

Great Western Corridor Connecting RTCs

- Bustang (RTC6)
- Poudre Express (RTC7)
- North College MAX (RTC8)
- Front Range Passenger Rail (RTC13)

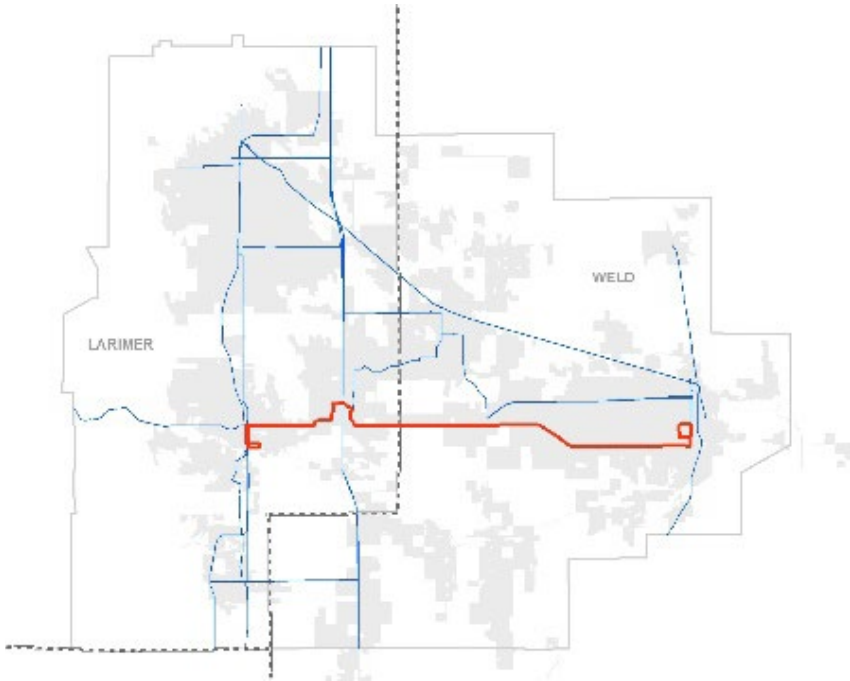
Great Western Corridor Connecting RATCs

- Great Western (RATC4)
- N Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail W (RATC7)
- Johnstown/Timnath (RATC 9)
- Eaton/LaSalle (RATC10)

RTC2: US34 Corridor Vision

The US34 Corridor provides vital service between Loveland and Greeley, connecting to the University of Northern Colorado, Medical Center of the Rockies, and other major activity centers.

Figure 3-53: The US34 Corridor within the NFRMPO



US34 Corridor Priorities



US34 Corridor Jurisdictions

Loveland, Larimer County, Johnstown, Windsor, Greeley

US34 Corridor Anticipated Growth

Table 3-67: Anticipated Growth for the US34 Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	62,923	124,115	+97.2%
Jobs	41,357	72,168	+74.5%
Daily VRM	N/A	1,089	N/A

US34 Corridor Related Plans

- [LinkNoCo Premium Transit Feasibility Study](#)

US34 Corridor Connecting RSCs

- I-25 (RSC1)
- US34 (RSC2)
- US34 Business (RSC3)
- US287 (RSC6)
- SH257 (RSC11)
- LCR3/WCR9.5 (RSC14)
- LCR5 (RSC15)
- LCR7/LCR9 (RSC16)
- WCR13 (RSC19)
- WCR17 (RSC20)
- WCR37/83rd Ave (RSC21)
- WCR35/25th Ave (RSC22)
- 59th Ave / 65th Ave (RSC25)

US34 Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC6)
- 34 Business Premier Transit (RTC11)
- Front Range Passenger Rail (RTCs 12 and 13)

US34 Corridor Connecting RATCs

- Great Western (RATC4)
- Front Range Trail W (RATC7)
- BNSF (RATC8)
- Johnstown/Timnath (RATC9)
- Greeley/LaSalle (RATC10)
- US34 Non-Motorized (RATC11)

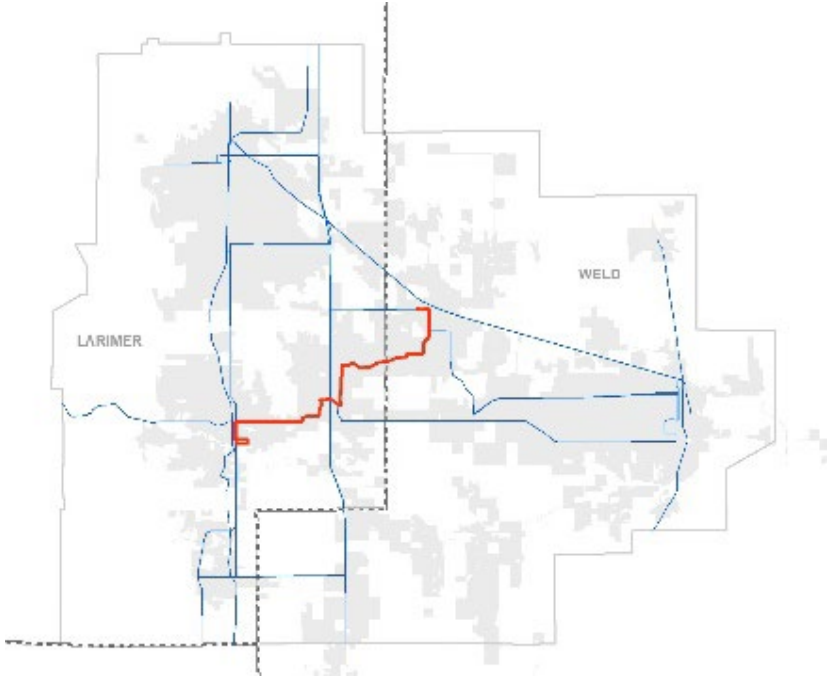
US34 Corridor What We Heard from the Public

- Demand for increased service on weekends and in the evening
- Support for expanding service to include medical facilities

RTC3: Loveland to Windsor Corridor Vision

The Loveland to Windsor Corridor supports the fast and dense development happening in the central portion of the region.

Figure 3-54: The Loveland to Windsor Corridor within the NFRMPO



Loveland to Windsor Corridor Jurisdictions
 Loveland, Larimer County, Weld County, Windsor

Loveland to Windsor Corridor Anticipated Growth

Table 3-68: Anticipated Growth for the Loveland to Windsor Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	39,490	73,810	+86.9%
Jobs	29,665	44,416	+49.7%
Daily VRM	N/A	742	N/A

- Loveland to Windsor Corridor Related Plans
- LinkNoCo Premium Transit Feasibility Study

- Loveland to Windsor Corridor Connecting RSCs
- I-25 (RSC1)
 - US34 (RSC2)
 - US287 (RSC6)
 - SH392 (RSC12)

- LCR5 (RSC15)
- LCR7/LCR9 (RSC16)
- Crossroads Blvd (RSC26)

Loveland to Windsor Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- Front Rong Passenger Rail (RTC 12 and 13)

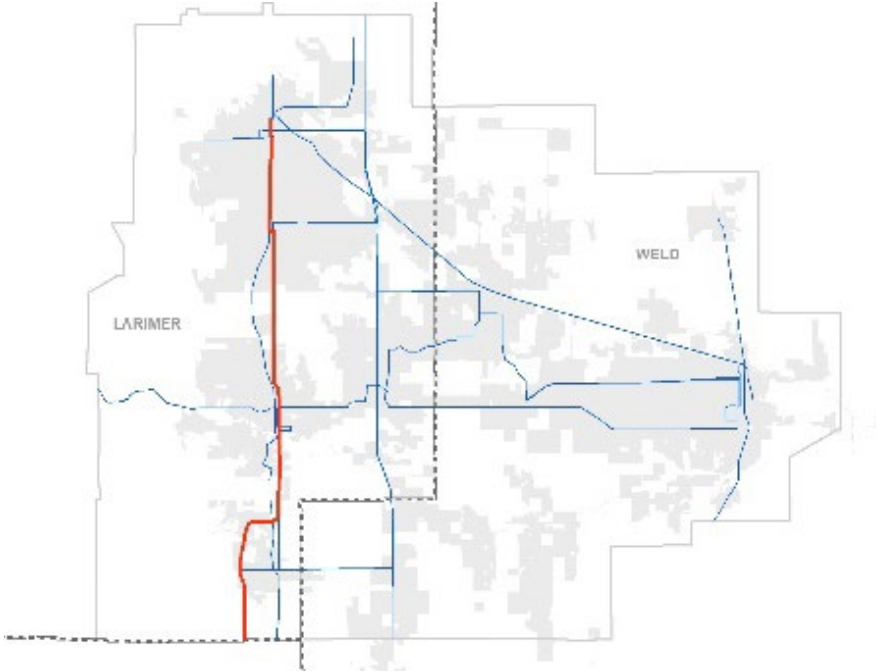
Loveland to Windsor Corridor Connecting RATCs

- Poudre Trail (RATC6)
- Front Range Trail W (RATC7)
- BNSF (RATC8)
- Johnstown/Timnath (RATC9)
- US34 Non-Motorized (RATC11)

RTC4: FLEX Express Corridor Vision

The FLEX Express frequently connects students, faculty, commuters, and visitors along the corridor to Colorado State University and the University of Colorado.

Figure 3-55: The FLEX Express Corridor within the NFRMPO



FLEX Express Corridor Priorities



FLEX Express Corridor Jurisdictions

Fort Collins, Larimer County, Loveland, Boulder County

FLEX Express Corridor Anticipated Growth

Table 3-69: Anticipated Growth for the FLEX Express Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	65,523	104,765	+59.9%
Jobs	56,879	79,836	+40.4%
Daily VRM	351	675	+92.3%

FLEX Express Corridor Related Plans

- [Transfort Transit Master Plan](#)

FLEX Express Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- SH14 (RSC8)
- SH56 (RSC9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402 (RSC13)
- LCR17 (RSC17)
- WCR74 (RSC23)
- Mulberry Street (RSC27)
- Prospect Rd (RSC28)

FLEX Express Corridor Connecting RTCs

- US34 (RTC2)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Poudre Express (RTC7)
- West Elizabeth MAX (RTC9)
- Harmony Road MAX (RTC10)
- Front Range Passenger Rail (RTC12)
- SH56 (RTC15)
- US34 West Loveland to Estes (RTC16)

FLEX Express Corridor Connecting RATCs

- Little Thompson (RATC2)
- Big Thompson (RATC3)
- Great Western (RATC4)
- N Loveland/Windsor (RATC5)
- Front Range Trail W (RATC7)
- BNSF (RATC8)
- US34 Non-Motorized (RATC11)

FLEX Express Corridor What We Heard from the Public

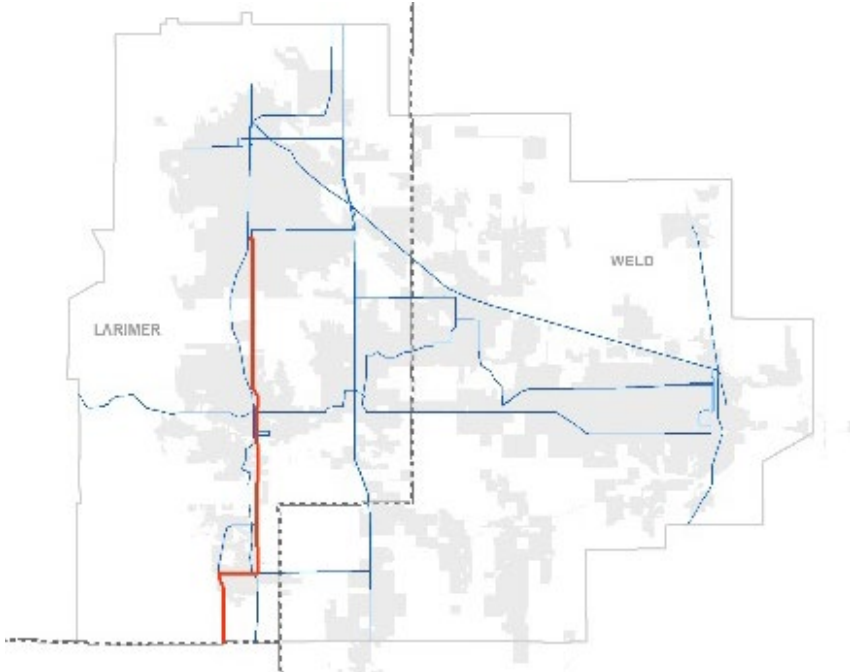
- Demand for higher frequency of service
- Support for expanding park and ride facilities and increasing first and last mile connections

“My vision for the corridor is improved **evening** and **weekend** service.”

RTC5: FLEX Local Corridor Vision

The FLEX Local provides frequent service to local communities and connects smaller communities into the larger transit network.

Figure 3-56: The FLEX Local Corridor within the NFRMPO



FLEX Local Corridor Jurisdictions

Fort Collins, Larimer County, Loveland, Berthoud, Boulder County

FLEX Local Corridor Anticipated Growth

Table 3-70: Anticipated Growth for the FLEX Local Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	45,225	80,434	+77.9%
Jobs	22,863	283,841	+1,141.5%
Daily VRM	563	1,127	+100.2%

FLEX Local Corridor Related Plans

- [Transfort Transit Master Plan](#)

FLEX Local Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- SH14 (RSC8)
- SH56 (RSC9)

- SH60 (RSC10)
- SH392 (RSC12)
- SH402 (RSC13)
- LCR17 (RSC17)
- WCR74 (RSC23)
- Mulberry Street (RSC27)
- Prospect Rd (RSC28)

FLEX Local Corridor Connecting RTCs

- US34 (RTC2)
- FLEX Express (RTC4)
- Bustang (RTC6)
- Harmony Road MAX (RTC10)
- Front Range Passenger Rail (RTC12)
- SH56 Transit Service (RTC15)
- US34 West Loveland to Estes Park (RTC16)

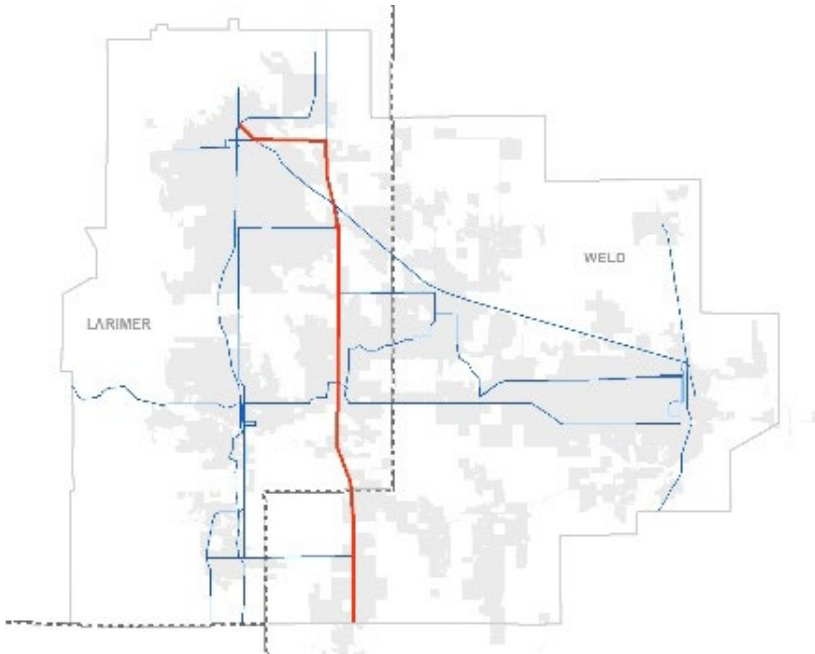
FLEX Local Corridor Connecting RATCs

- Little Thompson (RATC2)
- Big Thompson (RATC3)
- Great Western (RATC4)
- N Loveland/Windsor (RATC5)
- Front Range Trail W (RATC7)
- BNSF (RATC8)
- US34 Non-Motorized (RATC11)

RTC6: Bustang Corridor Vision

Bustang provides a statewide connection to connect commuters, tourists, and other users to Denver and beyond.

Figure 3-57: The Bustang Corridor within the NFRMPO



Bustang Corridor Priorities



Bustang Corridor Jurisdictions

Fort Collins, Loveland, Berthoud, Denver

Bustang Corridor Anticipated Growth

Table 3-71: Anticipated Growth for the Bustang Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	25,308	71,136	+181.1%
Jobs	47,235	77,342	+63.7%
Daily VRM	639	661	+3.4%

Bustang Corridor Related Plans

- Bustang Expansion Study

Bustang Corridor Connecting RSCs

- I-25 (RSC1)

- US34 (RSC2)
- SH1 (RSC7)
- SH14 (RSC8)
- SH56 (RSC9)
- SH60 (RSC10)
- SH392 (RSC12)
- SH402 (RSC13)
- LCR7/LCR9 (RSC16)
- WCR74 (RSC23)
- Mulberry Street (RSC27)
- Prospect Rd (RSC28)

Bustang Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)
- N College MAX (RTC8)
- Harmony Rd MAX (RTC10)
- Front Range Passenger Rail (RTC13)
- SH56 Transit Service (RTC15)

Bustang Corridor Connecting RATCs

- Little Thompson (RATC2)
- Big Thompson (RATC3)
- Great Western (RATC4)
- N Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail W (RATC7)
- US34 Non-Motorized (RATC11)

Bustang Corridor What We Heard from the Public

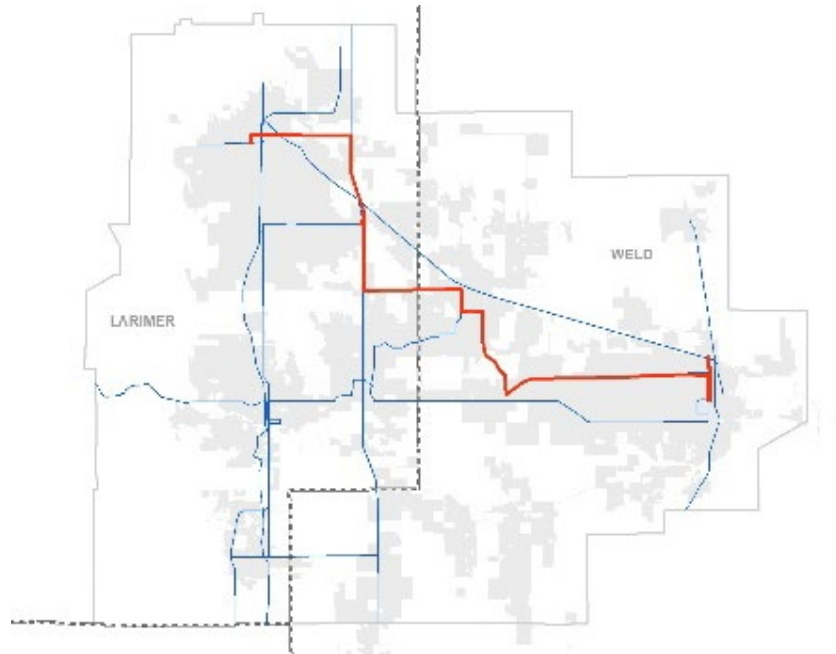
- Demand for increased frequency, including evening and weekend service

“I would like to see ways to get people thinking of using **transit** along I-25...”

RTC7: Poudre Express Corridor Vision

The Poudre Express continues to provide service across two counties frequently, efficiently, and with upgraded infrastructure.

Figure 3-58: The Poudre Express Corridor within the NFRMPO



Poudre Express Corridor Priorities



Poudre Express Corridor Jurisdictions

Fort Collins, Windsor, Greeley

Poudre Express Corridor Anticipated Growth

Table 3-72: Anticipated Growth for the Poudre Express Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	83,299	148,504	+181.1%
Jobs	68,341	111,476	+63.1%
Daily VRM	Started in 2020	857	N/A

Poudre Express Corridor Related Plans

- [LinkNoCo Premium Transit Feasibility Study](#)
- [Greeley on the Go Plan](#)
- [Windsor Transportation Master Plan](#)

Poudre Express Corridor Connecting RSCs

- I-25 (RSC1)
- US34 Business (RSC3)
- US287 (RSC6)
- SH1 (RSC7)
- SH14 (RSC8)
- SH257 (RSC11)
- SH392 (RSC12)
- LCR5 (RSC15)
- WCR13 (RSC19)
- WCR74 (RSC23)
- Crossroads Blvd (RSC26)
- Mulberry Street (RSC27)
- Prospect Rd (RSC28)
- 4th Street (RSC29)

Poudre Express Corridor Connecting RTCs

- Great Western (RTC1)
- US34 (RTC2)
- Loveland to Windsor (RTC3)
- Poudre Express (RTC7)
- N College MAX (RTC8)
- W Elizabeth MAX (RTC9)
- Harmony Rd MAX (RTC10)
- 34 Business Premier (RTC11)
- US85 Transit Service (RTC14)

Poudre Express Corridor Connecting RATCs

- Great Western (RATC4)
- N Loveland/Windsor (RATC5)
- Poudre Trail (RATC6)
- Front Range Trail W (RATC7)
- BNSF (RATC8)
- US34 Non-Motorized (RATC11)

Poudre Express Corridor What We Heard from the Public

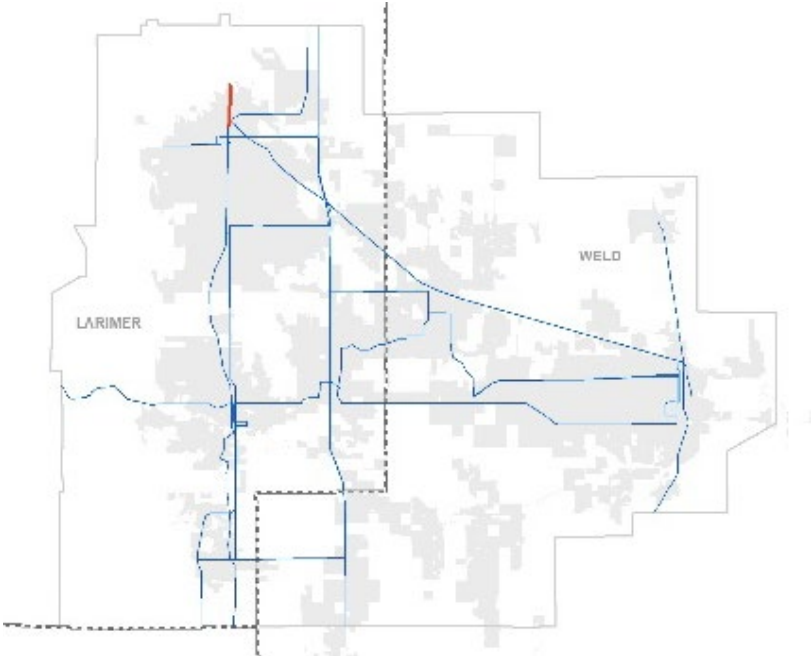
- Demand for increased frequency, including evening and weekend service

“Local transit connections, last mile connections, and parking options are key.”

RTC8: North College MAX Corridor Vision

North College MAX is a gateway to Fort Collins, supporting local neighborhoods and businesses.

Figure 3-59: The North College MAX Corridor within the NFRMPO



North College MAX Corridor Jurisdictions
Fort Collins

North College MAX Corridor Anticipated Growth

Table 3-73: Anticipated Growth for the North College MAX Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	10,044	18,376	+83%
Jobs	17,438	28,898	+65.7%
Daily VRM	236	448	+89.8%

North College MAX Corridor Related Plans

- [North College MAX Plan](#)
- [Transfort Transit Master Plan](#)

North College MAX Corridor Connecting RSCs

- SH14 (RSC6)
- SH1 (RSC7)
- SH14 (RSC8)

North College MAX Corridor Connecting RTCs

- Great Western (RTC1)
- FLEX Express (RTC4)
- Bustang (RTC6)
- Front Range Passenger Rail (RTC12)

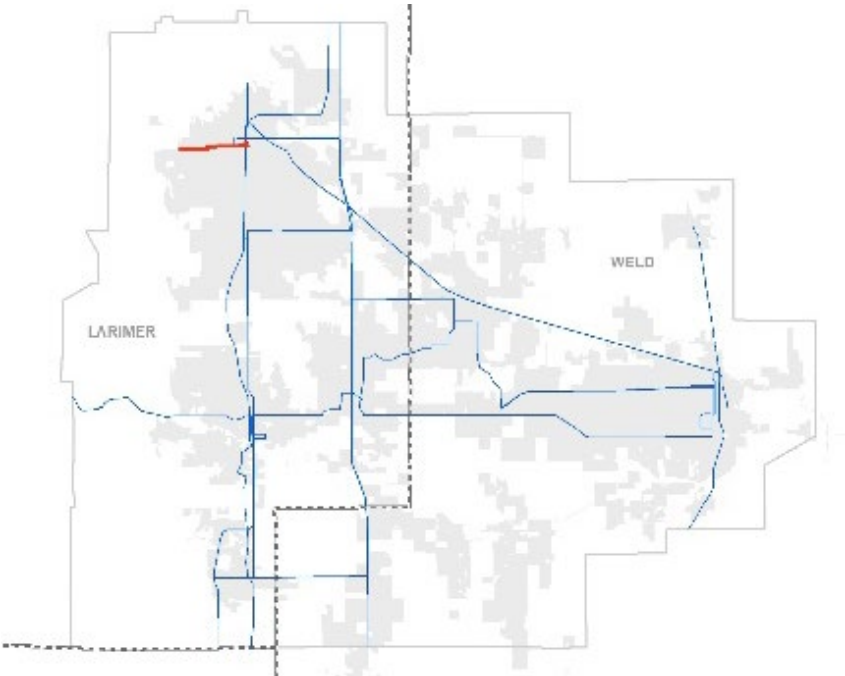
North College MAX Corridor Connecting RATCs

- Poudre Trail (RATC6)
- BNSF (RATC8)

RTC9: West Elizabeth MAX Corridor Vision

West Elizabeth MAX supports students and residents in a dense, urban environment.

Figure 3-60: The West Elizabeth Corridor within the NFRMPO



West Elizabeth MAX Corridor Priorities



West Elizabeth MAX Corridor Jurisdictions

Fort Collins

West Elizabeth MAX Corridor Anticipated Growth

Table 3-74: Anticipated Growth for the West Elizabeth MAX Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	24,475	26,825	+9.6%
Jobs	14,623	21,452	+46.7%
Daily VRM	524 (Routes 31, 32, 33)	611	+16.6%

West Elizabeth MAX Corridor Related Plans

- [West Elizabeth MAX Study](#)

West Elizabeth MAX Corridor Connecting RSCs

- US287 (RSC6)
- LCR17 (RSC17)
- LCR19 (RSC18)

West Elizabeth MAX Corridor Connecting RTCs

- FLEX Express (RTC4)
- Poudre Express (RTC7)

West Elizabeth MAX Corridor Connecting RATCs

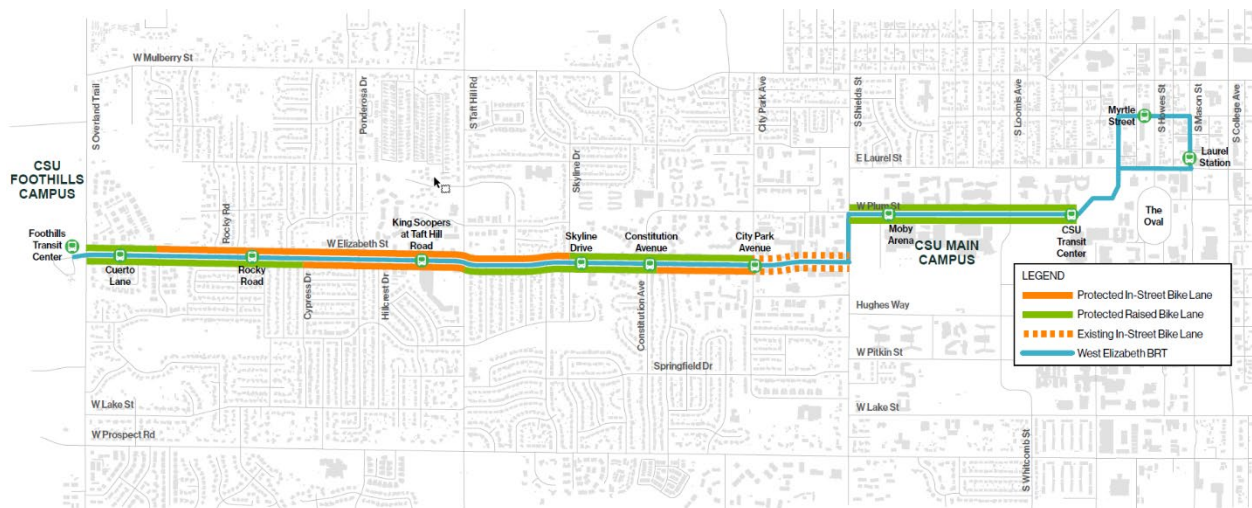
- BNSF (RATC8)

West Elizabeth MAX Corridor What We Heard from the Public

- Demand for increased service frequency
- Support for transit-oriented development along the corridor

“My vision for the corridor includes **ten-minute service** to midnight.”

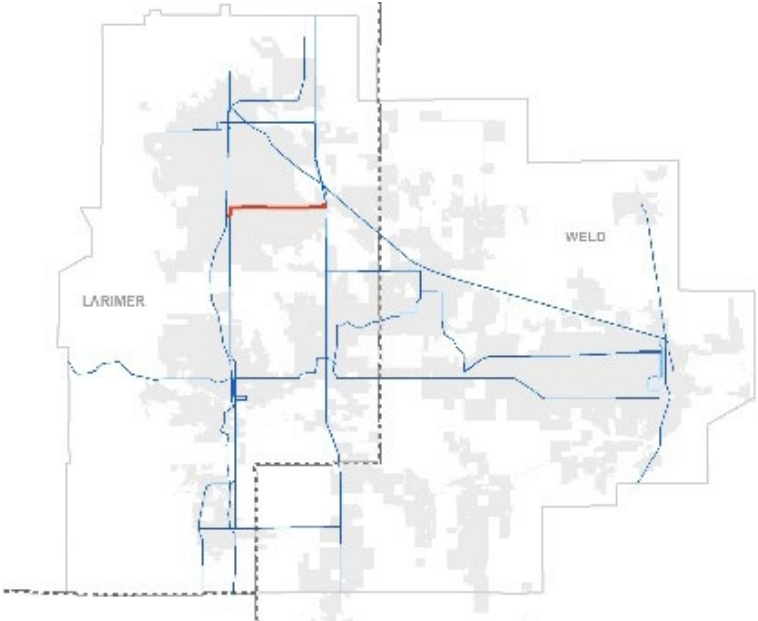
Figure 3-61: West Elizabeth Locally Preferred Alternative (Fort Collins)



RTC10: Harmony Road MAX Corridor Vision

Harmony Road MAX is a gateway to Fort Collins, supporting local and regional traffic in the southeast portion of the region.

Figure 3-62: The Harmony Road MAX Corridor within the NFRMPO



Harmony Road MAX Corridor Jurisdictions
Fort Collins

Harmony Road MAX Corridor Anticipated Growth

Table 3-75: Anticipated Growth for the Harmony Road MAX Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	20,349	26,762	+31.5%
Jobs	25,835	27,688	+7.2%
Daily VRM	256 (Route 16)	682	+166.4%

Harmony Road MAX Corridor Related Plans

- [Harmony Road Enhanced Travel Corridor](#)
- [Transfort Transit Master Plan](#)

Harmony Road MAX Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- LCR7/LCR9 (RSC16)
- WCR74 (RSC23)

Harmony Road MAX Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Poudre Express (RTC7)
- Front Range Passenger Rail (RTCs 12 and 13)

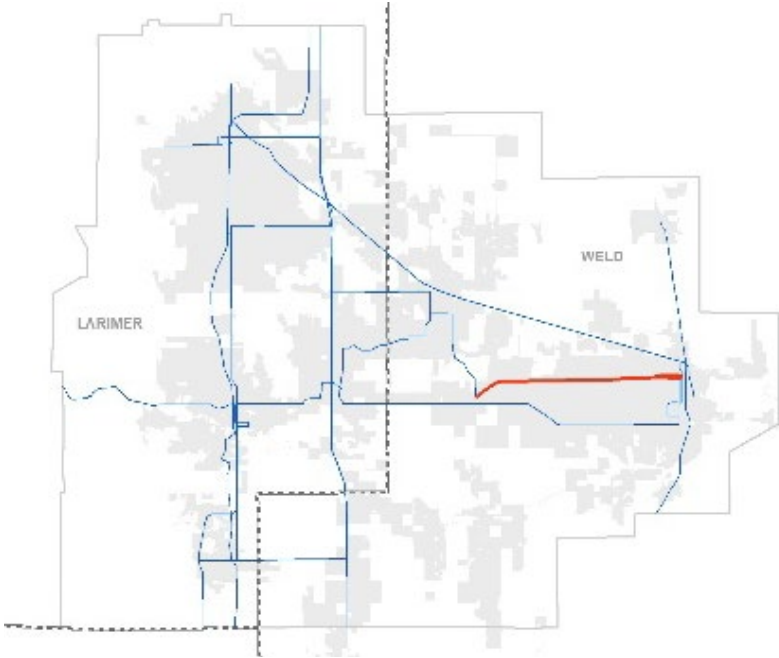
Harmony Road MAX Corridor Connecting RATCs

- Front Range Trail (West) (RATC7)
- BNSF (RATC8)

RTC11: US34 Business Premier Transit Corridor Vision

US34 Business Premier Transit supports local and regional transit usage, enhancing a multimodal corridor.

Figure 3-63: The US34 Business Premier Transit Corridor within the NFRMPO



US34 Business Premier Transit Corridor Jurisdictions
Greeley

US34 Business Premier Transit Corridor Anticipated Growth

Table 3-76: Anticipated Growth for the US34 Business Premier Transit Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	62,923	124,115	+97.2%
Jobs	41,357	72,168	+74.5%
Daily VRM	See RTC 7		

US34 Business Premier Transit Corridor Related Plans

- [Greeley on the Go Plan](#)

US34 Business Premier Transit Corridor Connecting RSCs

- US34 Business (RSC3)
- US85 Business (RSC5)
- SH257 (RSC11)
- WCR27/83rd Ave (RSC21)

- WCR35 (RSC22)
- 59th Ave/65th Ave (RSC25)

US34 Business Premier Transit Corridor Connecting RTCs

- US34 (RTC2)
- Poudre Express (RTC7)
- US85 Transit Service (RTC14)

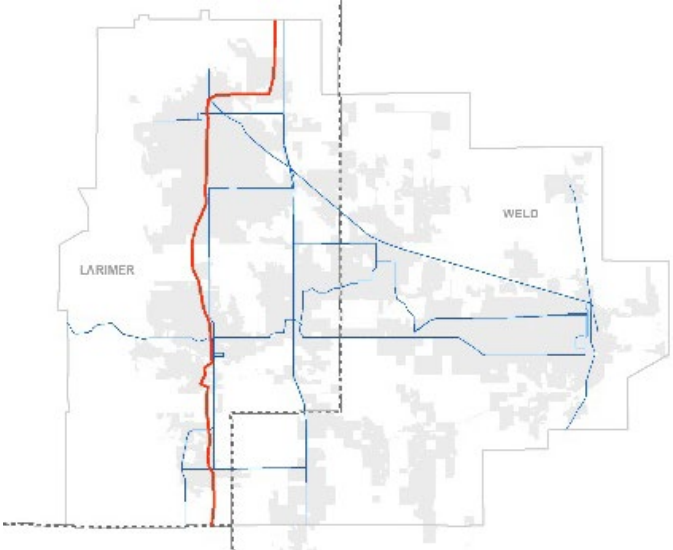
US34 Business Premier Transit Corridor Connecting RATCs

- Greeley/LaSalle (RATC10)
- US34 Non-Motorized (RATC11)

RTC 12 and RTC13: Front Range Passenger Rail Corridors Vision

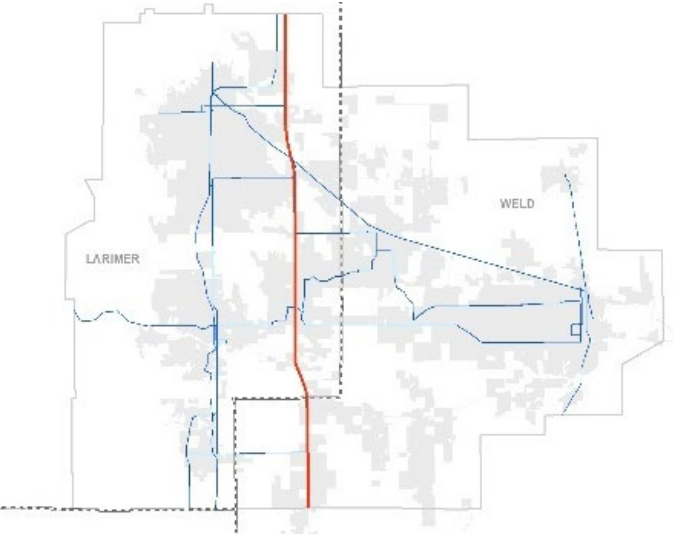
Front Range Passenger Rail along US287 supports economic development and the movement of people through the region's downtowns.

Figure 3-64: The US287 Front Range Passenger Rail Corridor within the NFRMPO



Front Range Passenger Rail along I-25 supports fast and efficient movement of people through the region.

Figure 3-65: The I-25 Front Range Passenger Rail Corridor within the NFRMPO



Front Range Passenger Rail Corridors Priorities



Front Range Passenger Rail Corridors Jurisdictions
 Fort Collins, Larimer County, Loveland, Berthoud

Front Range Passenger Rail Corridors Anticipated Growth

Table 3-77: Anticipated Growth for the Front Range Passenger Rail Corridors in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	75,135	133,595	+77.8%
	17,705	64,908	+266.6%
Jobs	62,365	88,724	+42.3%
	19,746	35,996	+82.3%

Front Range Passenger Rail Corridors Related Plans

- [Front Range Passenger Rail District](#)

Front Range Passenger Rail Corridors Connecting RSCs

- See RSC1 and RSC6

Front Range Passenger Rail Corridors Connecting RTCs

- See RTC4, RTC5, and RTC6

Front Range Passenger Rail Corridors Connecting RATCs

- See RATC8

Front Range Passenger Rail Corridors What We Heard from the Public

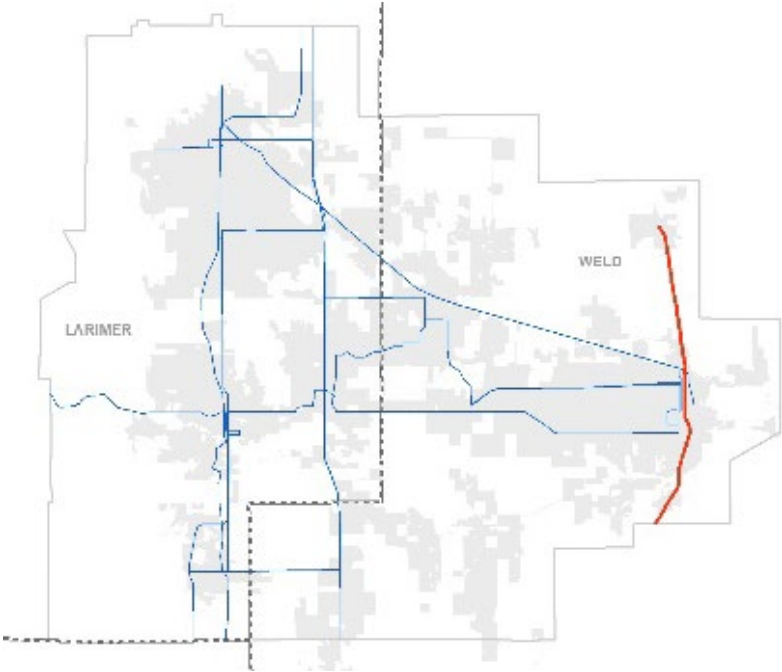
- Demand for a high frequency line with extensive local connections

“I would use this service to go to Denver for social engagements if **weekend** and **late-night** service was included.”

RTC14: US85 Transit Service Corridor Vision

US85 Transit Service completes the North I-25 EIS option for express bus service in Weld County.

Figure 3-66: The US85 Transit Service Corridor within the NFRMPO



US85 Transit Service Corridor Priorities



US85 Transit Service Corridor Jurisdictions

Weld County, Eaton, Greeley, Evans, LaSalle

US85 Transit Service Corridor Anticipated Growth

Table 3-78: Anticipated Growth for the US85 Transit Service Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	29,264	35,034	+19.7%
Jobs	19,347	39,939	+106.4%
Daily VRM	N/A	1,493	N/A

US85 Transit Service Corridor Related Plans

- [North I-25 EIS](#)

US85 Transit Service Corridor Connecting RSCs

- US34 (RSC2)
- US34 Business (RSC3)
- US85 Business (RSC5)
- SH392 (RSC12)
- SH402/Freedom Pkwy (RSC13)
- WCR74/Harmony Rd (RSC23)
- 8th Street (RSC24)
- Crossroads Boulevard (RSC26)
- O Street (RSC30)

US85 Transit Service Corridor Connecting RTCs

- Great Western (RTC1)
- US85 Transit Service (RTC14)

US85 Transit Service Corridor Connecting RATCs

- South Platte Trail (RATC1) • Poudre Trail (RATC6) • Greeley/LaSalle (RATC10) • US34 Parallel (RATC11)

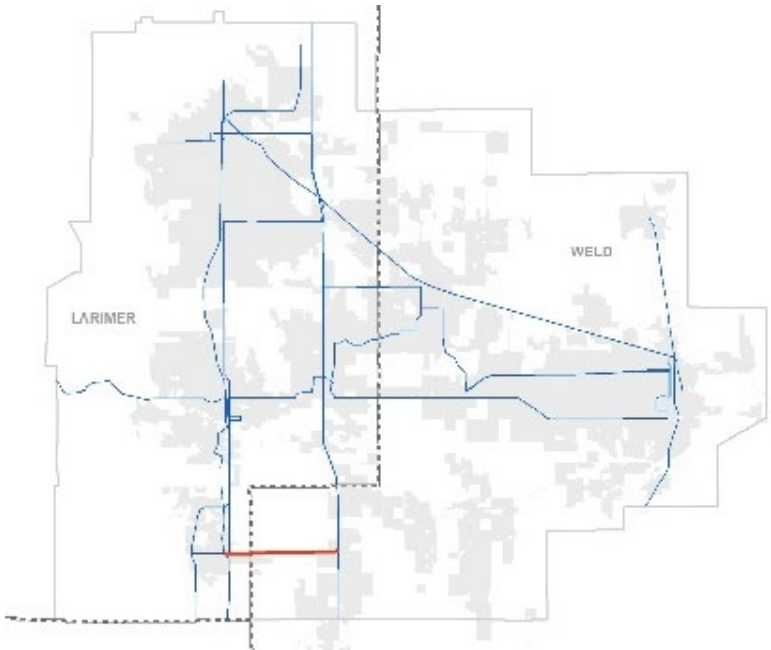
US85 Transit Service Corridor What We Heard from the Public

- The corridor is primarily used for commuting
- Demand for late night and early morning service for shift workers
- Demand for expanding local connections along the corridor

RTC15: SH56 Transit Service Corridor Vision

SH56 Transit Service shuttles commuters and visitors between Berthoud and the SH56 Mobility Hub.

Figure 3-67: The SH56 Transit Service Corridor within the NFRMPO



SH56 Transit Service Corridor Jurisdictions
 Berthoud, Larimer County, Weld County

SH56 Transit Service Corridor Anticipated Growth

Table 3-79: Anticipated Growth for the SH56 Transit Service Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	4,064	8,749	+115.3%
Jobs	1,299	1,622	+24.9%
Daily VRM	Not Modeled (microtransit)		

SH56 Transit Service Corridor Related Plans

- [Berthoud Transportation Master Plan](#)

SH56 Transit Service Corridor Connecting RSCs

- I-25 (RSC1)
- US287 (RSC6)
- LCR3/WCR9.5 (RSC14)
- Larimer CR7/LCR9 (RSC16)

- LCR17 (RSC17)

SH56 Transit Service Corridor Connecting RTCs

- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Bustang (RTC6)
- Front Range Rail (RTC12)
- Front Range Rail (RTC13)

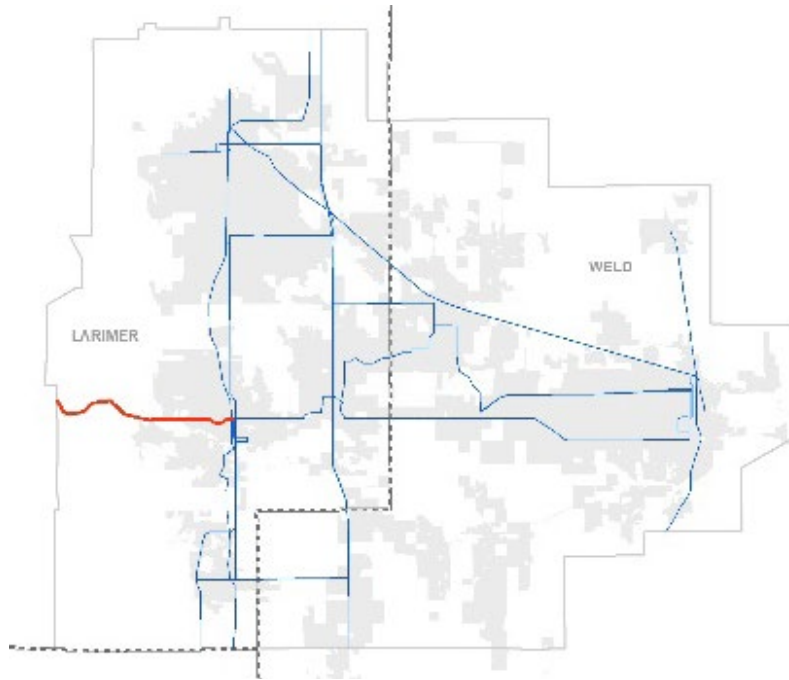
SH56 Transit Service Corridor Connecting RATCs

- Little Thompson River (RATC2)
- BNSF (RATC8)

RTC16: US34 West Loveland to Estes Park Corridor Vision

US34 West Loveland to Estes Park supports commutes and tourism between the North Front Range and Estes Park.

Figure 3-68: The US34 West Loveland to Estes Park Corridor within the NFRMPO



US34 West Loveland to Estes Park Corridor Priorities



US34 West Loveland to Estes Park Corridor Jurisdictions

Loveland, Larimer County, Estes Park

US34 West Loveland to Estes Park Corridor Anticipated Growth

Table 3-80: Anticipated Growth for the US34 West Loveland to Estes Park Corridor in Adjacent Census Block Groups

Category	2019	2050	% Change
Population	14,922	20,402	+36.7%
Jobs	3,487	7,698	+120.8%
Daily VRM	Not Modeled		

US34 West Loveland to Estes Park Corridor Connecting RSCs

- US34 (RSC2)
- US287 (RSC6)
- LCR17 (RSC17)

- LCR19 (RSC18)

US34 West Loveland to Estes Park Corridor Connecting RTCs

- US34 (RTC2)
- FLEX Express (RTC4)
- FLEX Local (RTC5)
- Front Range Passenger Rail (RTC12)

US34 West Loveland to Estes Park Corridor Connecting RATCs

- Big Thompson (RATC3)
- N Loveland/Windsor (RATC5)
- BNSF (RATC8)
- US34 Non-Motorized (RATC11)
- Carter Lake (RATC12)

US34 West Loveland to Estes Park Corridor What We Heard from the Public

- The corridor is primarily used for recreation
- Demand for frequent service
- Concerns over safety

“I would use this service to **connect** to recreation opportunities at RMNP **rather than driving.**”

Scenarios

Chapter 3, Section 2

Forecasts and Scenarios

Although the NFRMPO establishes a baseline scenario based on fiscal constraint and feedback from member communities, the NFRMPO uses other scenarios to understand the impact of different policy decisions on the region's transportation system and needs. The NFRMPO uses the Land Use Allocation Model (LUAM) and the Regional Travel Demand Model (RTDM) to forecast differences in key milestones, like Level of Service, Travel Time Index, and vehicle miles traveled (VMT). These types of analyses can also help the NFRMPO understand how its prioritization impacts the performance measures discussed in **Chapter 2**.

In addition to the scenarios discussed in this section, the NFRMPO also established scenarios for the Greenhouse Gas (GHG) Transportation Report, a State requirement. The strategies for the GHG Transportation Report are included in **Appendix B**.

Land Use Scenarios

The baseline scenario is explained in **Chapter 2** and is based on data from the State Demography Office, local communities, and the UrbanSim platform.

One land use scenario was prepared for the 2050 RTP to compare it to the baseline scenario. The scenario increased allowable densities within certain zoning districts and manual increases in population by growing the 2050 numbers by 25 percent. The high-density scenario was created to demonstrate how the region would develop if additional density was allowed in urban core areas compared to the density currently identified in communities' long-range plans. Manual increases in population happened in areas roughly based on the urban core areas identified in the 2045 RTP. These areas were identified based on locations with the highest density in 2015 and roughly align to the central portion of the region. To accommodate additional growth, the maximum allowable densities in the urban core were doubled in the high-density scenario. Household and jobs results for the High-Density Scenario are shown in **Figure 3-69** and **Figure 3-70**.

Compared to the baseline scenario, the high-density scenario forecasts more and denser development within the core. Development in the rural area is located predominantly along major highway corridors, while the influx of new development and jobs is along major corridors.

Outputs from the High-Density Land Use Scenario were used as an input for the High-Density Land Use – Fiscally Constrained Projects scenario, explained in the following sections.

Figure 3-69: 2050 High Density Households

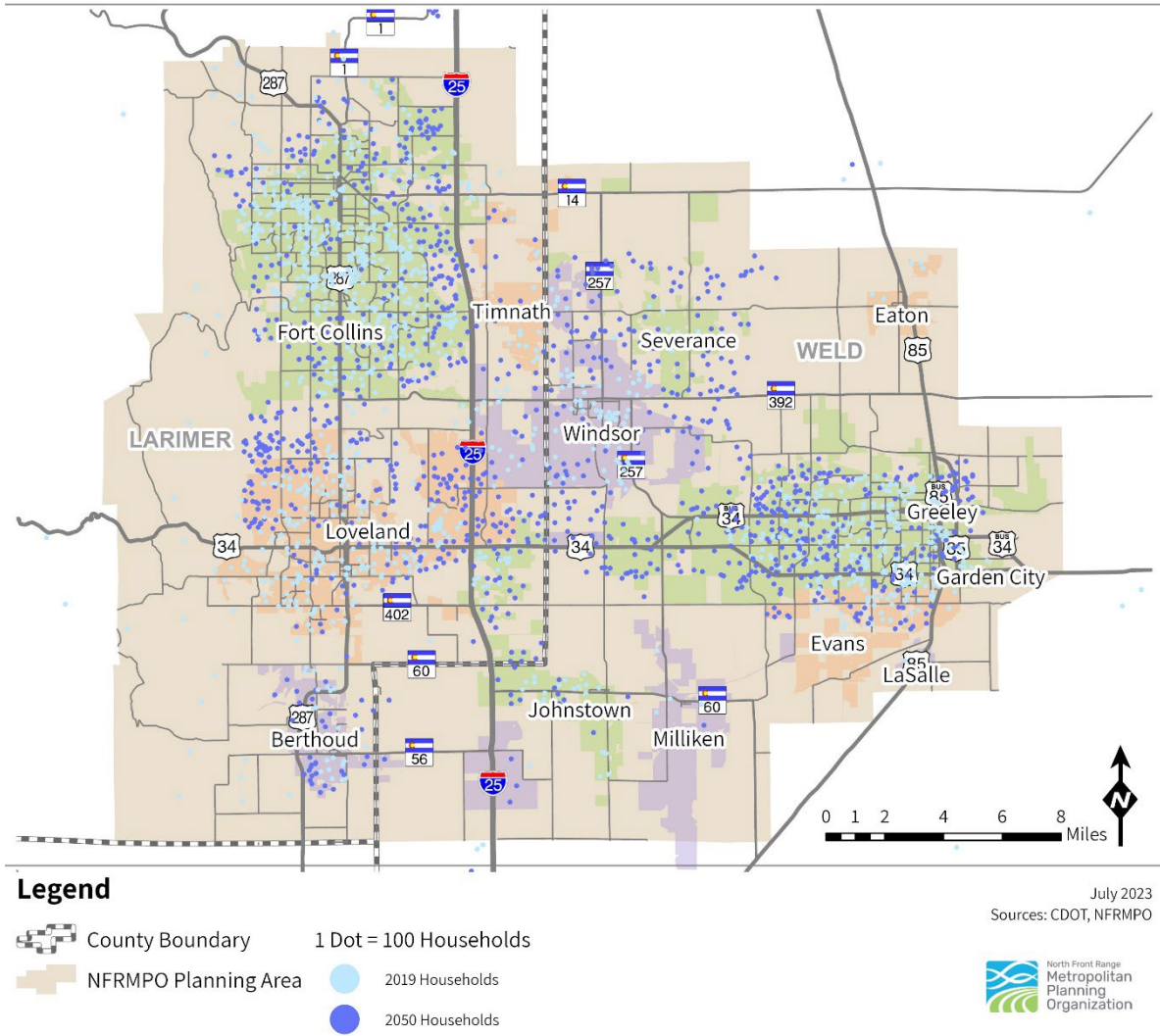


Figure 3-4 Additional Description: The forecast shown in this map anticipates much of the household growth will occur in the center of the region along I-25 as the region grows together, especially along the I-25 and US34 corridors. Periodic redevelopment of areas like downtown Greeley and Fort Collins also contributes to growth in the region.

Figure 3-70: 2050 High Density Jobs

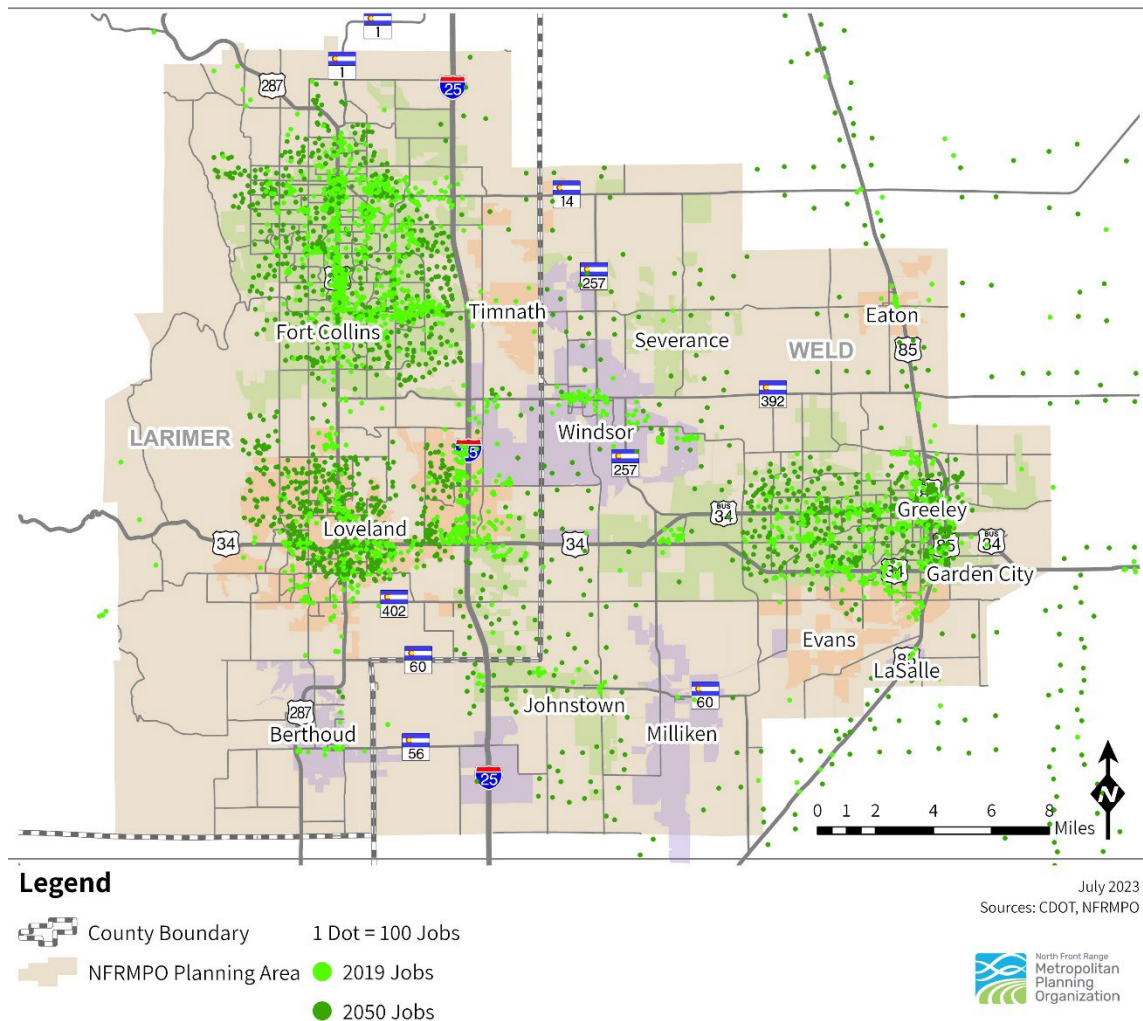


Figure 3-5 Additional Description: The forecast shown in this map anticipates much of the employment growth out to 2050 will occur along I-25 near US34 and Crossroads Boulevard, with additional growth scattered throughout the rest of the region. Periodic redevelopment of areas like downtown Greeley and Fort Collins also contributes to growth in the region.

Transportation Scenarios

The 2019 RTDM builds upon the outputs from the LUAM to identify how the region’s transportation system will perform in 2050, including traffic volume, congested travel speeds, and transit ridership. The 2019 RTDM uses a base year of 2019 and a combination of destination choice and gravity modeling to forecast travel choices by trip purpose.

Four transportation scenarios were developed using the 2019 RTDM, including the baseline scenario and three specific scenarios. The baseline scenario forecasts the transportation

system using the fiscally constrained priority transportation projects and guidance from local communities. The alternative investment scenarios test the following investment options:

- **No Build** – No additional transportation investments from 2023 through 2045, beyond what is already under construction.
- **Fiscally Unconstrained** – All identified projects regardless of available funding
- **Fiscally Constrained and Higher Density Land Use** – Projects with anticipated funding based on a higher density scenario

A comparison of results for certain performance metrics are shown in **Table 3-81**.

Baseline Transportation Scenario

The baseline transportation scenario represents the expected transportation system in 2050 and includes the fiscally constrained, regionally significant projects identified in the Financial Plan. Compared to the 2019 network, the fiscally constrained 2050 network includes roadway widenings, new roads, and newly paved roads, as well as additional transit routes and bicycle and pedestrian infrastructure.

The number of lanes in the 2050 fiscally constrained roadway network are displayed in **Figure 3-71**.

Level of Service (LOS) is a qualitative measure of how well the roadway serves traffic. LOS ranges from a score of A, which is free-flow traffic, to a score of F, which is stop-and-go traffic that is poorly served by the roadway's capacity. LOS is shown in **Figure 3-72**, with the central portion of the region having the most LOS F.

The Travel Time Index (TTI), a measure of congestion that compares travel time during the peak period to free-flow conditions, is forecasted to be higher in 2050 than in 2019. As defined in the 2023 Congestion Management Process (CMP), a TTI of 1.5 or higher is indicative of congestion.

Figure 3-73 shows the TTI for each RSC, with US34, SH402, and SH56 having the highest TTIs in the region.

Table 3-81: Scenario Metrics Comparison

	Baseline	No Build	Fiscally Unconstrained	High Density/Fiscally Constrained
Vehicle Miles Traveled (VMT)	19,020,700	19,537,644	19,546,470	18,519,574
Vehicle Hours Traveled (VHT)	570,784	605,562	559,419	552,488
Vehicle Hours of Delay	103,612	125,374	83,011	93,338
Percent of RSCs with TTI >= 1.5	12.3%	16.9%	5.8%	8.1%
Percent of RSCs with LOS F	30.7%	35.9%	23.1%	27.8%
Person Miles Traveled	23,914,430	23,976,599	24,014,940	22,611,887
Person Hours Traveled	729,226	758,498	702,604	691,216
Average Speed (MPH)	33.3	32.3	34.9	33.5

Figure 3-71: Baseline and High Density Scenario Number of Lanes by RSC, 2050

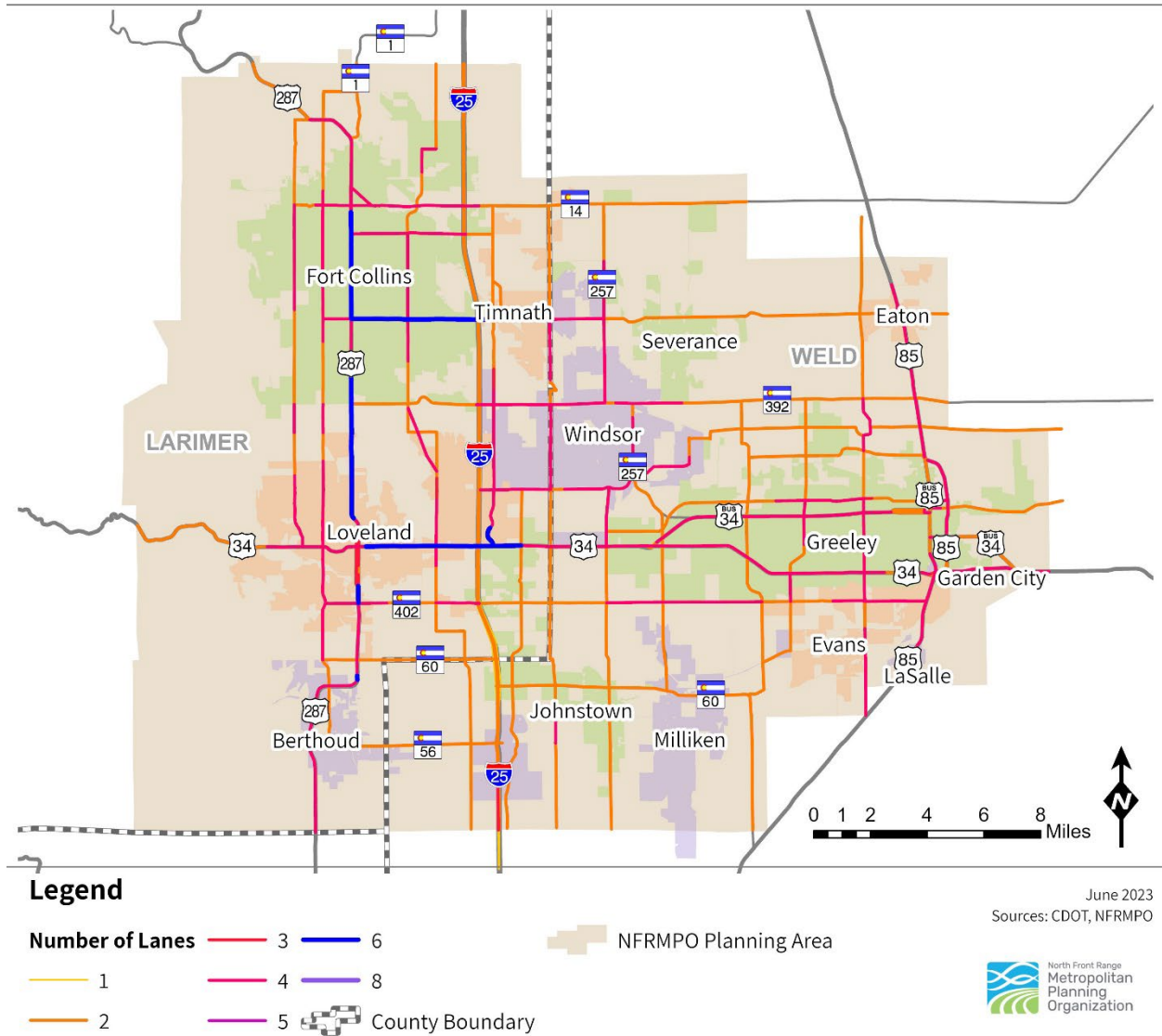


Figure 3-71 Additional Description: The map above depicts the number of vehicle lanes on the NFRMPO’s Regionally Significant Corridors. Segments shown in light yellow depict one lane. Segments shown in orange depict two lanes. Segments shown in red depict three lanes. Segments shown in pink depict four lanes. Segments shown in magenta depict five lanes. Segments shown in blue depict six lanes. Segments shown in purple depict eight lanes.

Figure 3-72: Baseline Scenario Level of Service (LOS) by RSC, 2050

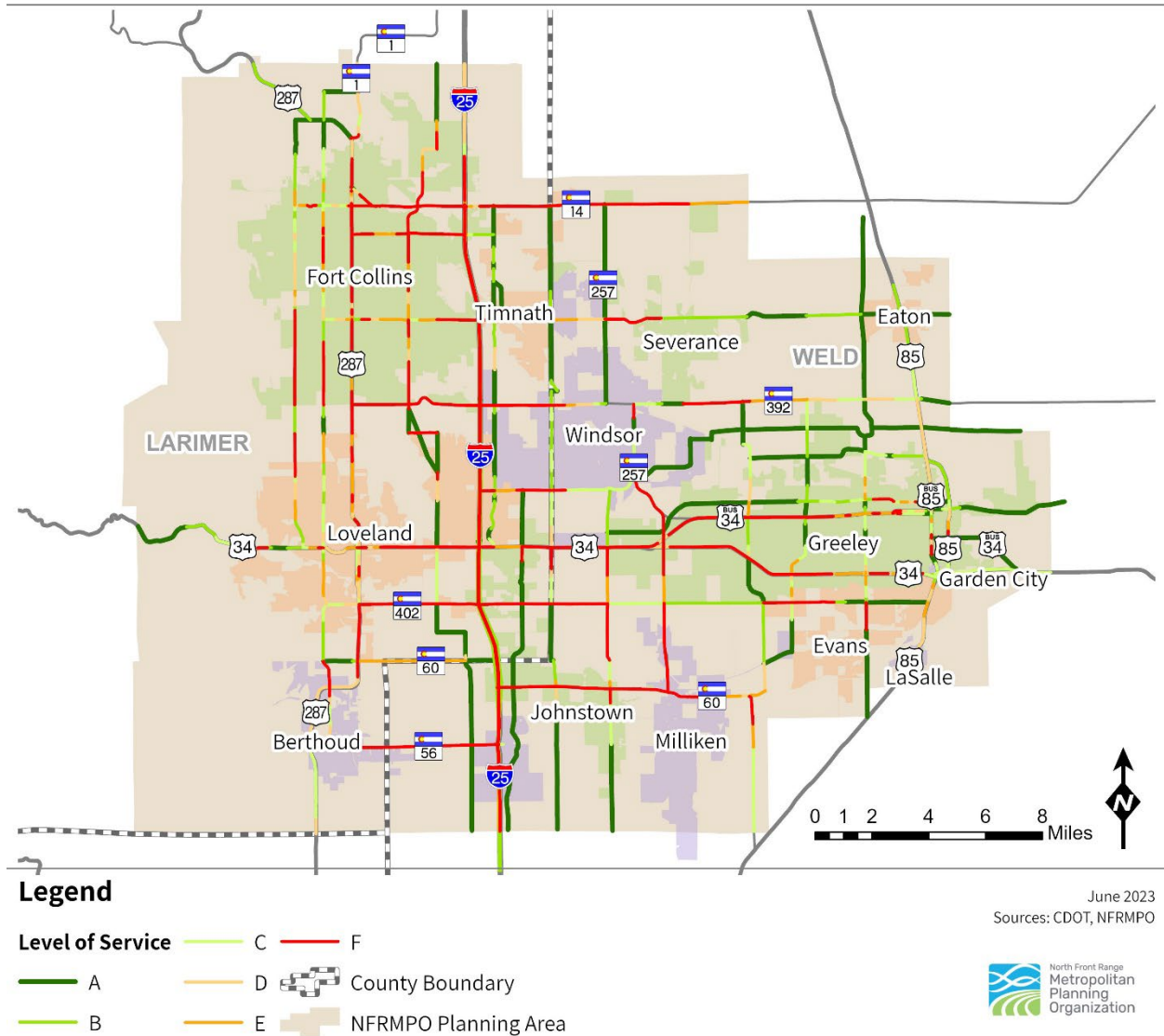


Figure 3-72 Additional Description: The map above depicts the Level of Service on the NFRMPO’s Regionally Significant Corridors. Segments shown in the darkest green shade depict a Level of Service of A. Segments shown in the lighter green shade depict a Level of Service of B. Segments shown in the lightest green shade depict a Level of Service of C. Segments shown in the lighter orange shade depict a Level of Service of D. Segments shown in the darker orange shade depict a Level of Service of E, and Segments shown in red depict a Level of Service of F. The central portion of the region has the most segments that are Level of Service F.

Figure 3-73: Baseline Scenario Travel Time Index (TTI) by RSC, 2050

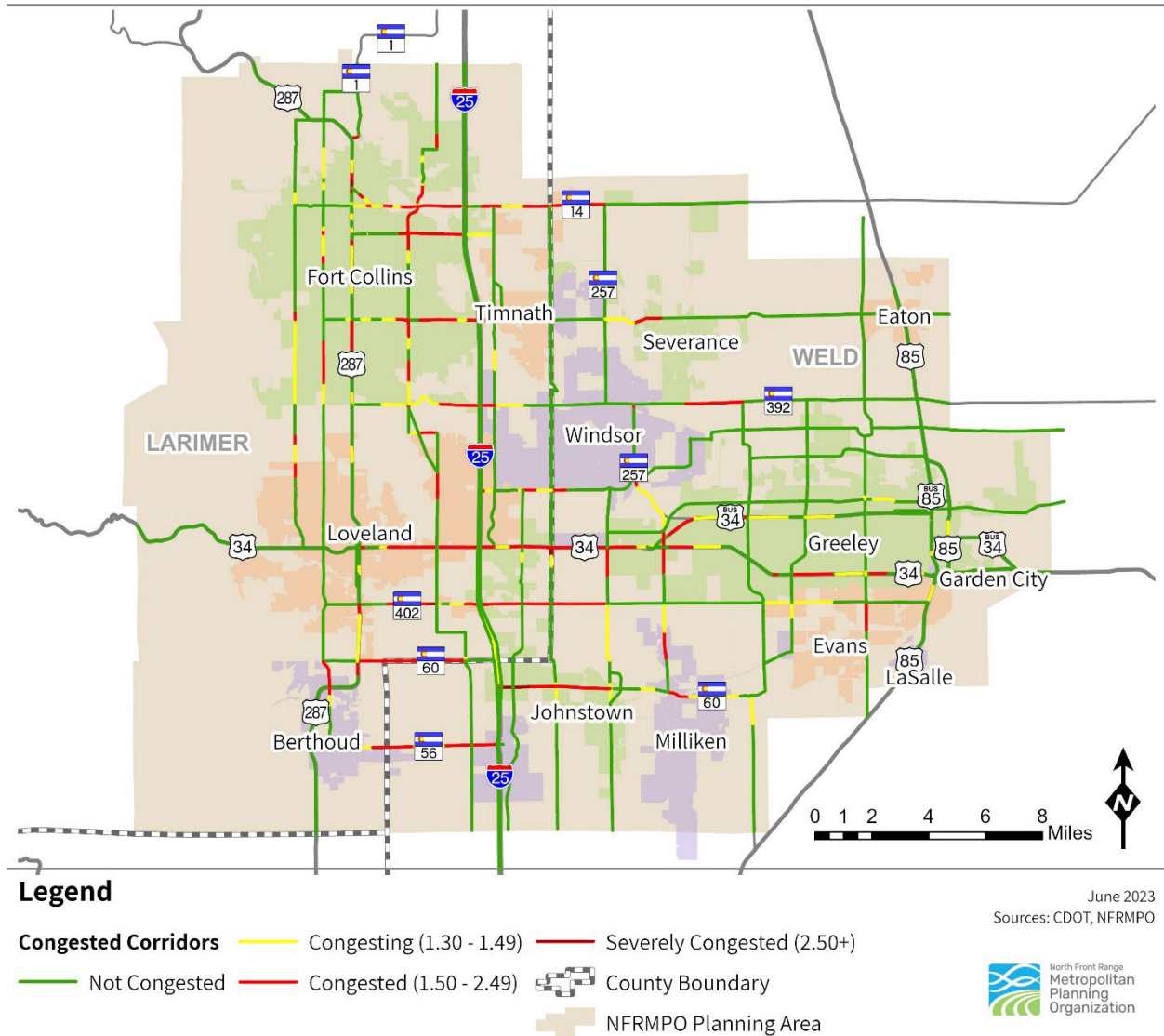


Figure 3-73 Additional Description: This map shows the travel time index on the RSCs for the Baseline Scenario run in the NFRMPO’s Regional Travel Demand Model. Green represents corridors that are not congested. Yellow represents corridors that are congesting. Bright red represents corridors that are congested. Dark red represents corridors that are severely congested.

Alternative Transportation Scenarios

The alternative investment scenarios vary the most according to the percentage of the RSCs with LOS F with the Fiscally Unconstrained Project scenario having the lowest percent. The No Build Scenario has the highest percent, reflecting the lack of investments and rapid growth in population. The High Density-Fiscally Constrained Project Scenario has the lowest VMT and PMT of the scenarios, reflecting the potentially shorter trips accomplished in higher density areas.

Other measures of delay, such as vehicle hours of delay, percent of system with TTI greater than or equal to 1.5, and person hours of delay also vary substantially among the alternative investment scenarios. Distance traveled as measured by VMT and person mile traveled do not vary substantially among the scenarios.

The RTDM forecasts mode choice with five key categories: Drive Alone, Carpool (at least two people per vehicle), Walking, Biking, and Transit. **Table 3-82** shows the mode choices by scenario. Drive Alone is consistent across the top, recognizing a lack of further investment in transit or bicycle and pedestrian projects. Carpooling remains consistent in all four scenarios.

Table 3-82: Mode Choice by Scenarios, 2050

Mode	Baseline	No Build	Fiscally Unconstrained	High Density-Fiscally Constrained
Drive Alone	45.9%	49.1%	49.0%	49.0%
Carpool	39.0%	38.8%	38.8%	38.3%
Walk	10.7%	8.0%	8.0%	8.4%
Bike	4.3%	3.5%	3.5%	3.7%
Transit	0.1%	0.7%	0.7%	0.6%

Figure 3-74 and **Figure 3-75** show the number of lanes by RSC for the No Build Scenario and the Fiscally Unconstrained Scenario. The number of lanes for the High-Density Scenario is the same as the Baseline, **Figure 3-71**. The most notable difference in the number of lanes between the two scenarios is the number of lanes along I-25.

Figure 3-74: No Build Scenario Number of Lanes by RSC, 2050

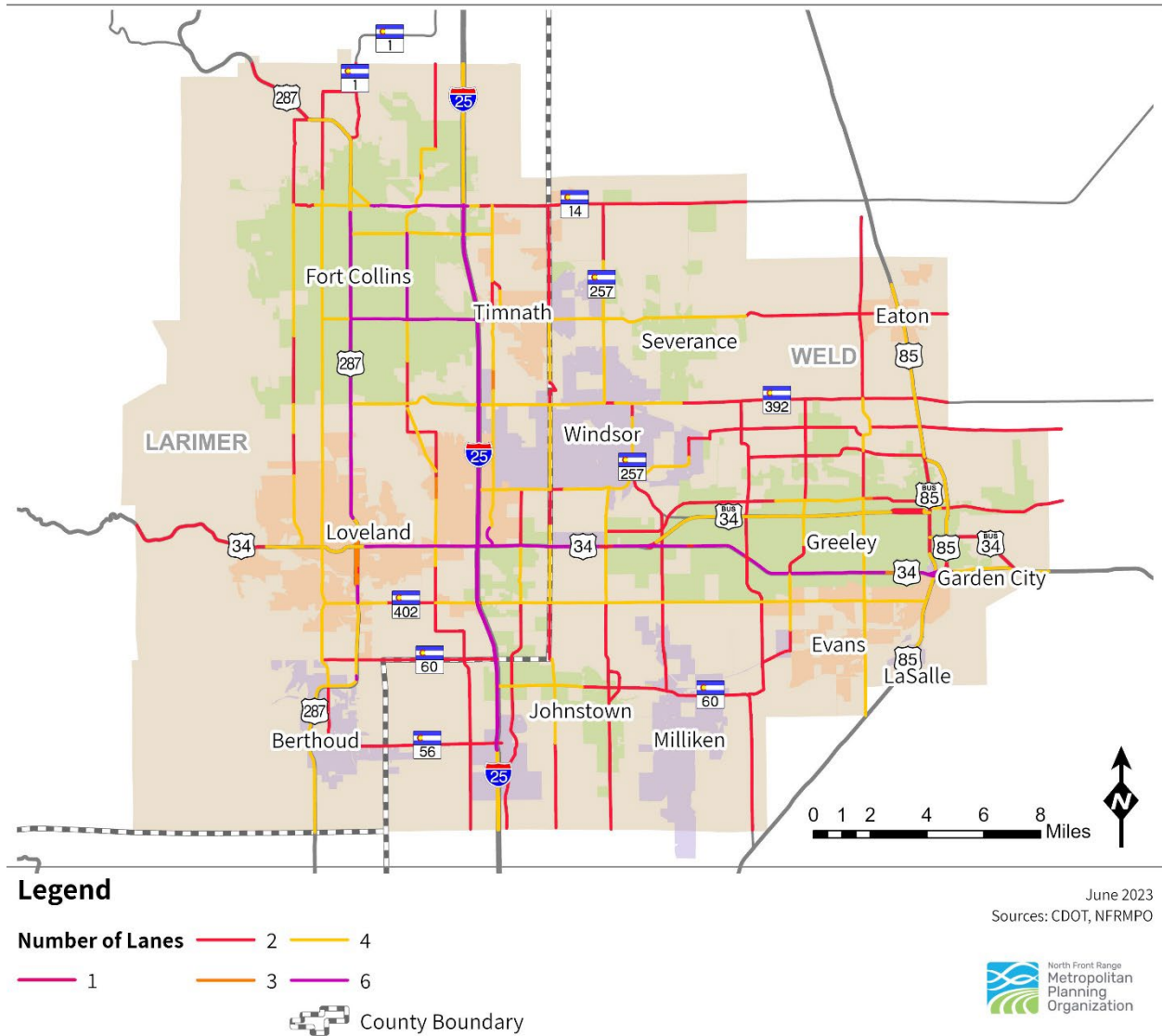


Figure 3-74 Additional Description: This map shows the RSCs with their corresponding number of lanes if no additional capacity is added through 2050.

Figure 3-75: Unconstrained Scenario Number of Lanes by RSC, 2050

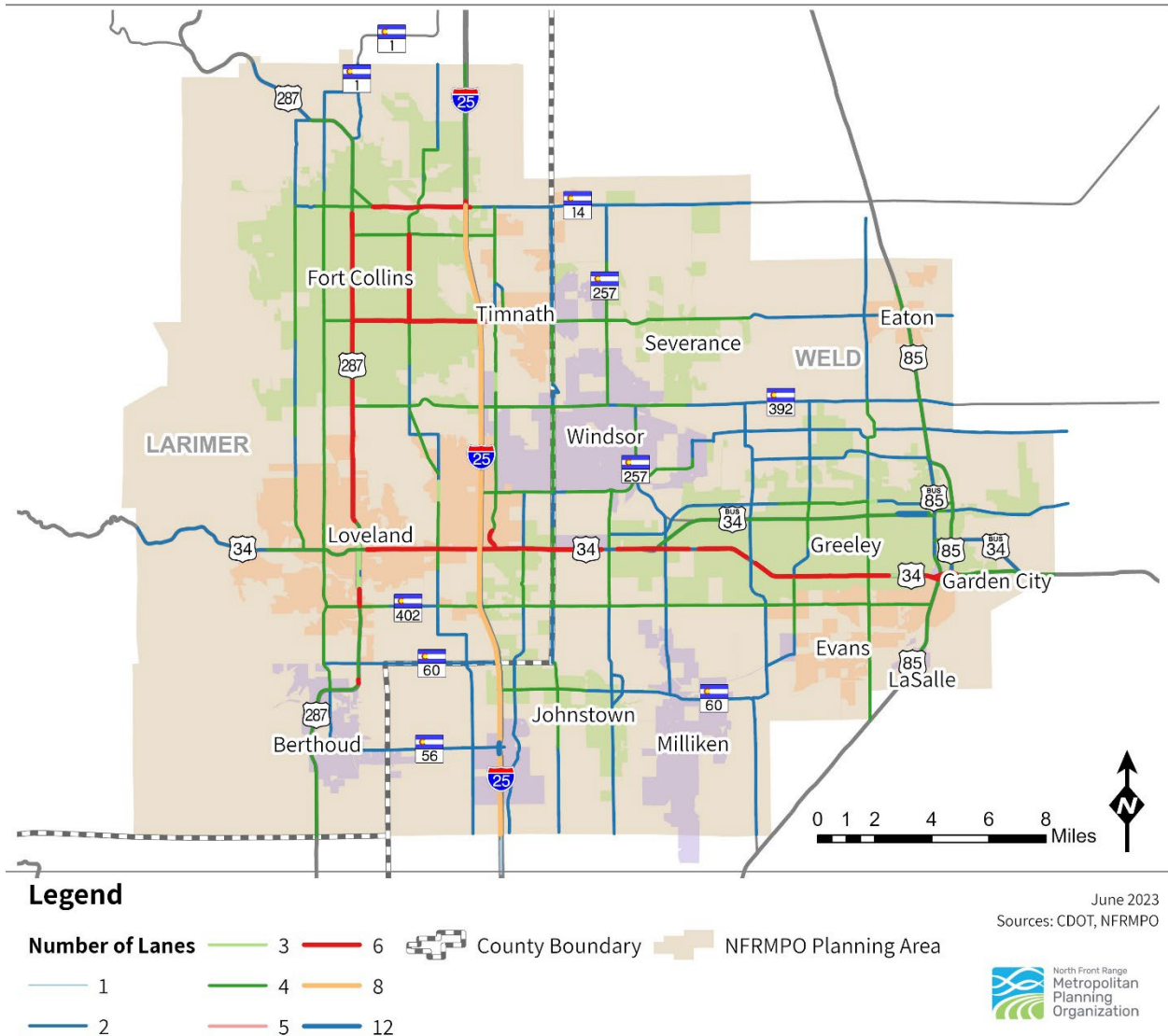


Figure 3-75 Additional Description: This map shows the RSCs with their corresponding number of lanes if all capacity projects needed within the region (the fiscally unconstrained scenario) are added through 2050.

LOS has become an antiquated measure but still allows a broad understanding where roadway capacity can and cannot handle volumes. Looking at person-miles traveled, and vehicle miles traveled can give further context about alternative transportation options being used, as a full base will have fewer VMT but greater PMT. **Figure 3-76, Figure 3-77, and Figure 3-78** show LOS by Scenario.

The No Build scenario has the highest ratio of RSCs with an LOS F, resulting from no further investments in transit, bicycle and pedestrian infrastructure, or roadway capacity. The Fiscally

Unconstrained has the most LOS A, resulting from the increased investments, while the High-Density Scenario has more moderate LOS. Across all three scenarios, areas with the lowest LOS are located near interchanges with I-25 or US34, two of the central corridors within the region.

Figure 3-76: No Build Scenario Level of Service (LOS) by RSC, 2050

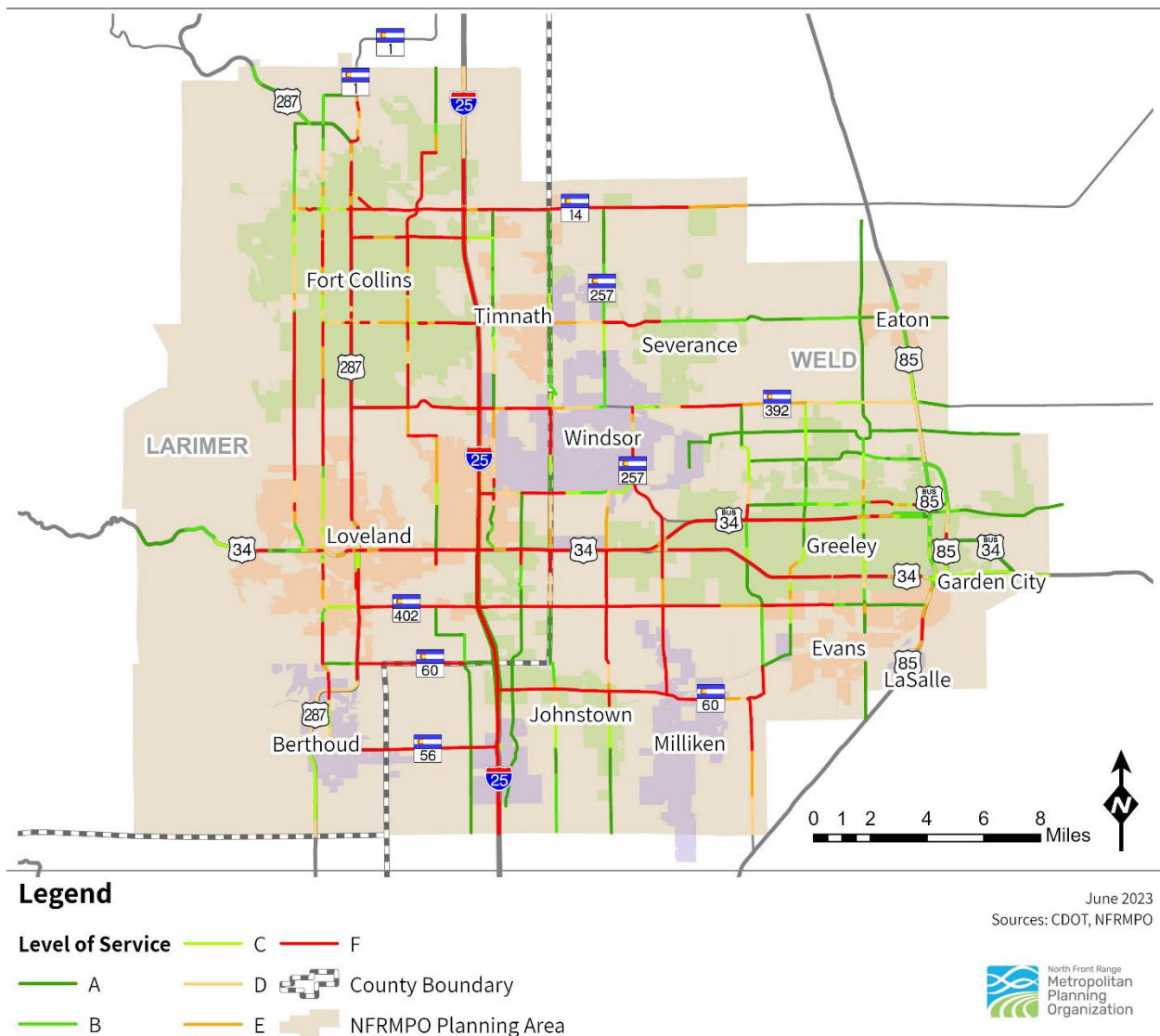


Figure 3-76 Additional Description: This map shows the RSCs with their corresponding level of service (A through F) if no additional capacity is added through 2050.

Figure 3-77: Fiscally Unconstrained Scenario Level of Service, 2050

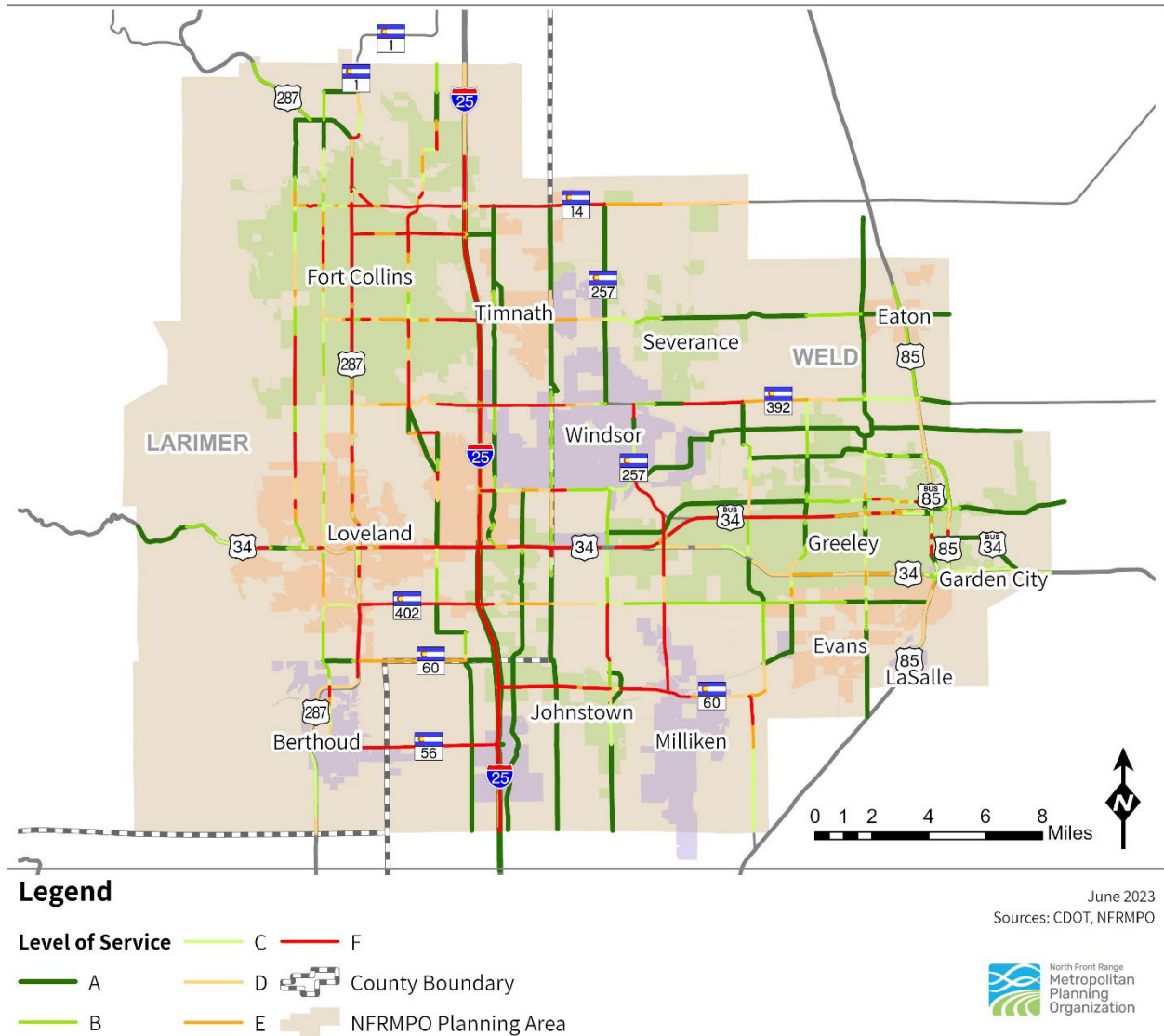


Figure 3-77 Additional Description: This map shows the RSCs with their corresponding level of service (A through F) if all capacity projects needed within the region (the fiscally unconstrained scenario) are added through 2050.

Figure 3-78: High Density Fiscally Constrained Scenario Level of Service, 2050

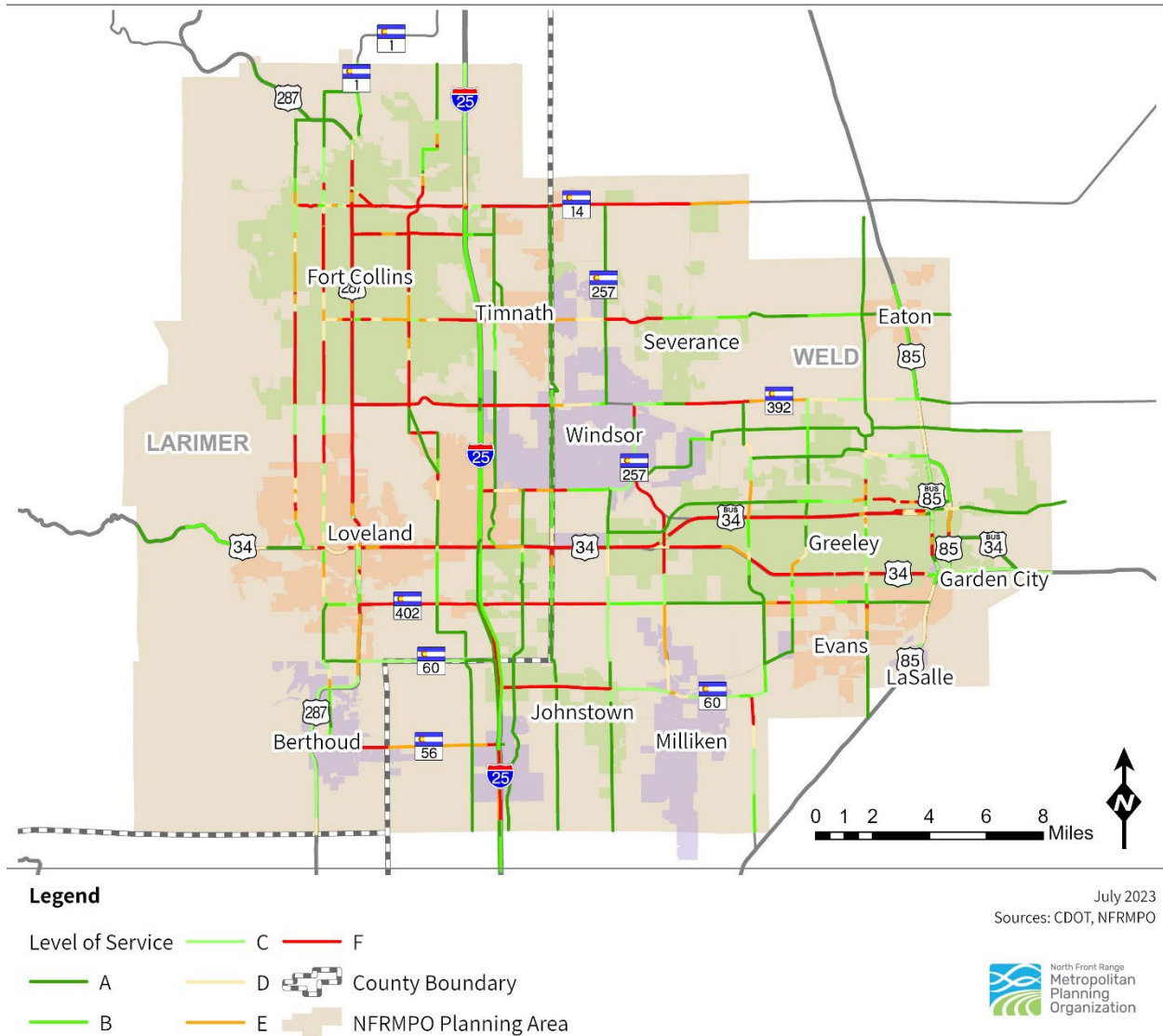


Figure 3-78 Additional Description: This map shows the RSCs with their corresponding level of service (A through F) if the high density fiscally constrained scenario was implemented through 2050.

Figure 3-79, Figure 3-80, and Figure 3-81 show TTI by RSC for the three scenarios. Consistent areas across the three scenarios with higher TTIs, or more congestion, are along US34, SH14, SH56, and SH60. These corridors are direct connections to I-25 and are also major thoroughfares for anticipated development.

Figure 3-79: No Build Scenario Travel Time Index (TTI) by RSC, 2050

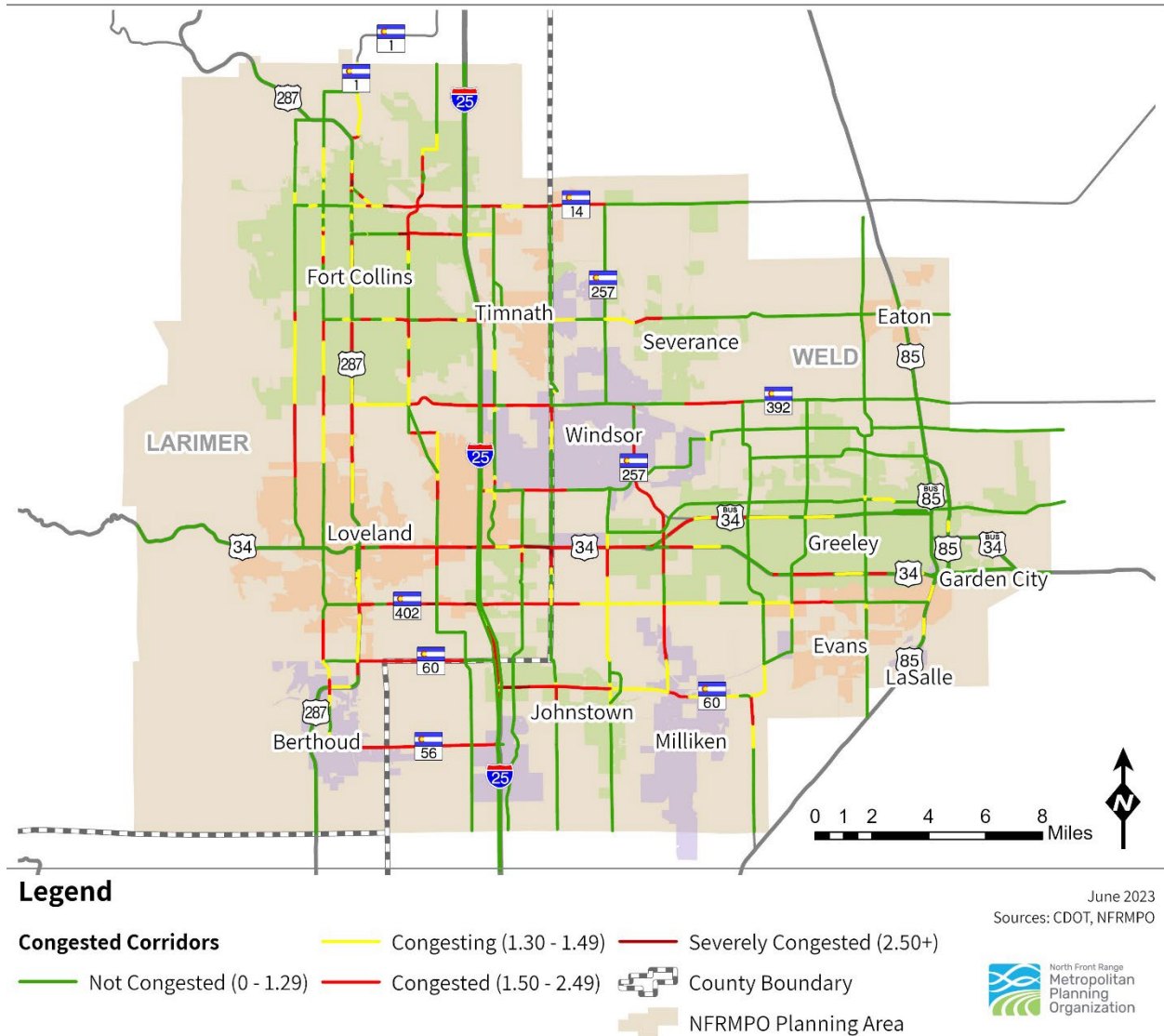


Figure 3-79 Additional Description: This map shows the RSCs with their corresponding Travel Time Index (the ratio of peak-period travel time to the free flow travel time, with peak period being defined as 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) if no additional capacity is added through 2050.

Figure 3-80: Unconstrained Scenario Travel Time Index (TTI) by RSC, 2050

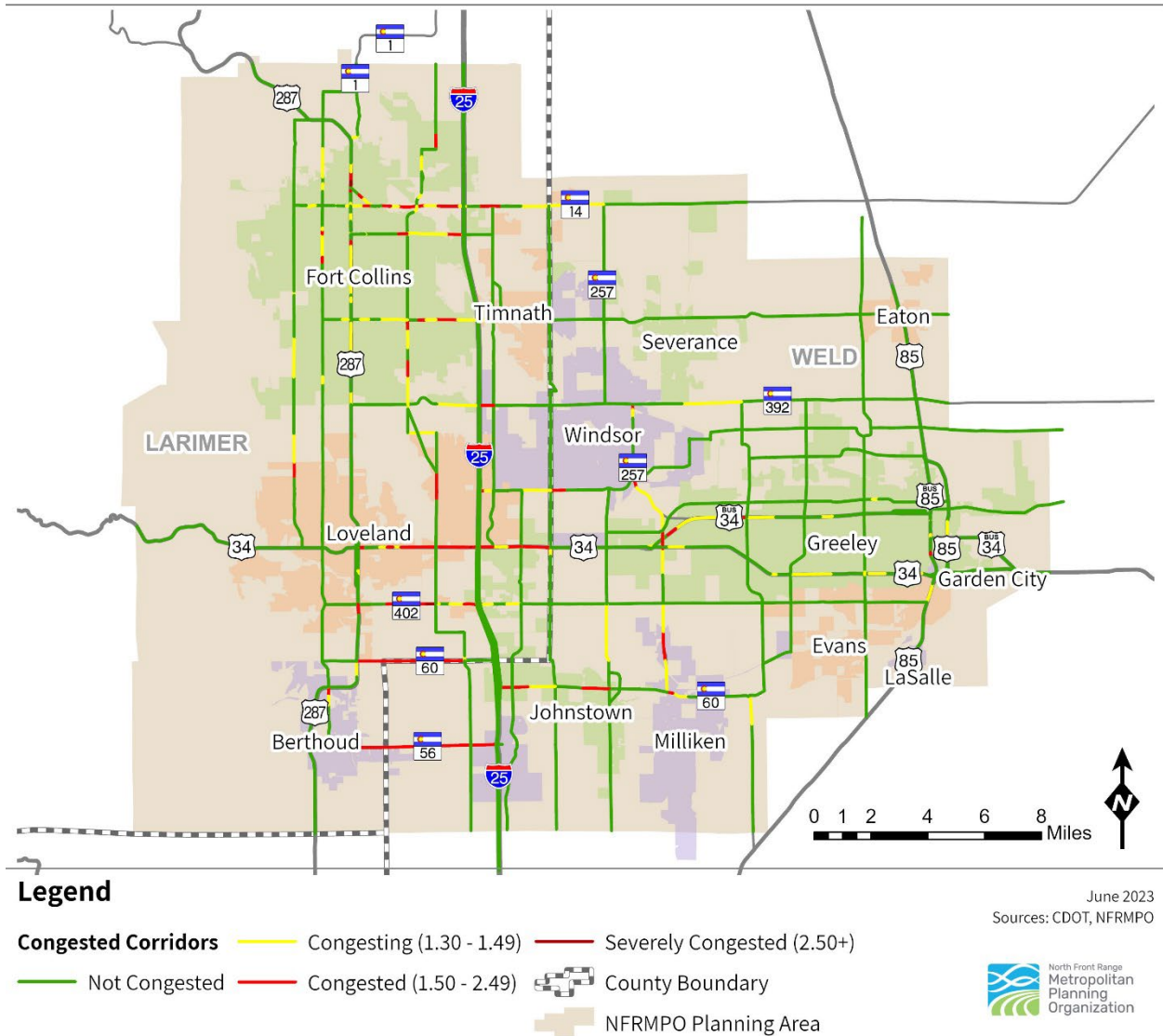


Figure 3-80 Additional Description: This map shows the RSCs with their corresponding Travel Time Index (the ratio of peak-period travel time to the free flow travel time, with peak period being defined as 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) if all capacity projects needed within the region (the fiscally unconstrained scenario) are added through 2050.

Figure 3-81: High Density Constrained Project Scenario Travel Time Index (TTI), 2050

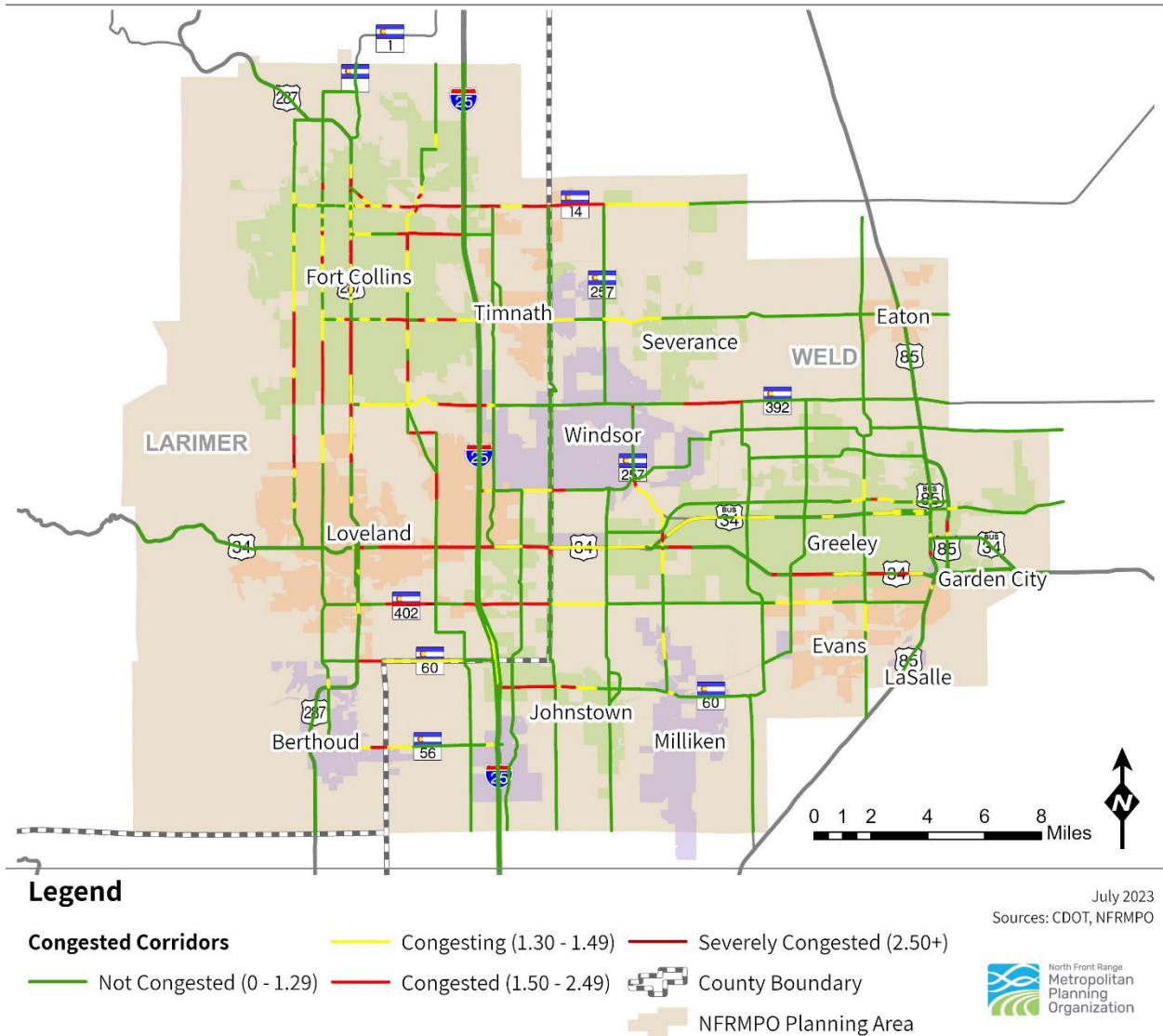


Figure 3-81 Additional Description: This map shows the RSCs with their corresponding with their corresponding Travel Time Index (the ratio of peak-period travel time to the free flow travel time, with peak period being defined as 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.) if the high density fiscally constrained scenario was implemented through 2050.

Chapter 4. Funding and Financing

Fiscally Constrained Plan

Chapter 4, Section 1

The 2050 RTP is a fiscally constrained plan, which means the total estimated cost of operating, maintaining, and improving the transportation system does not exceed the forecasted revenue over the horizon of the Plan. The estimated costs for operating and maintaining the transportation system were developed by extrapolating current operations and maintenance costs. The cost of improving the system is based on the roadway, transit, and active transportation project costs identified by member communities and in local plans. The forecasted revenue represents the amount of public and private funding for transportation that is reasonably anticipated from 2024 through 2050.

The Fiscally Constrained Plan was cooperatively developed by the North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), the NFR Technical Advisory Committee (TAC), the Colorado Department of Transportation (CDOT), local communities, and NFRMPO staff to project anticipated revenues used for transportation operations, maintenance, and improvements throughout the region from 2022 through 2050. All revenues and costs are presented in year of expenditure (YOE) dollars using a 2.5 percent inflation factor.

Revenue Estimates

The revenue estimates use current information and reasonable assumptions about future funding to forecast transportation revenue over the time horizon of the RTP. The revenue estimates are based on a variety of sources, including the CDOT 2045 Long Range Revenue Projections and Program Distribution from 2021; the fiscal year (FY)2023-2026 Transportation Improvement Program (TIP); and forecasted discretionary grants, developer contributions, local revenue, and transit revenue. Overall, an estimated \$13.5B in funding is reasonably anticipated for transportation projects within the North Front Range region between 2024 and 2050.

In 2019, the CDOT Transportation Commission (TC) adopted the 2045 Long Range Revenue Projections for the State. Assumptions from the Projections are used to create a Program Distribution for the State, which then guides the development of the fiscally constrained MPO RTP and TIP. The adopted Revenue Distribution assumed a high revenue scenario to account for anticipated additional revenue from various future state and federal sources.

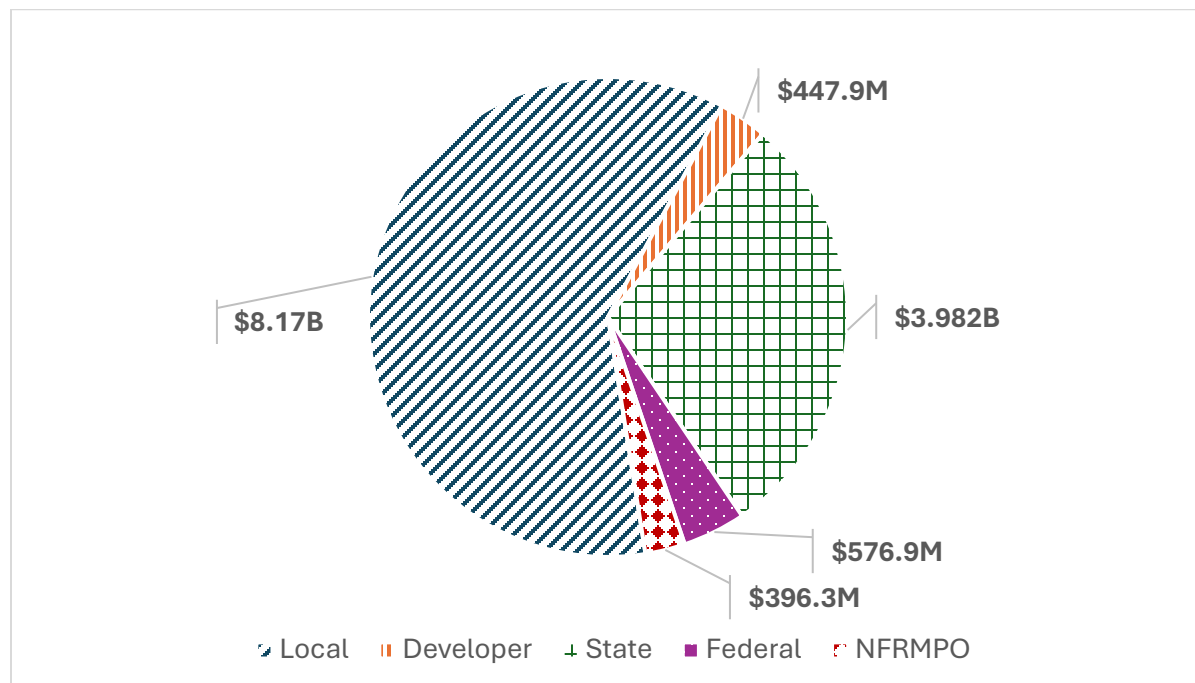
The Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021, increasing Federal transportation funding across the nation over five fiscal years (2021-2026). Federal transportation revenues will be

provided through both increases in formula funds, revenues which flow automatically to eligible recipients based on certain criteria, and discretionary grants, which are competitive grant programs used to further specific priorities. More information about formula funding types and federal grant programs will be provided later in this section.

In 2023, the NFRMPO worked with State and Federal partners to reconcile the increased IIJA revenue with the 2045 Revenue Projections. Given the high revenue scenario assumptions, it was determined the total funding assumptions would remain the same for the 2050 RTP as was anticipated in the 2045 Revenue Projections. Additionally, the CDOT extrapolated the funding assumptions from the 2045 Program Distribution out to 2050 to account for the time horizon of the 2050 RTP.

Figure 4-1 displays the revenue estimates by the entity that controls the funds, which is distinct from the funding source. While most entities control their own funding, both the NFRMPO and the State control funding from other sources. The NFRMPO controls and awards funds from federal sources and the state controls and awards funding from both state and federal sources. Two-thirds of the funding is controlled by local entities, with the next highest share controlled by the State at 29 percent. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) control four percent of the funding. Developers and the NFRMPO both control three percent of the funding.

Figure 4-1: Revenue Estimates by Controlling Entity in YOE Dollars, 2024-2050



The funding sources controlled by each entity are identified in the following sections.

Locally Controlled Revenue Sources

Local communities derive revenue for transportation from a variety of sources, including taxes, fees, and fares.

Highway Users Tax Fund (HUTF)

The HUTF provides funding to the state and local governments to fund the transportation system, including transit. The fund is comprised primarily of motor fuel taxes and motor vehicle license fees along with other fees and fines. HUTF funds are allocated to the state highway fund, counties, and municipalities based on statutory formulas.

Other State-Controlled Funds

In addition to the HUTF, local communities receive a share of the FASTER funds collected by the State from motor vehicle registration surcharges, rental vehicle fees, and oversize/overweight vehicle surcharges. With SB2018-001, local communities will also receive a share of the funding transferred to transportation purposes from the State's General Fund.

Impact Fees

Impact fees are development charges imposed to fund capital projects intended to offset the impacts caused by a proposed development.

General Funds

Local General funds typically are the primary operating funds for municipalities. The general funds represented in the [2050 RTP](#) are specifically directed towards transportation system maintenance and improvements.

Local Tax

Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects.

- **Sales Tax:** In 2019, the City of Evans passed The Road Ahead, a one percent sales tax collected to fund road maintenance and arterial expansion. The City anticipated the resulting revenue from the sales tax would triple the street maintenance budget and complete more repairs on neighborhood streets in addition to collector and arterial streets. The tax went into effect on July 1, 2020 and will sunset on June 30, 2027.
- **Use Tax:** A use tax can be charged on the use or consumption of a taxable item that is not subject to a sales tax. The town of Windsor collects a 3.95 percent construction use tax on new construction permits. The majority of the construction use tax is dedicated to the Capital Improvement Fund, which funds capital projects including transportation projects.

- Specific Ownership Tax: This tax is collected annually during vehicle registration and is based on the vehicle's age and value. Local governments may choose to use this revenue for transportation improvements.
- Property Tax: Property taxes in Larimer and Weld counties from a dedicated mill levy are used to fund projects on county roads. In addition, 50 percent of the mill levy collected by the county on properties within municipalities is allocated to municipalities for their road and street projects.

Transit Fares and Directly Generated Funds

Transit systems generate revenue through fares, passes, and other directly generated revenue such as advertising.

State Controlled Funding Programs

The State awards funding from state and federal sources for roadway, transit, and bicycle and pedestrian projects. Projects may be selected by the Colorado Transportation Commission (CTC), the regional CDOT office, CDOT Headquarters, or by other state-approved entities.

Regional Priorities Program (RPP)

The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the CTC on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck Vehicle Miles Traveled (VMT).

FASTER Fees

In the spring of 2009, the State of Colorado passed legislation to impose fees to generate revenue for transportation within the State. The fees are assessed on vehicle registration, rental cars, and an increase to oversize and overweight vehicle permits. For CDOT, Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) funds are broken into three programs: Bridge, Safety, and Transit.

- FASTER Safety: The goal of FASTER Safety is to fund roadway safety projects including construction, reconstruction, or maintenance of projects needed to enhance the safety of the State and federal highway system. Collected fees are distributed by CDOT to cities, towns, and counties based on crash data weighted by the National Safety Council. Estimates include cost per fatality, injury, or other crash types.
- FASTER Bridge Enterprise: This program provides funds to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado's deficient bridges.

- FASTER Transit: A CDOT-administered, statewide program implemented to promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems.

Asset Management

- Maintenance: This program evaluates maintenance levels of service on the State Highway system. The Colorado Transportation Commission (CTC) has established specific grade levels as objectives for the various activities associated with the maintenance program.
- Surface Treatment: This program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the CTC's goals. In 2013, the Transportation Commission set an objective of having 80 percent of the State Highway system rated as high-drivability (10+ years) or moderate-drivability (four to 10 years) remaining life.
- Bridge Program (Structures On-System and Structures Off-System): This program identifies the condition of every bridge on public roads to determine where bridge funding should be allocated. The purpose of the Bridge Program is to finance, repair, reconstruct, and replace bridges designated as structurally deficient.
- Transportation Alternatives Program (TA): TA provides funding for programs and projects defined as transportation alternatives. These programs include, but are not limited to, on-road and off-road bicycle and pedestrian facilities, infrastructure for non-driver access to public transportation, recreational trail program projects, and Safe Routes to School projects. A portion of TA funding is controlled by the regional CDOT offices, while another portion is controlled by MPOs.
- Highway Safety Improvement Program (HSIP): This program addresses safety improvements on all public roads using a mixture of state and federal funds.
- Great Outdoors Colorado (GOCO): Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.
- Strategic Funding: Strategic funding is a mixture of new Federal funding from IIJA and State funding from sources such as Senate Bill (SB) 260.
 - SB 21-260 – Sustainability of the Transportation System was passed by the Colorado State Legislature in 2021 and increased transportation funding over the next ten years by approximately \$5.4B uses a combination of general funds

transfers and fees. The following are funding programs resulting from passage of SB 21-260, which are included in the strategic funding assumptions.

- The Revitalizing Main Streets (RMS) program began as part of Colorado’s COVID-19 Recovery Plan and was established as a competitive grant program to enhance active transportation safety and strengthen the connection of people to main streets and central economic hubs. The passage of SB 21-260 provided an additional \$85M to the program over the next ten years.
- The Clean Transit Enterprise was created to support clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure.
- Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) was created for the purpose of mitigating transportation-related emissions in ozone nonattainment area.
- IJJA provided additional formula and discretionary grant opportunities to the State for a variety of transportation related projects. Through formula funding alone it is estimated Colorado can expect to receive the following funding²⁴:
 - Highways and bridges - \$4B
 - Highway traffic safety programs - \$33M
 - Statewide public transportation - \$950M
 - EV charging network expansion - \$57M
- FTA Funds: The state controls and awards funding from two FTA funding programs that fund transit operations, maintenance, and/or capital for small urban areas, including Greeley, as well as rural areas.
 - FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program: This program supports the purchase of vehicles for transportation of the elderly and individuals with disabilities. It is used by a variety of non-profit and public agencies. In Colorado, §5310 funds can also be used for mobility management programs and project implementation.

²⁴ “The Bipartisan Infrastructure Law Will Deliver for Colorado”, USDOT, https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan_Infrastructure_Law_Colorado.pdf
Accessed: March 22, 2023

- [FTA \\$5339 Bus and Bus Facilities Program](#): This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Federally Controlled Funding Programs

The US Department of Transportation (USDOT) awards discretionary funding through competitive processes to projects across the nation. The IIJA created and expanded many discretionary grant programs available for State and Local governments to apply for.

- [Safe Streets for All \(SS4A\)](#) - The SS4A program will provide funding directly to local governments to support efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- [Multimodal Project Discretionary Grant \(MPDG\)](#) – The MPDG program will support multi-modal, multi-jurisdictional projects of national or regional significance within the following categories:
 - [MEGA Projects](#) – The MEGA program supports large, complex projects which are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits.
 - [Infrastructure for Rebuilding America \(INFRA\)](#) - INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance.
 - [Rural Surface Transportation Grant \(Rural\)](#) – The Rural program supports projects which improve and expand the nation’s surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) Program](#) – The PROTECT program is eligible for projects intended to increase the resilience of the transportation system including making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

Additional federal funding to regional projects comes through the Transportation Infrastructure Finance and Innovation Act (TIFIA). The TIFIA program provides credit

assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national or regional assistance²⁵.

FTA allocates funding directly to certain transit agencies and awards discretionary grants. The total amount available for a program is based on funding authorized under IIJA and is apportioned according to population and other reported data. There are two transit providers that receive FTA funds based on population in the region: the City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- Transfort receives funds based on an urbanized area formula program for areas with a population between 200,000 and 999,999. Transfort receives FTA funds on behalf of the Fort Collins – Loveland – Berthoud Transportation Management Area (TMA), which also includes the VanGo™ vanpool program.
- GET receives funds based on an urbanized area formula program for areas with a population between 50,000 and 199,999. GET uses the FTA funds to provide services to the Greeley – Evans area.

The two transit providers produce a program of projects each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. As discussed in the state-controlled funding section, CDOT also administers some FTA funding programs through a competitive process.

The following federally controlled programs are anticipated to continue to be available for transit funding in the region:

- FTA §5307 Urbanized Area Formula Program: This program makes federal resources available to urbanized areas for transit capital and operating assistance. Urbanized areas are those areas with a population of 50,000 or more as designated by the U.S. Census Bureau.
- FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program: See program description on previous page. FTA controls §5310 funds for large urban areas, including Fort Collins.
- FTA §5339 Bus and Bus Facilities Program: See program description on previous page. FTA controls §5339 funds for large urban areas, including Fort Collins. The §5339

²⁵ “Transportation Infrastructure Finance and Innovation Act (TIFIA)”, USDOT, https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/tifia/, Accessed: August 14, 2023.

program includes a formula funding component under §5339(a) and a competitive grant component under §5339(b) and §5339(c).

FTA awards discretionary funds through competitive processes including the following programs:

- Low and No Emission Bus Programs– BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- Buses + Bus Facilities Competitive Program– This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- Capital Investment Grants (CIG) – the CIG program includes funding for New Starts, Small Starts, and Core Capacity Improvements to invest in new high-capacity transit projects communities choose to build.

NFRMPO Controlled Funding Programs

The NFRT&AQPC selects projects to receive funding through an approved Call for Projects process. Two Calls for Projects were held to award funding in the FY2024-2027 TIP with a third Call to be held in Fall 2023. These projects represent the first four years of the 2050 RTP.

- Congestion Mitigation and Air Quality (CMAQ) Improvements: CMAQ funds are FHWA funds restricted to improvements which contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). CMAQ funds may be used for air quality improvement projects, including operation improvements, ITS, transportation demand management (TDM) strategies, alternative fuel vehicles and vehicle retrofitting, non-motorized improvements, and alternative fuel bus purchases and replacements. CMAQ funds used for transit purposes can be flexed from FHWA to FTA funds, including limited transit operations.
- Surface Transportation Block Grant (STBG): These FHWA funds are sub-allocated to urbanized areas with populations over 200,000 based on their relative share of the population among all urbanized areas in the state. Funds may be used on a wide variety of highway transportation improvement projects, as defined in 23 U.S.C. 123²⁶. This is one of the most flexible federal funding sources available for transportation.
- Carbon Reduction Program (CRP): The CRP program is an FHWA program established under the IIJA to fund projects designed to reduce transportation emissions from on-

²⁶ <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

road sources including public transportation projects, transportation alternatives projects, projects and strategies for transportation demand management, and alternative fuel projects²⁷.

- Transportation Alternatives (TA): See program description in the State Controlled Funding Programs section.
- Multimodal Transportation and Mitigation Options Fund (MMOF) is a State funding source originally established in 2018 as a one-time allocation of state funding to multimodal projects and extended through 2033 through SB260. The MMOF program intention is to promote a complete and integrated multimodal system²⁸.

Estimates of available federal, state, local, and private funding by funding program and expenditure category for 2024 through 2050 are identified in **Table 4-1**. These are considered by CDOT and local communities to be reasonable estimates of what will be available for the timeframe of the 2050 RTP.

Image 4-1: NFRMPO Community Staff sit around a table and score projects in a previous Call for Projects. Image credit NFRMPO staff.



²⁷ https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

²⁸ <https://www.codot.gov/programs/planning/grants/mmof-local>

Table 4-1: Revenue Estimates by Funding Program and Controlling Entity in Millions of YOE Dollars, 2024-2050

Controlling Entity Type	Funding Program	2024-2030	2031-2040	2041-2050	2024-2050
Local Funding	Local Transit	\$116.64	\$205.81	\$263.46	\$585.91
	Local Roadway	\$1,414.03	\$2,495.04	\$3,193.86	\$7,102.93
	Local Bike-Ped	\$23.69	\$41.80	\$53.50	\$118.98
	Developer Contributions	\$240.60	\$116.22	\$48.89	\$405.71
	Total of All Local Funding	\$1,794.96	\$2,858.86	\$3,559.71	\$8,213.53
State Controlled	Maintenance	\$85.81	\$132.82	\$147.73	\$366.36
	Surface Treatment	\$71.76	\$115.86	\$123.45	\$311.07
	Structures On-System	\$14.33	\$22.47	\$24.65	\$61.45
	Colorado Bridge Enterprise (CBE)	\$37.60	\$61.16	\$62.33	\$161.10
	Asset Management - Strategic Projects Fund	\$337.75	\$482.50	\$482.50	\$1,302.75
	Highway Safety Improvement Program (HSIP)	\$13.09	\$19.51	\$20.35	\$52.94
	FASTER Safety	\$29.03	\$52.43	\$64.28	\$145.73
	State Discretionary Bike/Ped Grants	\$3.09	\$5.87	\$7.51	\$16.47
	Transportation Alternatives Program (CDOT-TAP)	\$5.44	\$9.38	\$10.37	\$25.19
	Strategic Projects	\$247.75	\$346.11	\$336.37	\$930.24
	Regional Priority Program (RPP)	\$27.80	\$31.33	\$31.33	\$90.45
	Strategic Transit and Multimodal Projects	\$59.85	\$96.50	\$96.50	\$252.85
	Bustang	\$2.09	\$3.28	\$3.66	\$9.04
	TIFIA Loans	\$137.86	\$0.00	\$0.00	\$137.86
	Total of All State Controlled	\$1,073.24	\$1,379.23	\$1,411.04	\$3,863.51
Federally Controlled	Federal Discretionary	\$70.00	\$100.00	\$100.00	\$270.00
	FTA 5307	\$109.13	\$192.56	\$246.49	\$548.18

Controlling Entity Type	Funding Program	2024-2030	2031-2040	2041-2050	2024-2050
	FTA 5310	\$1.51	\$2.63	\$3.36	\$7.49
	FTA 5339	\$4.27	\$7.43	\$9.51	\$21.20
	Total of All Federally Controlled	\$184.91	\$302.61	\$359.36	\$846.88
NFRMPO Controlled	Surface Transportation Block Grant (STBG)	\$34.39	\$53.42	\$59.07	\$146.89
	Congestion Mitigation and Air Quality (CMAQ)	\$38.44	\$60.35	\$66.73	\$165.52
	Carbon Reduction Program (CRP)	\$5.83	\$9.15	\$10.12	\$25.10
	Transportation Alternatives (TA)	\$3.29	\$5.10	\$5.64	\$14.04
	Multimodal Transportation and Mitigations Options Fund (MMOF)	\$7.70	\$4.01	\$0.00	\$11.71
	Total of All NFRMPO Controlled	\$89.65	\$132.04	\$141.56	\$363.26
Total of All Entity Types	Total of All Funding Programs	\$3,142.76	\$4,672.74	\$5,471.67	\$13,287.18

Funding Estimates by Category

Revenue estimates listed in **Figure 4-2** were classified as dedicated or flexible based on how the funds are typically used. Dedicated funds are those that are typically used for one of four categories: Roadway – Asset Management, Intersection Improvements, Transit, or Bicycle and Pedestrian. Flexible funds are those that could be assigned to a variety of project types.

As shown in **Table 4-2**, the majority (68 percent) of the revenue for the 2050 RTP is flexible, meaning it can be spent on a variety of project types. Approximately 17 percent of revenue is from funding programs that fund roadway operations and maintenance while 11 percent is from funding programs for transit systems. Three percent of revenue is dedicated to bike and pedestrian projects, with one percent dedicated to intersection projects.

Figure 4-2: Revenue Estimates by Expenditure Category, 2024-2050

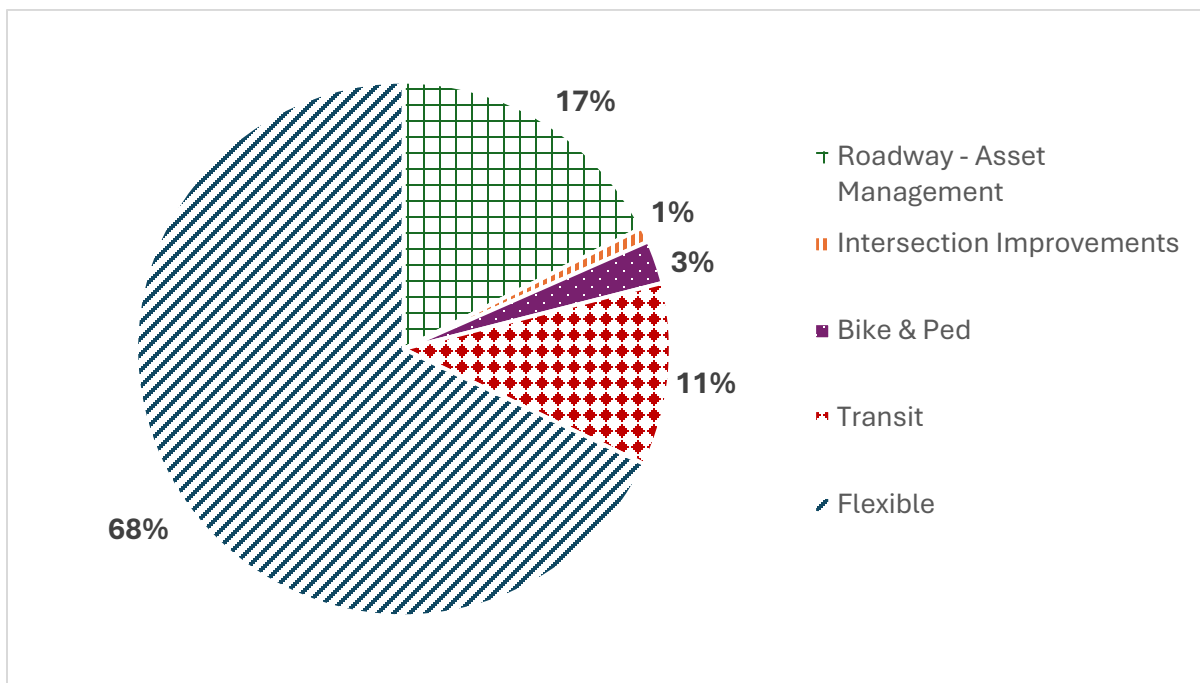


Table 4-2: Revenue Estimates by Controlling Entity and Expenditure Category in Millions of YOE Dollars, 2024-2050

Year Range	Controlling Entity	Roadway – Asset Management	Intersection Improvements	Bike & Ped	Transit	Flexible
2024-2030	Local	\$0	\$0	\$23.69	\$116.64	\$1,654.63
	State	\$567.50	\$19.90	\$40.42	\$56.80	\$388.63
	Federal	\$0	\$0	\$0	\$114.91	\$70.00
	NFRMPO	\$5.77	\$6.54	\$14.28	\$21.15	\$41.92
	Total from 2024-2030	\$573.26	\$26.44	\$78.39	\$309.49	\$2,155.18
2031-2040	Local	\$0	\$0	\$41.80	\$205.81	\$2,611.26
	State	\$850.77	\$33.05	\$66.43	\$86.15	\$342.83
	Federal	\$0	\$0	\$0	\$202.61	\$100.00
	NFRMPO	\$9.05	\$10.26	\$18.73	\$29.57	\$64.44
	Total from 2031-2040	\$859.82	\$43.31	\$126.95	\$524.13	\$3,118.52
2041-2050	Local	\$0	\$0	\$53.50	\$263.46	\$3,424.75
	State	\$884.21	\$38.03	\$69.19	\$85.55	\$334.06
	Federal	\$0	\$0	\$0	\$259.36	\$100.00
	NFRMPO	\$10.01	\$11.34	\$18.71	\$30.70	\$70.80
	Total from 2041-2050	\$894.22	\$49.37	\$141.40	\$639.06	\$3,747.62
2024-2050	Total from All Years, 2024-2050	\$2,327.31	\$119.12	\$346.74	\$1,472.69	\$9,021.32

Asset Management and System Expansion Expenses

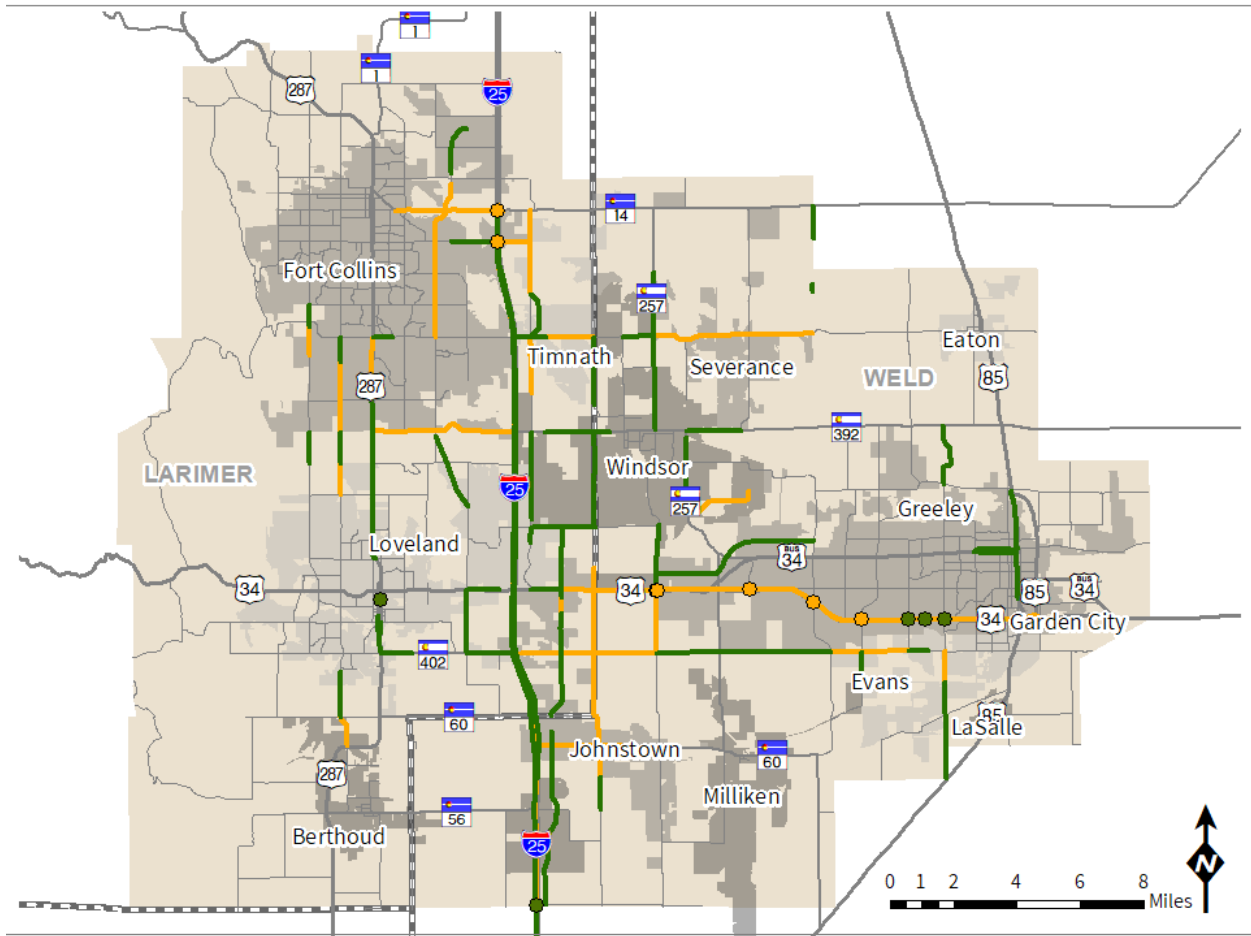
The Roadway Asset Management expense category covers the maintenance and operations of the roadway system, including maintaining the condition of pavement and bridges on the National Highway System (NHS) within the region as the system is expected to exist through 2050. Roadway operations and maintenance costs were developed using information provided by NFR communities.

Roadway operations costs include the cost of lighting, traffic control, and snow and ice removal and roadway maintenance costs include the cost of resurfacing. An average per lane mile cost of \$25,138 in 2023 dollars for operations and maintenance. The cost of intersection improvements system-wide is estimated at \$787M over the time horizon of the plan.

To adequately support the forecasted growth of the NFR region, investment in the transportation system beyond operations and maintenance is required. The NFRMPO solicited capacity projects from local transportation plans and the most up to date planning studies to identify the total need for the transportation system expansion over the time horizon of 2050 RTP.

A total of 125 roadway capacity projects on Regionally Significant Corridors (RSCs) were identified, as shown in **Figure 4-3**. The cost of roadway capacity projects on RSCs totals \$3.2B and the cost of roadway capacity projects on non-RSCs totals \$1.1B. Details on the constrained RSC projects can be found in the **Plan Projects** section. The list of unconstrained projects can be found in the **Unconstrained Plan Projects** section.

Figure 4-3: Fiscally Constrained and Unconstrained RSC Capacity Projects, 2024-2050



Legend

- Fiscally Constrained Project
- Fiscally Unconstrained Project
- County Boundary
- NFRMPO Planning Area

July 2023
Sources: CDOT, NFRMPO



The operations and maintenance costs for the Regional Active Transportation Corridors (RATCs) is estimated at \$8K per year in 2023 dollars. The cost to build out the RATC network totals \$348M, estimating the cost of building one new mile of trail in 2023 dollars is \$1.2M.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and Maintenance costs for the existing transit system are estimated at \$24.8M per year in 2023 dollars and derived using data from the National Transit Database for 2019 and 2021. The planned local system expansion and capital purchases identified in the 2019 Transfort Transit Master Plan, Greeley On the Go: Mobility, Connect Loveland: Transit Plan, and the CDOT 10-year Development Plan for Bustang being incorporated into the Fiscally Constrained Plan.

The cost to build out the Regional Transit Corridors (RTCs) is \$3.2B. The future transit network includes Local System Expansion and Regional Transit Expansion. The expanded local transit network was developed in coordination with Transfort, COLT, and GET in accordance with their long-range plans and Transit Asset Management (TAM) plans.

Local system and regional expansion projects incorporated into the future transit network are listed in **Table 4-3** and **Table 4-4**.

Table 4-3: Transit Expansion Projected Expenditures, 2024-2050

System Type	Agency	Source	Operating Investments	Capital Investments	Total (YOE)
Local Systems	Transfort	2019 Transit Master Plan	<ul style="list-style-type: none"> North College Ave BRT West Elizabeth BRT Harmony Road BRT 	<ul style="list-style-type: none"> Transit Centers Mobility Hubs Bus Station and Stop Enhancements Fleet Upgrades and Expansion Technology Upgrades Operations and Maintenance Facility 	~\$1,463M
	COLT	Connect Loveland (Draft)	<ul style="list-style-type: none"> Increased Frequency Service Expansion 	<ul style="list-style-type: none"> Fleet Expansion Transfer Points/Park and Rides Speed and Reliability Improvements Bus Maintenance Facility Bus Stop Upgrades 	~\$547M
	GET	Greeley On the Go	<ul style="list-style-type: none"> 10th/11th St High Frequency Transit 10th St High Frequency Transit Poudre Express Enhancements 	<ul style="list-style-type: none"> Mobility Hubs 	~\$827M

System Type	Agency	Source	Operating Investments	Capital Investments	Total (YOE)
Regional Systems	TBD	LinkNoCo	<ul style="list-style-type: none"> Begin Operating Service (US34, Loveland to Windsor, Great Western Rail) 	<ul style="list-style-type: none"> Fleet Purchases Maintenance Facility Station Construction Queue Jumps Technology Improvements Guideway and Track 	~\$622M
	Bustang	10-Year Development Plan	<ul style="list-style-type: none"> Service Expansion 	N/A	~\$9M
	FRPR*	In Progress	N/A	N/A	N/A

*The Front Range Passenger Rail (FRPR) is identified in the 2050 RTP as an RTC and is included as fiscally unconstrained with no associated dollar amount. The FRPR District, created with SB21-260 is currently working on identifying final alignments for the FRPR and an associated service development plan. For the most up to date information about FRPR please visit: <https://www.ridethefronrange.com/>.

Table 4-4: System Expansion Expenses, in Millions of YOE Dollars

Project Type	Project Sub-Type	Cost*
Roadway Capacity Projects	RSC Roadway	\$3,214.27
	Non-RSC Roadway	\$1,081.96
	Total Roadway Capacity	\$4,296.22
Transit Capacity Projects	RTC – Local System Expansion	\$2,790.97
	RTC – Regional System Expansion	\$631.471
	Total Transit Capacity	\$3,422.44
Active Transportation Capacity Projects	Total Active Transportation	\$348.33

**Note: Costs for roadway capacity projects include capital expense only. Costs for transit capacity projects include capital and operating expenses.*

Resource Allocation

The total identified need for operating, maintaining, and improving the transportation system from 2024 through 2050 is \$15.5B, well beyond the forecasted revenue of \$13.2B, as shown in **Table 4-5**. Due to the importance of operating and maintaining the system, the financial plan for the 2050 RTP fully funds the operations and maintenance costs for roadways, including the costs of intersection improvements. The operations and maintenance costs do not reflect the cost needed to bring the full roadway system to an excellent level of service, only to maintain at a minimum the current level of service. The revenue allocation also includes the full operations and maintenance cost of the RATC network, and the RTC local and regional system, except for the FRPR as notated earlier. These expenditures are funded through a combination of dedicated and flexible funding sources.

The 2050 RTP fiscally constrains a portion of the roadway capacity projects based on project-based funding and feasibility submitted by project sponsors. The roadway capacity projects for RSCs and non-RSCs are assigned \$2.04B in flexible funding, which provides funding for 158 projects. A total of 227 projects were considered for the 2050 RTP leaving \$2.26B in unfunded roadway capacity projects for 69 projects. The fiscally constrained RSC capacity projects are identified in the **Plan Projects** section. Unconstrained RSC capacity projects are listed in the **Unconstrained Plan Projects** section.

The NFRT&AQPC has identified the operations and maintenance of the existing system and the buildout of the RSC network as being a priority for additional funding. The RSC projects are identified within the **Unconstrained Plan Projects** section.

Table 4-5: Resource Allocation by Expenditure Category in Millions of YOE Dollars, 2024-2050

Expenditure Category	Cost	Dedicated Funding	Flexible Funding	Total Funded	Unfunded
Roadway Operations & Maintenance	\$6,510.17	\$2,327.31	\$4,182.87	\$6,510.17	\$0.00
Intersection Improvement Projects	\$787.93	\$119.12	\$668.81	\$787.93	\$0.00
RATC: Operations, Maintenance, and Expansion	\$435.38	\$347.32	\$88.06	\$435.38	\$0.00
RTC Local: Operations, Maintenance, and Local System Expansion	\$2,790.97	\$1,463.65	\$1,327.33	\$2790.97	\$0.00
RTC Regional: LinkNoCo & Bustang	\$631.47	\$9.04	\$622.43	\$631.47	\$0.00
RSC: Capacity Projects	\$3,214.27	\$0.00	\$1,419.05	\$1,419.05	\$1,795.22
Non-RSC Capacity Projects	\$1,081.96	\$0.00	\$621.00	\$621.00	\$460.96
GHG Reduction Category Improvements	\$91.00	\$0.00	\$91.00	\$91.00	\$0.00
Total	\$15,543.15	\$4,266.44	\$9,020.54	\$13,286.98	\$2,256.18

The 2050 RTP organizes funding and projects within four separate staging periods:

- Staging Period A: 2024-2026
- Staging Period B: 2027-2030
- Staging Period C: 2031-2040
- Staging period D: 2041-2050

Within the Fiscally Constrained Plan, staging periods A and B have been combined. RSC Capacity projects funding in **Table 4-5** can be referenced in the **Plan Projects** section by

Staging Period. **Table 4-6**, **Table 4-7**, and **Table 4-8** illustrate the resources allocated for each expenditure category by staging period.

Table 4-6: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period A & B: 2024-2030

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$1,226.15	\$573.26	\$652.88
Intersection Improvement Projects	\$150.95	\$26.44	\$124.51
Regional RATC Operations, Maintenance, and Expansion	\$101.94	\$78.39	\$23.55
RTC Local: Operations, Maintenance, and Local System Expansion	\$329.27	\$307.40	\$21.87
RTC Regional: LinkNoCo, Bustang, FRPR	\$116.92	\$2.09	\$114.83
Regionally Significant Corridor (RSC) Capacity Projects	\$759.48	\$0.00	\$759.48
Non-RSC Capacity Projects	\$437.05	\$0.00	\$437.05
GHG Reduction Strategies	\$21.00	\$0.00	\$21.00

Table 4-7: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period C: 2031-2040

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$2189.37	\$859.82	\$1329.55
Intersection Improvement Projects	\$266.35	\$43.31	\$223.03
Regional RATC Operations, Maintenance, and Expansion	\$189.10	\$126.95	\$62.15
RTC Local: Operations, Maintenance, and Local System Expansion	\$1244.81	\$520.85	\$723.96
RTC Regional: LinkNoCo, Bustang, FRPR	\$114.64	\$3.28	\$111.36
Regionally Significant Corridor (RSC) Capacity Projects	\$499.67	\$0.00	\$499.67
Non-RSC Capacity Projects	\$133.80	\$0.00	\$133.80
GHG Reduction Strategies	\$35.00	\$0.00	\$35.00

Table 4-8: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period C: 2041-2050

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$3,094.65	\$894.22	\$2,200.43
Intersection Improvement Projects	\$370.64	\$49.37	\$321.26
Regional RATC Operations, Maintenance, and Expansion	\$144.34	\$141.40	\$2.95
RTC Local: Operations, Maintenance, and Local System Expansion	\$1,216.89	\$635.40	\$581.49
RTC Regional: LinkNoCo, Bustang, FRPR	\$399.91	\$3.66	\$396.25
Regionally Significant Corridor (RSC) Capacity Projects	\$159.89	\$0.00	\$159.89
Non-RSC Capacity Projects	\$50.14	\$0.00	\$50.14
GHG Reduction Strategies	\$35.00	\$0.00	\$35.00

The Fiscally Constrained Plan allocates funding to a category of projects to assist in meeting the GHG Planning Standards as outlined by the Colorado State Legislature in 2022. The four categories of strategies identified in the GHG Transportation report are Transit, Transportation Demand Management (TDM), Operations, and Active Transportation. The GHG Strategies expenditure category primarily funds the TDM and Operations strategies but also includes other strategies not funded through the other expenditure categories. **Table 4-9** lists each of the 2050 RTP expenditure categories and the corresponding percentage of the funded projects which are anticipated to help achieve the reductions outlined in the GHG Transportation Report. More information on the strategies can be found in the **GHG Transportation Report**. Details on specific TDM strategies can be found in the **Trends** section.

Table 4-9: GHG Strategy Funding Allocations, Millions of YOE Dollars, 2024-2050

Expenditure Category	Proportion of Expenditure Category Achieving GHG Strategies	Total Funded Expenditure Category (2024-2050)	\$ Contributing to GHG Strategies
Roadway Operations & Maintenance	6%	\$6,510.17	\$390.61
Intersection Improvement Projects	9%	\$787.93	\$67.35
Regional RATC Operations, Maintenance, and Expansion	85%	\$435.38	\$370.08
RTC Local: Operations, Maintenance, and Local System Expansion	62%	\$2,790.97	\$1,730.40
RTC Regional: LinkNoCo & Bustang	61%	\$631.47	\$387.63
Regionally Significant Corridor (RSC) Capacity Projects	5%	\$1,419.05	\$70.95
Non-RSC Capacity Projects	5%	\$621.00	\$31.05
GHG Reduction Strategies	100%	\$91.00	\$91.00
TOTAL	24%	\$13,286.98	\$3,139.07

Additional and Potential Funding Sources

Additional funding sources are potentially available for specific types of transportation related projects in addition to the funding identified in the revenues section of this document. These funding sources are outlined in this section.

Transit

In addition to funding from the USDOT, funding for transit-related activities can come from multiple other federal agencies. These funds can be used to varying degrees as local match for FTA funding, but also may be (and are currently) used for funding for vulnerable populations like older adults and individuals with disabilities.

Department of Health and Human Services

Funding sources distributed by the federal Department of Health and Human Services include Temporary Assistance for Needy Families (TANF), Older Americans Act Funds (OAA), Development Disabilities Assistance and Bill of Rights, and Medicaid.

Department of Housing & Urban Development

Community Development Block Grants can be used to support transit and transit-related infrastructure.

Veterans Administration

The Veterans Administration (VA) provides funding to transport veterans to VA hospitals, including from Larimer and Weld counties to the hospital in Cheyenne.

Intercity Bus Expenses

The NFRMPO region does not directly support intercity bus services using federal or local dollars; however, CDOT operates the Bustang service which connects Fort Collins and Loveland to Denver and has planned expansions benefiting the region. A new Park-n-Ride at SH56, a mobility hub at Kendall Parkway including bus slip ramps and non-motorized trail connections, and the creation of a Bustang Outrider route connecting Fort Collins, Greeley, and Fort Morgan to points farther east are anticipated. Additional service may be provided in the future, but current Bustang projects focus predominantly on capital projects. The new Kendall Parkway Park-n-Ride is being funded as part of the I-25 North Express Lanes project.

Aviation

Aviation is an important aspect of the NFRMPO region's multimodal transportation system. Although the NFRMPO does not actively plan for aviation and aviation projects are not included in the 2050 RTP, the following identifies the funding sources and plans for the two general aviation airports in the region.

**Image 4-2: An Avelo airplane on the ground at the Northern Colorado Regional Airport.
Image credit NFRMPO staff.**



Airport Improvement Program

The Airport Improvement Program (AIP) provides entitlement funds and discretionary grants for the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS). Grants cover 90 to 95 percent of eligible costs for general aviation airports. In 2018, the Northern Colorado Regional Airport received \$10.6M of COVID entitlements to construct a terminal building and \$2.2M in AIP entitlements. In 2022, the Greeley-Weld County Airport received \$6.9M in AIP discretionary funds for runway rehabilitation and \$500K in AIP entitlements²⁹.

Aviation Fuel Tax

Colorado collects a \$0.04/gallon jet fuel excise tax and \$0.06/gallon avgas excise tax³⁰. These funds are distributed to aviation projects across the State as part of a discretionary aviation grant program and airport fuel tax disbursements. In 2022, the Greeley-Weld County Airport received \$24,054 and the Northern Colorado Regional Airport received \$132,708 from the sales

²⁹ AIP Grant History Visualization (FYs 2005-2022), 2022.

https://explore.dot.gov/t/FAA/views/AIPTableauDashboard-Public_16287828377070/Start?%3AshowAppBanner=false&%3Adisplay_count=n&%3AshowVizHome=n&%3Aorigin=viz_share_link&%3AisGuestRedirectFromVizportal=y&%3Aembed=y. (Accessed 6/23/2023)

³⁰ Aviation Taxes, 2023. <https://tax.colorado.gov/aviation-taxes#:~:text=Aviation%20Fuel%20Excise%20Tax&text=Excise%20fuel%20tax%20are%20due,is%204%C2%A2%20per%20gallon>. (Accessed 6/23/2023)

and excise taxes. The Northern Colorado Regional Airport received \$20,800 and the Greeley-Weld County Airport received \$56,235 in State Aviation Grants in 2022³¹.

SIB Loan Program

The State Infrastructure Bank (SIB) Loan Program funds projects such as capital airport improvements, air traffic control towers, snow removal equipment, and airport pavement reconstruction.

Airport Fees

Both the Greeley-Weld County Airport and the Northern Colorado Regional Airport charge fees for various items, including security access, land and hangar leasing, airline operations, and parking. These funds are invested in the airports based on identified needs.

Image 4-3: A train stored on the Great Western Railway tracks. Image credit NFRMPO staff.



³¹ Aeronautics Sales Tax Data, 2022 Excise Taxes, Aeronautics Grant Reports (WIMS), <https://codot.opengov.com/data/#/45475/query=55368018E74168581E26DB17897A0488&embed=n>, (Accessed 6/23/2023).

Freight

Freight is the underlying connection of people and goods, meaning investment in the freight system benefits all aspects of quality of life.

National Highway Freight Program (NHPP)

NHPP funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the State's Freight Plan. Eligible projects include intelligent transportation systems (ITS) and other technology to improve the flow of freight, including intelligent freight transportation systems; railway-highway grade separation; truck-only lanes; climbing and runaway truck lanes; adding or widening of shoulders, and truck parking facilities eligible for funding under Section 1401 (Jason's Law) of MAP-21.

Railway-Highway Crossings (Section 130) Program

The Section 130 program is an FHWA program providing funds for the elimination of hazards at at-grade crossings. Since the program's inception in 1987, fatalities at these crossings have decreased by 57 percent. Section 130 funds are administered in Colorado by CDOT.

Other Federal Programs

Private Activity Bonds (PAB), Railroad Rehabilitation and Improvement Financing (RRIF), and Transportation Infrastructure Finance and Innovation Act (TIFIA) are non-grant programs which can help fund freight-related projects. RRIF and TIFIA are loan or line-of-credit programs, while PABs are tax-exempt bonds for private investors.

Public-Private Partnerships

Most freight in the US is handled by private companies. Private funding can be used to leverage additional public funding, expand the scope of projects, and as an overall gain for the freight system. Grant opportunities authorized in the FAST Act and administered by the Federal Motor Carrier Safety Administration (FMCSA) are a good example of how the federal government is working with the trucking industry to improve safety of commercial drivers and their vehicles. The Colorado Freight Advisory Council (FAC) brings public and private stakeholders from the freight industry together to strengthen relationships, build consensus, and pursue opportunities to facilitate the safe, efficient, coordinated, and reliable movement of freight.

Pipeline and Hazardous Materials Safety Administration (PHMSA)

PHMSA provides comprehensive grant programs that are designed to improve damage prevention, develop new technologies, and improve both hazmat and pipeline safety. The grants can be used to foster partnerships with local communities and universities to promote pipeline awareness campaigns, provide resources for emergency preparedness, development

of pipeline resources and information, and the implementation of best practices regarding pipeline and hazmat safety nationwide.

Transportation Improvement Program (TIP)

The NFRMPO is responsible for the creation of a Transportation Improvement Program (TIP) for the region at least every four years. The TIP presents a four-year program of multimodal projects using a combination of federal, state, and local funds, and identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and an implementation schedule.

The TIP is fiscally constrained by program and year. Projects programmed within the NFRMPO TIP must:

- Come from an approved RTP,
- Follow the regional Congestion Management Process (CMP),
- Within non-attainment areas, show conformity according to air quality budgets outlined in the Statewide Implementation Plan (SIP)
- Conform with the GHG Planning Standard

The NFRMPO must provide all interested parties with a reasonable opportunity to provide comments on a proposed TIP or amendment to an existing TIP.

FHWA and FTA determine if the TIP is consistent with the adopted RTP and if it was produced through the 3C transportation planning process. The TIP is included without changes in the Statewide Transportation Improvement Program (STIP), developed by CDOT and approved by the Governor.

Federal transportation funding legislation, established by MAP-21 and carried forward in the FAST Act and IIJA, required that the TIP include:

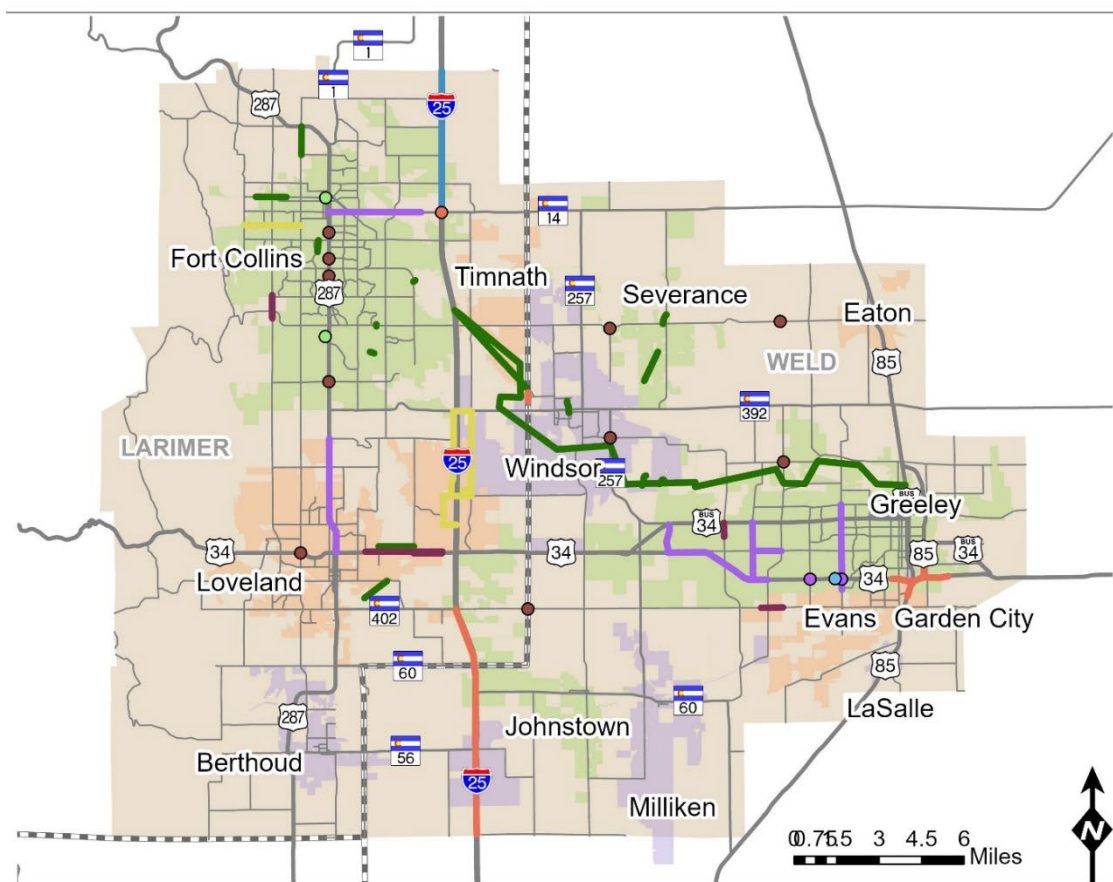
- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the 2045 RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP.
- A financial plan which demonstrates how the TIP can be implemented, indicating resources from public and private sources reasonably expected to be available to carry out the program, and identifying innovative financing techniques to finance projects, programs, and strategies.

- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the Environmental Protection Agency’s (EPA) transportation conformity regulations.

The FY2024-2027 TIP is anticipated to be adopted by the NFRT&AQPC on September 7, 2023, and will become effective upon action by the state.

The FY2024-2027 TIP provides the first four years of programmed projects for the 2050 RTP. **Figure 4-4** shows the location of the projects included in the FY2024-2027 TIP.

Figure 4-4: FY2024-2027 TIP Projects



Legend

- Bike/Ped
- ITS
- Modify & Reconstruct
- Surface Treatment
- Transit
- Widening
- Charging & Fueling Infrastructure
- Interchange
- Intersection Improvements
- Mobility Hub/PNR
- Modify & Reconstruct
- County Boundary
- NFRMPO Planning Area

July 2023
Sources: CDOT, NFRMPO



Figure 4-4 Additional Description: This map shows all of the projects contained in the NFRMPO’s Transportation Improvement Plan or TIP for Fiscal Years 2024 through 2027, the first four years of the 2050 RTP. Types of projects vary and are shown through colored lines or colored points.

Call For Projects

The NFRMPO holds periodic Calls for Projects to award the federal and state funding controlled by the NFRMPO to transportation projects. During the NFRMPO Call for Projects process, member communities have the opportunity to apply for funding from the relevant federal and state funding sources. **Table 4-10** details the Calls for Projects held by the NFRMPO since 2020, including the funding programs awarded and the total amount of funding awarded during the Call.

Table 4-10: NFRMPO Calls for Projects

Call	Funding Programs Awarded	Fiscal Years of Funding Awarded	\$ Funding in Call
2019 MMOF Call for Projects	MMOF	FY2020	\$4,850,008
2021 Call for Projects	CMAQ, STBG, TA	FY2024 & FY2025	\$15,573,628
2022 MMOF Call for Projects	MMOF	FY2022 & FY2023	\$15,557,778
2023 Call for Projects (Upcoming)	CMAQ, STBG, TA, CRP	FY2026 & FY2027	\$22,745,092

The Call for Projects process is developed in coordination with the TAC, NoCo Bike and Ped Collaborative, Mobility Committees, and local agency staff then approved by the NFRT&AQPC. The NFRMPO staff develops a guidebook relevant to each call which includes the following elements:

- Estimated funding and local match requirements
- Eligible applicants and project types
- Schedule
- Project requirements
- Scoring criteria

Scoring criteria for all funding programs is developed in consideration with federal requirements and NFRMPO priorities. Projects awarded funding in NFRMPO Calls for Projects are required to be in alignment with the relevant RTP, including being located on or directly impacting a regional corridor (RSC, RTC, or RATC). Additionally, projects are required to help the NFRMPO achieve progress to federally required and regionally specific performance

measures and targets, as detailed in the **System Performance Report**. Projects awarded funding through the NFRMPO Call for Projects are also programmed into the relevant TIP and STIP following award notifications. Details on past and upcoming NFRMPO Calls for Projects, including guidebooks and awarded projects can found on the [NFRMPO Call for Projects website](#).

Plan Projects

Chapter 4, Section 2

Plan Projects Overview

The Regional Transportation Plan (RTP) is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx) budgets outlined in the applicable Colorado State Implementation Plans (SIPs). A corridor-based RTP provides greater flexibility for financial constraint and selecting projects for the Transportation Improvement Program (TIP).

A Regionally Significant Project is any fiscally constrained project that impacts the roadway network on a Regionally Significant Corridor (RSC). This includes any capacity or non-capacity air quality project on an RSC. All member jurisdictions, including the Colorado Department of Transportation (CDOT), were asked to provide information on projects fitting these criteria, with a year of improvement between 2024 and 2050. These projects were collected for the 2050 RTP and are included in the Base Year (BY) 2019 NFRMPO Regional Travel Demand Model (RTDM). Individual project information is detailed in the following section.

Examples of Air Quality Significant Projects include:

- Adding at least two (2) lane miles, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, considering existing service levels

As identified in the **Fiscally Constrained Plan** section, \$1.4B in year of expenditure (YOE) dollars are assigned to regionally significant roadway projects which qualify based on the Air Quality Significant Project definition and may include capacity expansion, park and rides (PNR), multimodal elements including bike and pedestrian or transit improvements on RSCs in the 2050 RTP. The funding is assigned from flexible funding programs from a variety of sources, including federally controlled, state-controlled, NFRMPO-controlled, and locally controlled funding, as well as private contributions. The specific funding source(s) for each

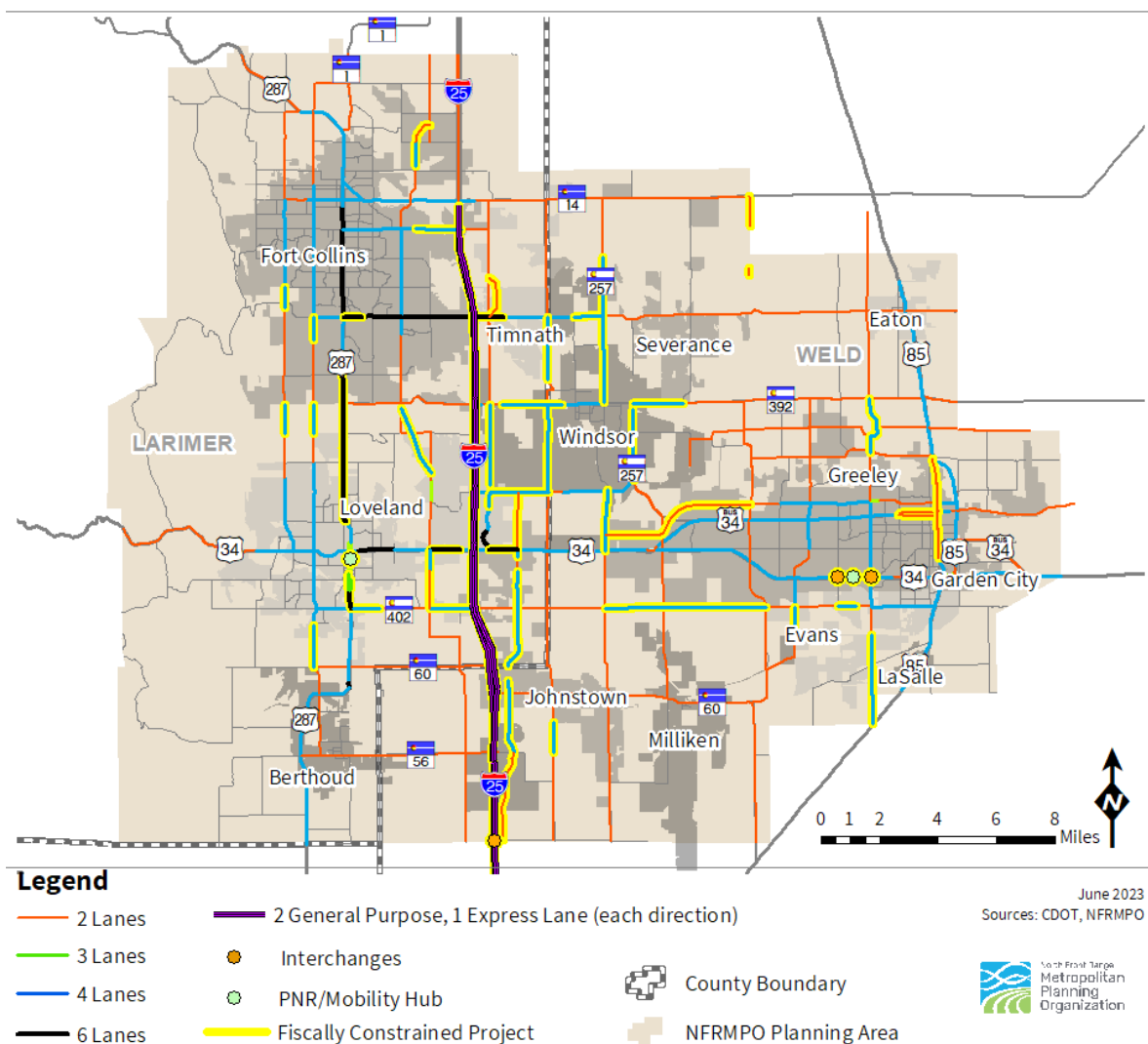
project will be determined through future funding processes held by each controlling entity and are not identified in the 2050 RTP.

This Chapter provides an overview of the fiscally constrained projects located on the NFRMPO regional corridors as well as a high-level overview of the environmental considerations for the projects.

Regionally Significant Projects

Figure 4-5 illustrates the fiscally constrained RSC network in 2050 by number of lanes. Projects highlighted in yellow are the RSC capacity projects for the 2050 RTP as they will be built out by 2050, sections not highlighted in yellow will remain the same number of lanes in 2050 as exist today. Additional capacity projects on RSCs which do not have funds reasonably anticipated to be available are included in the **Unconstrained Plan Projects** section.

Figure 4-5: Fiscally Constrained RSC Capacity Projects, 2024-2050



The Plan Projects are categorized by four staging periods in accordance with air quality conformity requirements. A project may fall within one of the four following staging periods based on when the project is anticipated to be completed and open for operation.

- Staging Period A: 2024-2026 (**Figure 4-6, Table 4-11**)
- Staging Period B: 2027-2030 (**Figure 4-7, Table 4-12**)
- Staging Period C: 2031-2040 (**Figure 4-8, Table 4-13**)
- Staging Period B: 2041-2050 (**Figure 4-9, Table 4-14**)

The following figures provide more detail on each of the projects by staging period.

Figure 4-6: Fiscally Constrained RSC Capacity Projects, Staging Period A: 2024-2026

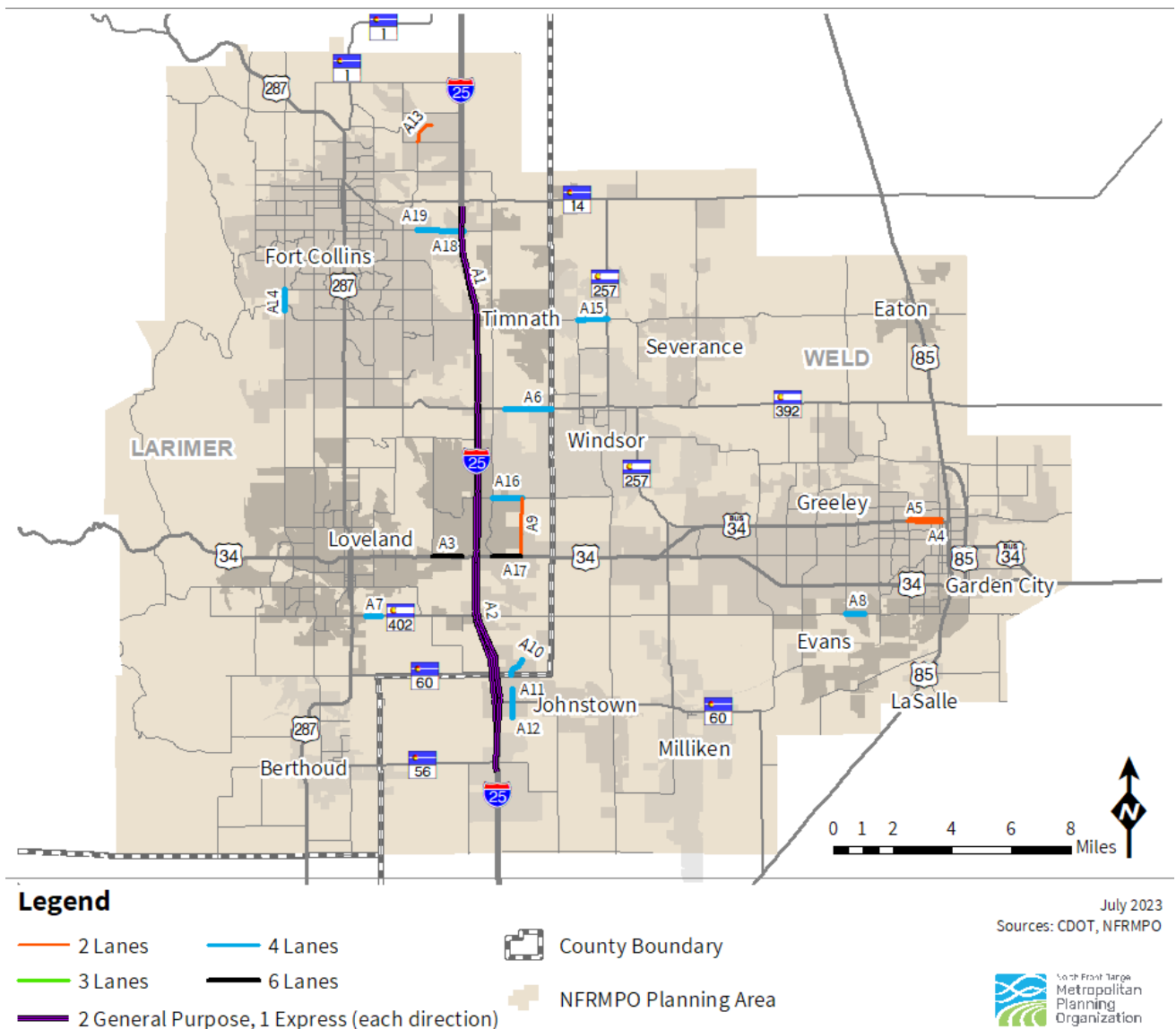
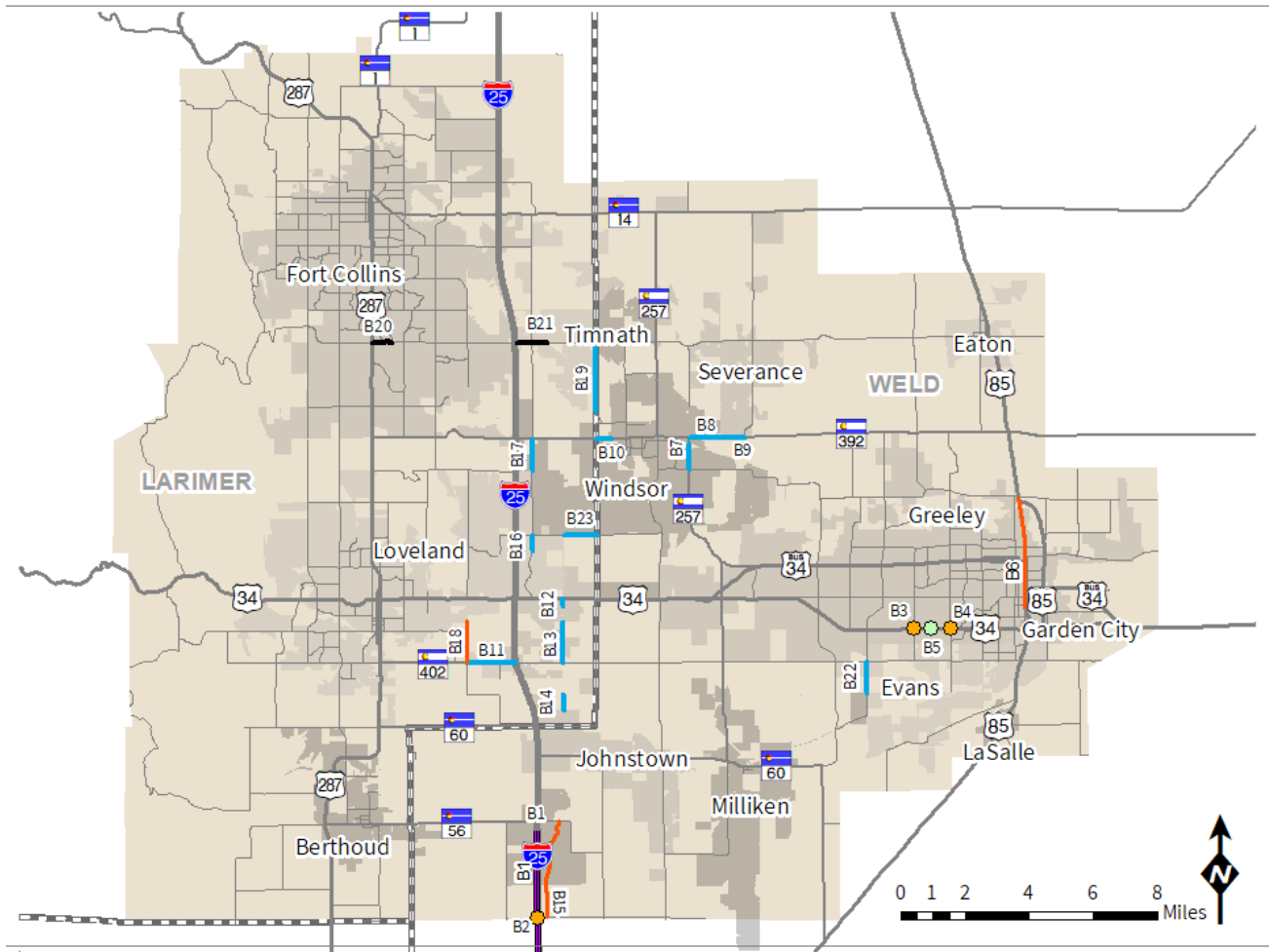


Table 4-11: Fiscally Constrained RSC Capacity Projects, Staging Period A: 2024-2026

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOY)
A1	1	I-25 Express Lane Segment 7&8	SH14 to SH402	Add tolled express lane in each direction and interchange reconstructions	\$-
A2	1	I-25 Express Lane Segment 6	SH402 to SH56	Add tolled express lane in each direction and interchange reconstructions	\$-
A3	2	US 34 Widening	Boyd Lake Ave. to Rocky Mountain Ave.	Widen from 4 lanes to 6 lanes	\$5.81
A4	3	10th St Mobility Enhancements	E of 23rd Ave to 10th Ave	Convert to Two-Way	\$16.15
A5	3	9th St Mobility Enhancements	E of 23rd Ave to 8th Ave	Convert to Two-Way	\$16.15
A6	12	SH-392 Widening	Highland Meadows Pkwy to Colorado Blvd	Widen from 2 lanes to 4 lanes	\$29.08
A7	13	SH 402 Widening	St. Louis to Boise	Widen from 2 lanes to 4 lanes	\$7.02
A8	13	WCR-54 / 37th St Widening	47th Ave to Stampede Dr	Widen from 2 lanes to 4 lanes	\$ -
A9	14	LCR 3 Paving	US 34 to Crossroads Blvd	Paving Unpaved Road	\$14.95
A10	14	High Plains Blvd New Road	2500 ft N of LCR14 to LCR14	New 4 lane road	\$5.84
A11	14	High Plains Blvd Widening	Juniper to SH60	Widen from 2 lanes to 4 lanes	\$6.99

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)
A12	14	High Plains Blvd New Road	SH60 to 2500 ft S of SH 60	New 4 lane road	\$7.71
A13	16	Timberline New Road 1	Giddings to Mountain Vista	New 2 lane road	\$8.42
A14	18	Taft Hill Widening	Harmony to Brixton	Widen from 2 lanes to 4 lanes	\$10.34
A15	23	Harmony Road Widening	WCR-15 to SH-257	Widen from 2 lanes to 4 lanes	\$5.34
A16	26	Crossroads Blvd Widening	Centerra to LCR 3	Widen from 2 lanes to 4 lanes	\$12.41
A17	2	US 34 Widening	Centerra Pkwy. to LCR 3	Widen from 4 lanes to 6 lanes	\$13.12
A18	28	Prospect Widening	Summit View to I-25	Widen from 2 lanes to 4 lanes	\$9.46
A19	28	Prospect Widening	Sharp Point to Summit View	Widen from 2 lanes to 4 lanes	\$3.17

Figure 4-7: Fiscally Constrained RSC Capacity Projects, Staging Period B: 2027-2030



Legend

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- Interchange
- PNR/Mobility Hub
- County Boundary
- NFRMPO Planning Area
- 2 General Purpose, 1 Express Lane (each direction)

July 2023
Sources: CDOT, NFRMPO

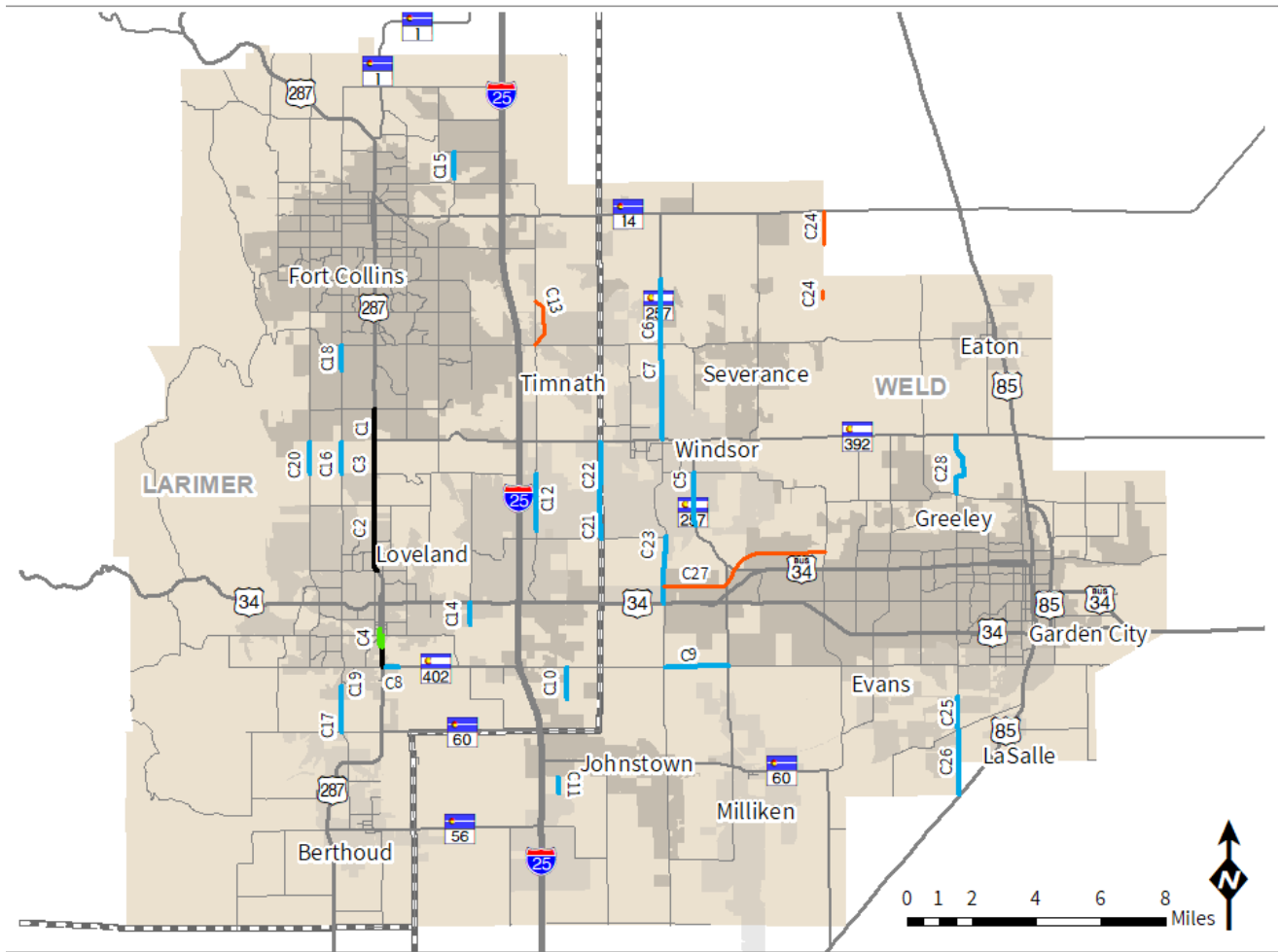


Table 4-12: Fiscally Constrained RSC Capacity Projects, Staging Period B: 2027-2030

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOY)
B1	1	I-25 Express Lane Segment 5	SH56 to WCR 38	Add tolled express lane in each direction and interchange reconstructions	\$173.95
B2	1	I-25 and WCR-38 Interchange	WCR-38 to WCR-38	New Interchange	\$33.11
B3	2	US 34 and 47th Interchange	47th Ave to 47th Ave	New interchange	\$47.22
B4	2	US 34 and 35th Interchange	35th Ave to 35th Ave	New interchange	\$52.85
B5	2	US 34 Mobility Hub at Centerplace	N/A	PNR	\$25.00
B6	5	8th Avenue / US 85 Business Mobility Enhancements	O Street to 24th Street	Reduce from 4 lanes to 2 lanes/Enhancing multimodal mobility	\$74.11
B7	11	SH-257 Widening	Walnut St to Eastman Park Dr.	Widen from 2 lanes to 4 lanes	\$10.58
B8	12	SH 392 Widening	WCR-19 to WCR-21	Widen from 2 lanes to 4 lanes	\$4.10
B9	12	SH-392 Widening	WCR-21 to WCR-23	Widen from 2 lanes to 4 lanes	\$5.25
B10	12	SH-392 Widening	Colorado Blvd to 17th Street		\$1.89
B11	13	SH 402 Widening	Boyd Lake Ave to I-25	Widen from 2 lanes to 4 lanes	\$14.18
B12	14	High Plains Blvd Widening	US 34 to Ronald Reagan	Widen from 2 lanes to 4 lanes	\$3.86
B13	14	High Plains Blvd New Road	LCR20C to LCR18	Widen from 2 lanes to 4 lanes	\$19.28

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)
B14	14	High Plains Blvd New Road	LCR16 to 2500 ft N of LCR14	New 4 lane road	\$7.71
B15	14	WCR-9.5 New Road	WCR 44 / SH 56 to WCR32	New 2 lane road	\$37.79
B16	15	Centerra Parkway Widening	Crossroads Blvd to 0.5 miles south	Widen from 2 lanes to 4 lanes	\$4.85
B17	15	LCR 5 Widening	LCR 30 to SH 392	Widen from 2 lanes to 4 lanes	\$5.35
B18	16	Boyd Lake Extension	SH 402 to LCR 20C	New 2 lane road	\$8.47
B19	19	LCR 1 Widening	Harmony Rd to South GMA	Widen from 2 lanes to 4 lanes	\$13.99
B20	23	Harmony Road Widening	College to Boardwalk	Widen from 4 lanes to 6 lanes	\$13.34
B21	23	Harmony Widening	I-25 to LCR-1	Widen from 4 lanes to 6 lanes	\$7.99
B22	25	65th Avenue Widening	WCR-54/37th St to 49th St	Widen from 2 lanes to 4 lanes	\$9.09
B23	26	Crossroads Widening	LCR 3 to WCR 13	Widen from 2 lanes to 4 lanes	\$4.10

Figure 4-8: Fiscally Constrained RSC Capacity Projects, Staging Period C: 2031-2040



Legend

- 2 Lanes
- 4 Lanes
- 3 Lanes
- 6 Lanes
- County Boundary
- NFRMPO Planning Area

July 2023
Sources: CDOT, NFRMPO



Table 4-13: Fiscally Constrained RSC Capacity Projects, Staging Period C: 2031-2040

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)
C1	6	US 287 / College Widening	Trilby to Carpenter / LCR 32	Widen from 4 lanes to 6 lanes	\$18.08
C2	6	US 287 Widening	29th St. to 71st St.	Widen from 4 lanes to 6 lanes	\$13.86
C3	6	US 287 Widening	LCR 32 / SH392 to LCR 30	Widen from 4 lanes to 6 lanes	\$7.61
C4	6	US 287 Widening	1st St / 2nd St to SH 402	Widen from 4 lanes to 6 lanes	\$25.87
C5	11	SH-257 Widening	Eastman Park Dr. to Crossroads	Widen from 2 lanes to 4 lanes	\$9.28
C6	11	SH-257 Widening	WCR-78 to WCR-74	Widen from 2 lanes to 4 lanes	\$10.50
C7	11	SH-257 Widening	WCR-74 to SH-392	Widen from 2 lanes to 4 lanes	\$14.12
C8	13	SH 402 Widening	US 287 to St. Louis	Widen from 2 lanes to 4 lanes	\$7.18
C9	13	WCR-54 / 37th St Widening	WCR 17 to SH257	Widen from 2 lanes to 4 lanes	\$26.90
C10	14	High Plains Blvd New Road	LCR18 to LCR16	New 4 lane road	\$19.74

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOY)
C11	14	High Plains Blvd New Road	2500 ft S of SH 60 to WCR46	New 4 lane road	\$9.87
C12	15	N Fairgrounds Ave Widening	Rodeo Rd. to 71st St. (CR 30)	Widen from 2 lanes to 4 lanes	\$22.56
C13	15	Timnath Bypass/Parkway New Road	N of LCR 40 to LCR 38	New 2 lane road	\$4.04
C14	16	Boyd Lake Widening 3	LCR 20C to US 34	Widen from 2 lanes to 4 lanes	\$3.83
C15	16	Timberline Widening 3	Mountain Vista to N of Vine	Widen from 2 lanes to 4 lanes	\$16.95
C16	17	LCR 17 Widening	LCR 32 to LCR 30	Widen from 2 lanes to 4 lanes	\$8.07
C17	17	LCR 17 Widening	CR 16/28th St SW to CR 14/SH 60	Widen from 2 lanes to 4 lanes	\$11.79
C18	17	Shields Widening	Harmony to Hilldale	Widen from 2 lanes to 4 lanes	\$11.88
C19	17	Taft Ave Widening 2	23rd St. SW to 28th St SW / LCR 16	Widen from 2 lanes to 4 lanes	\$17.42
C20	18	LCR 19 Widening	LCR 32 to LCR 30	Widen from 2 lanes to 4 lanes	\$8.07
C21	19	WCR-13 Widening	Kaplan Dr to Crossroads	Widen from 2 lanes to 4 lanes	\$6.96

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)
C22	19	WCR-13 Widening	SH-392 to Kaplan Dr	Widen from 2 lanes to 4 lanes	\$5.57
C23	20	WCR-17 Widening	WCR-62 / Crossroads to US-34	Widen from 2 lanes to 4 lanes	\$7.73
C24	21	WCR 27 New Road	SH 14 to WCR 74	New 2 lane road	\$9.31
C25	22	35th Ave New Road	49th Street to WCR 35 / WCR 394	New 4 lane road	\$68.93
C26	22	35th Ave Widening	WCR-394 to US-85	Widen from 2 lanes to 4 lanes	\$24.35
C27	29	4th St New Road	WCR 17 to 83rd Ave.	New 2 lane road	\$87.42
C28	22, 26	WCR-35 (35th Ave) Widening	SH 392 to O Street	Widen from 2 lanes to 4 lanes	\$21.79

Figure 4-9: Fiscally Constrained RSC Capacity Projects, Staging Period D: 2041-2050

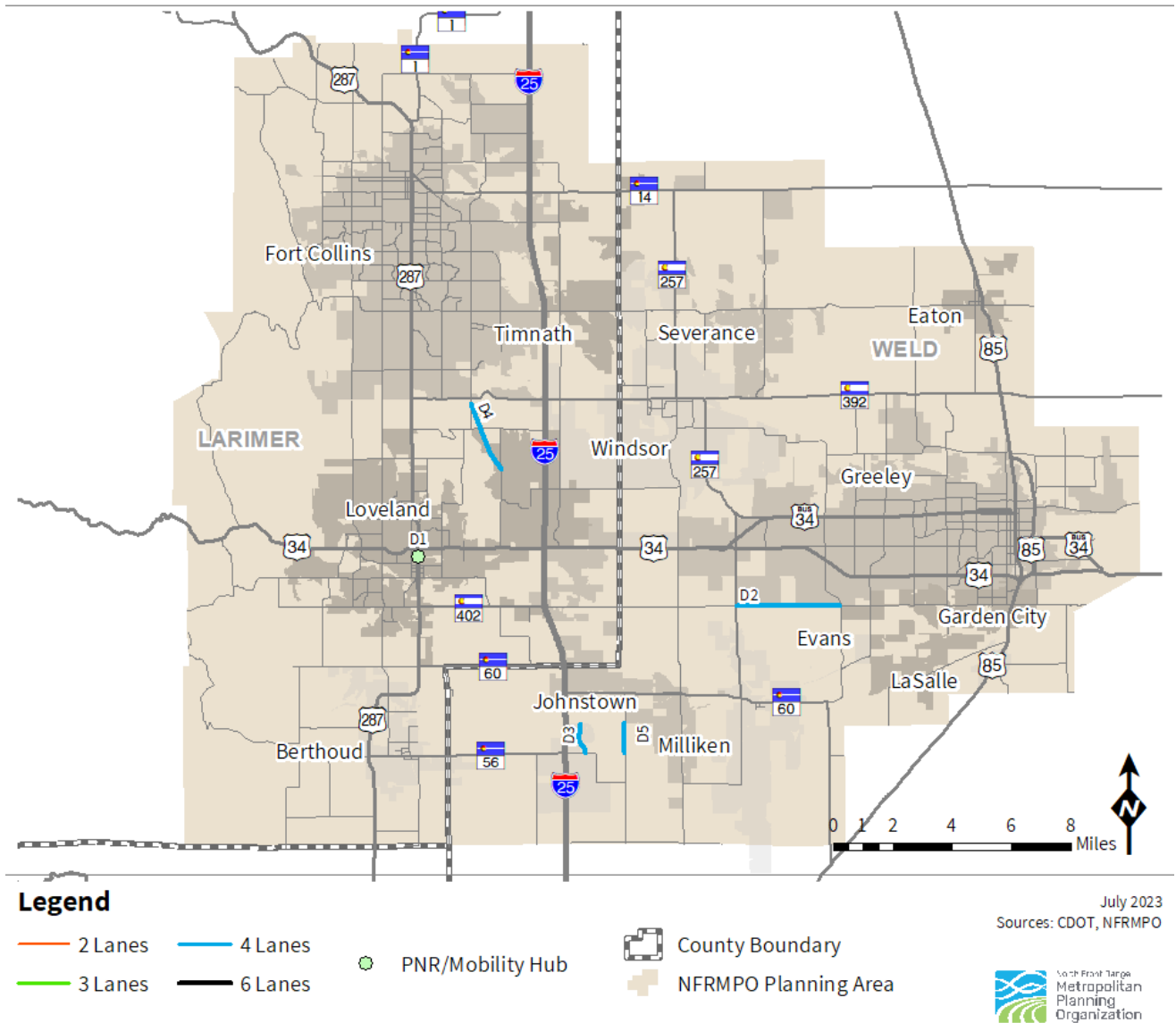


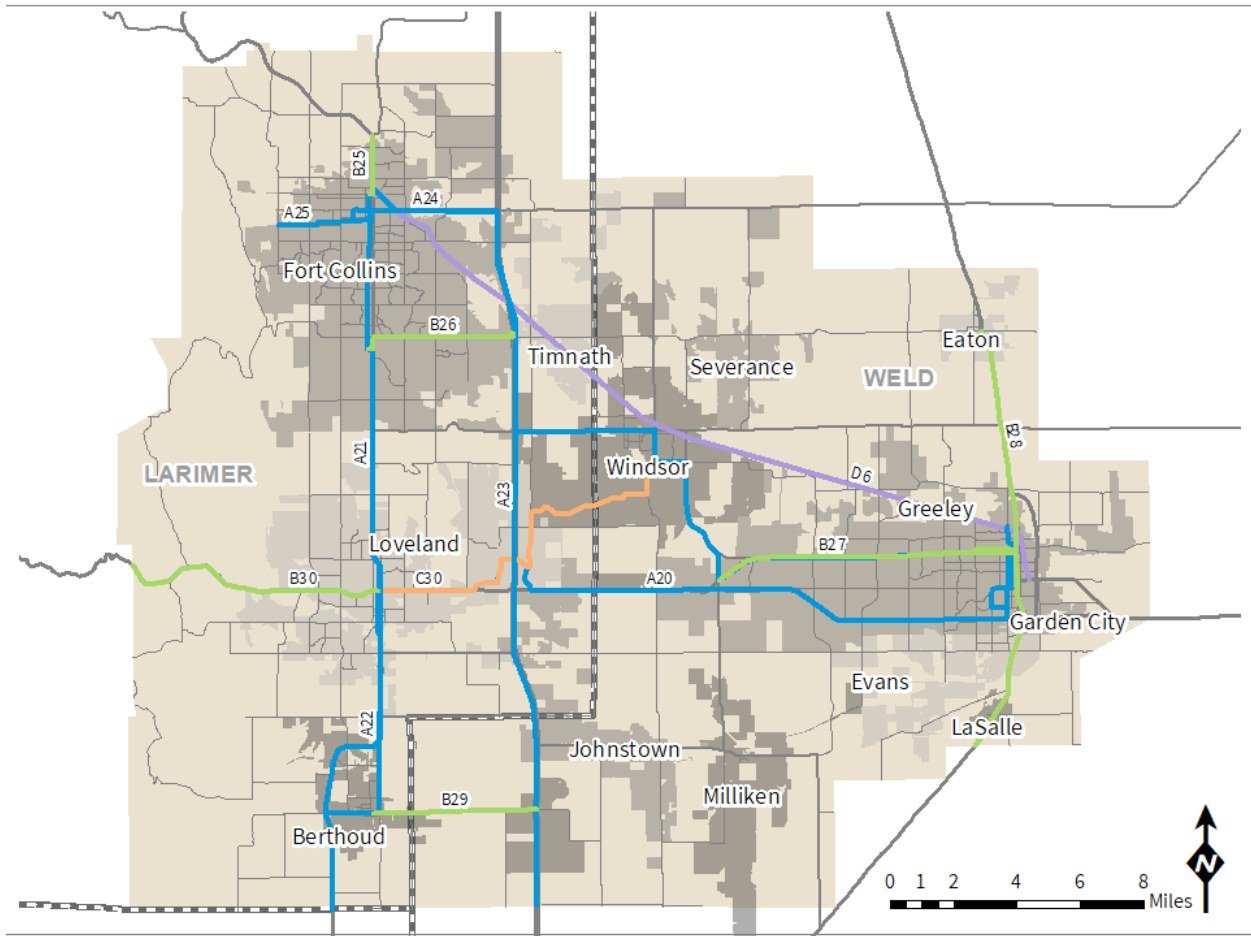
Table 4-14: Fiscally Constrained RSC Capacity Projects, Staging Period D: 2041-2050

Map ID	RSC	Project Name	Project Limits	Improvement Type	Remaining Project Cost (\$M, YOE)
D1	6	11th and US 287 Park and ride	N/A	PNR	\$0.86
D2	13	WCR-54 / 37th St Widening	SH 257 to 77th Ave / 83rd Ave/ Two Rivers Parkway	Widen from 2 lanes to 4 lanes	\$60.25
D3	14	High Plains Blvd New Road	WCR46 to WCR44	New 4 lane road	\$25.27
D4	16	New Road UP: LCR 11 to LCR 9	LCR 11 south of SH 392 to LCR 9 north of Valley Oak Dr	New 4 lane road	\$58.88
D5	19	WCR-13 Widening	WCR 46 to WCR 44	Widen from 2 lanes to 4 lanes	\$14.63

Transit

All RTCs identified in **Chapter 1** are considered fiscally constrained except for the Front Range Passenger Rail corridors. **Figure 4-10** illustrates the RTC projects by staging period in which service is anticipated to begin. Capital expansion and operating costs for the RTC projects are included in the RTC Regional and RTC Local system expansion costs detailed in the **Fiscally Constrained Plan** section.

Figure 4-10: Fiscally Constrained RTC Projects by Staging Period, 2024-2050



Legend

Staging Period

- 2024-2026
- 2031-2040
- 2027-2030
- 2041-2050
- County Boundary
- NFRMPO Planning Area

July 2023
Sources: CDOT, NFRMPO



Table 4-15: Fiscally Constrained RTC Projects by Staging Period, 2024-2050

Map ID	RTC	Project	RTC Category	Staging Period
D6	RTC-1	Great Western	LinkNoCo	2041-2050
A20	RTC-2	US34	LinkNoCo	2024-2026
C30	RTC-3	Loveland to Windsor	LinkNoCo	2031-2040
A21	RTC-4	FLEX Express	Existing Service	2024-2026
A22	RTC-5	FLEX Local	Existing Service	2024-2026
A23	RTC-6	Bustang	Existing Service	2024-2026
A24	RTC-7	Poudre Express	Existing Service	2024-2026
B25	RTC-8	North College MAX	Local Priority	2027-2030
A25	RTC-9	West Elizabeth	Local Priority	2024-2026
B26	RTC-10	Harmony MAX	Local Priority	2027-2030
B27	RTC-11	34 Business Premier	Local Priority	2027-2030
B28	RTC- 14	US85 Transit	Local Priority	2027-2030
B29	RTC-15	SH56 Transit	Local Priority	2027-2030
B30	RTC-16	US34 West (Loveland to Estes)	Local Priority	2027-2030

Environmental Analysis

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) introduced the requirement for MPOs and state DOTs to identify potential environmental mitigation activities in their long-range plans and subsequent transportation authorizations have continued these requirements. These activities should be developed alongside federal, state, land management, and regulatory agencies.

The scale of the 2050 RTP is not designed to evaluate project-specific impacts; project specific environmental impacts and mitigation strategies are governed through the National Environmental Policy Act (NEPA) process and handled by CDOT and project sponsors for federally funded transportation projects. More information about the NEPA process can be found at <https://www.epa.gov/nepa>.

As part of the NEPA process, transportation projects must analyze potential impacts to the environment. Federal Register 40 CFR § 1500.1(b): Purpose describes the NEPA process as a way to help public officials make decisions based on an understanding of environmental consequences and to take actions that protect, restore, and enhance the environment³²

NFRMPO staff analyzed the potential impacts of transportation projects according to the following environmental features.

- Equity Areas
- Active Oil and Gas Wells
- Flood Zones and Water Features
- Historic Sites
- Biodiversity Significance
- Habitat Areas

Each feature will be explained and mapped alongside the 2050 RTP Fiscally Constrained RSC projects in the following sections.

Table 4-16 illustrates the number of projects that are within a quarter mile of each of the environmental features outlined in this section.

³² <https://www.ecfr.gov/current/title-40/chapter-V/subchapter-A/part-1500/section-1500.1>

Table 4-16: Environmental Analysis Overview

Environmental Feature	# Projects within ¼ mile	% of all projects within ¼ mile
Equity Area	59	79%
Cultural Resource Structure	2	3%
Cultural Resource Building	6	8%
Cultural Resource District	3	4%
Biodiversity Areas	6	8%
Wetlands	62	83%
Lakes and Ponds	56	75%
Flood Zones	24	32%
Oil & Gas Well	25	33%
Habitats (Mammals and Birds)	75	100%

Equity Areas

As described in **Chapter 1**, the NFRMPO integrates equity analysis into the planning and project selection process in addition to the policies and practices through the work of the NFRMPO. Of the 75 fiscally constrained RSC projects, 59 are within a quarter mile of a Census Block grouped as an Equity area within the NFRMPO, as illustrated in **Figure 4-11**.

Figure 4-11: 2050 RTP Project Locations and Equity Areas

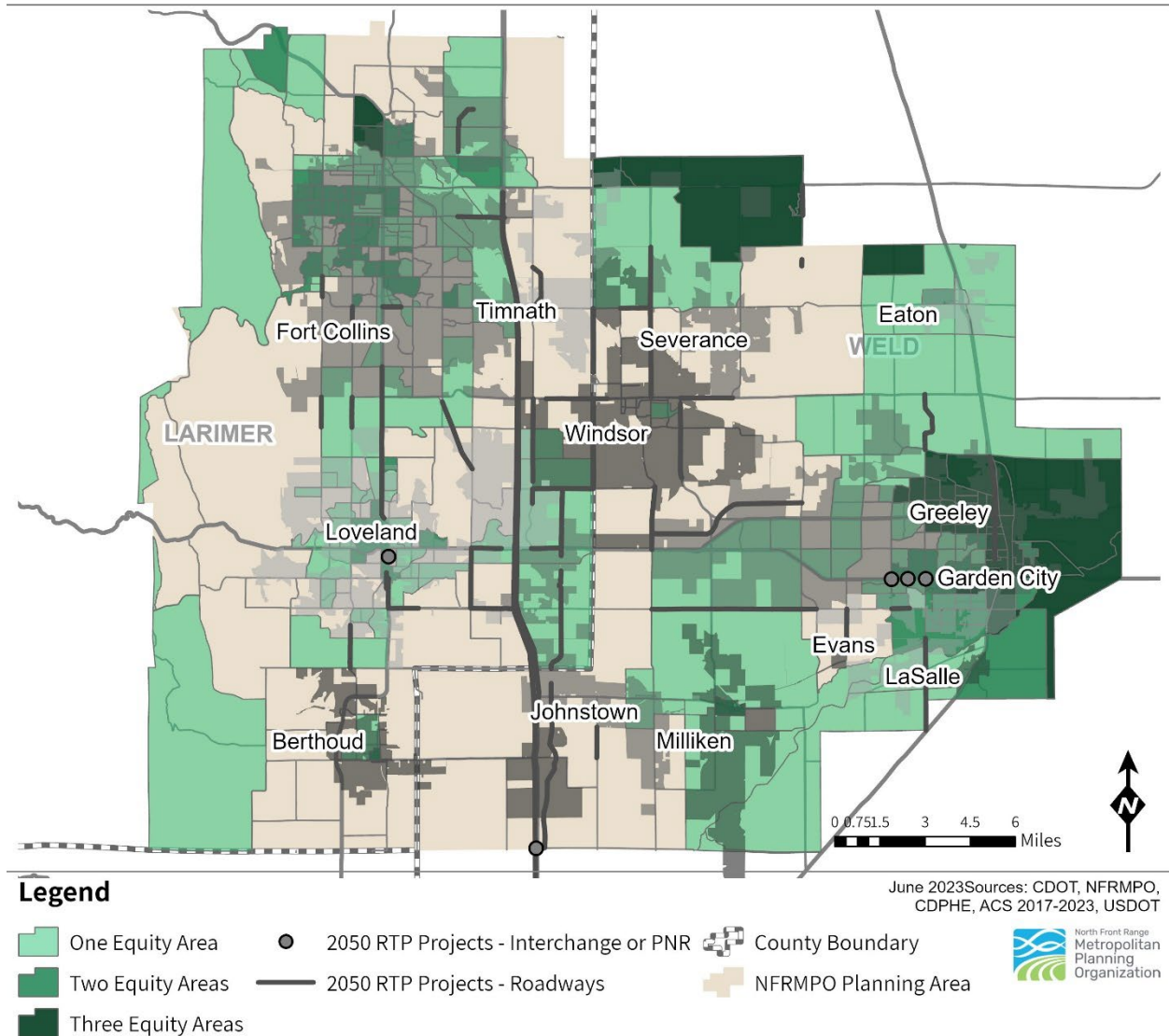


Figure 4-11 Additional Description: This map shows all of the projects contained in the 2050 RTP and if they fall within one or more of the Equity Areas.

To learn more about Equity analysis and planning within the NFRMPO, refer to the **Equity Areas** section.

Active Oil and Gas Wells

Significant oil and gas production has been underway in the region for most of the past century. In fact, much of the economic growth in Weld County has been a result of the oil and gas industry. In 2022, Weld County produced 132,008,104 barrels of oil out of 160,312,400 barrels produced Statewide. By comparison, Larimer County produced 2,486,508 barrels in

2022³³. **Figure 4-12** shows the active oil and gas wells within NFRMPO planning area. The presence of a thriving oil and gas industry has impacted the region’s air quality due to the emission of gaseous pollutants from well production and midstream facilities. Additionally, while oil and gas pipeline capacity is increasing in the region, a large amount of petroleum is still being transported by truck, which results in emissions from heavy-duty vehicles. Only transportation related emissions are considered as part of the NFRMPO air quality conformity modeling and analysis.

Figure 4-12: 2050 RTP Project Locations and Oil and Gas Wells

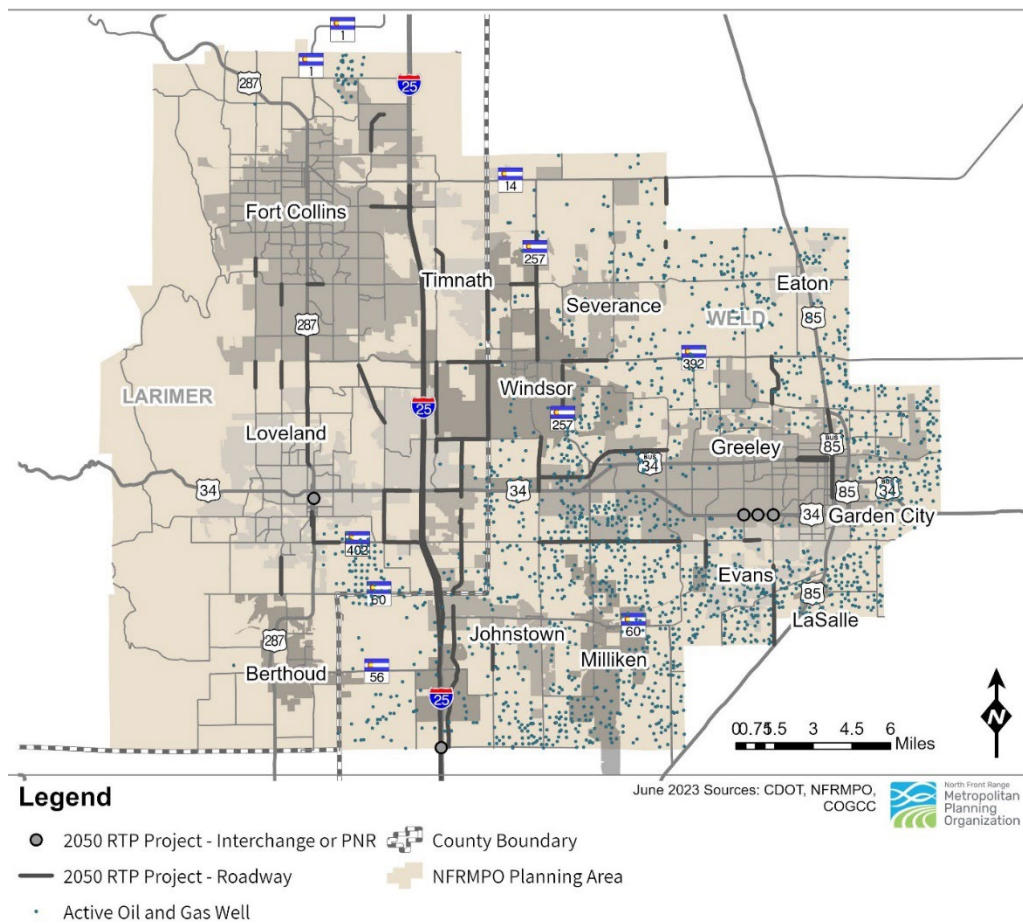


Figure 4-12 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to oil and gas wells within the region. The oil and gas wells are depicted with blue/green dots on the map.

³³ Colorado Oil & Gas Conservation Commission, 2023. <https://cogcc.state.co.us/data4.html#/production>. Accessed 6/26/2023.

Flood Zones and Water Features

The North Front Range region is home to several major rivers and their tributaries, including the Cache la Poudre, Big and Little Thompson, and South Platte Rivers. Additionally, the region contains many lakes and reservoirs, including the Horsetooth and Windsor reservoirs, and Boyd, Carter, and Loveland Lakes. Two aquifers, Laramie and Laramie-Fox Hills, flow under the southeastern portion of the NFRMPO region. Wetlands are areas inundated or saturated by surface or ground water at a frequency or duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. In the North Front Range region, wetlands are commonly found adjacent to streams or rivers where the ground stays saturated. **Figure 4-13** shows the water features, wetlands, and 500-year floodplains within the region.

Waterbodies and wetlands are both protected under the Federal Clean Water Act (CWA). Under this act, the National Pollution Discharge Elimination System (NPDES) was created to develop water discharge standards to prevent pollution from entering the nation's waterways. The EPA oversees the CWA throughout the nation but has granted CDPHE this duty in Colorado. Though the two are covered under the same Federal regulations, mitigation strategies to avoid impacts differ greatly between the two.

Water Mitigation

Furthermore, as water rolls off transportation infrastructure, it often carries pollutants left behind by motorists into nearby lakes, rivers, and streams. Even during the construction phase, silt, dust, and other particulate matter may be carried into nearby waterbodies via runoff or even wind. In accordance with CDOT's Statewide Transportation Plan, mitigation strategies are used for any transportation projects posing a threat to water quality. Most commonly, a project will use one or several Best Management Practices (BMP) to avoid or control runoff.

BMPs may include retention and detention ponds to temporarily or permanently store stormwater; vegetated swales to slow the flow of runoff, allowing pollutants to filter out before entering nearby water bodies; and even newer technologies like permeable pavement. Silt fences are often used in the construction phase to help prevent particulate matter associated with construction from entering water bodies.

Additionally, CDOT works with local municipalities, permit holders, and private developers to construct and maintain watershed-scale water quality facilities. The Permanent Water Quality Mitigation Pool (PWQM) provides \$6.5M each fiscal year to fund, design, purchase right-of-way, environmental clearances, and construction of PWQ Control measures and install PWQ control measures on priority projects. Priority projects are projects that are inside CDOT's Municipal

Separate Storm Sewer System (MS4) area, disturb one or more acres, increase impervious surface by 20 percent or more and drain into a stream, the Cherry Creek Drainage Basin, or is part of an environmental assessment or environmental impact statement³⁴.

Wetland Mitigation

CDOT projects are required by federal law to first avoid and, if not possible, minimize impacts to wetlands. Where impacts are unavoidable, they must be mitigated. Preference must be given to the use of wetland banks where the project impacts occur within the service area of an approved wetland bank. Use of wetland banks is not appropriate where locally important ecological functions should be replaced on-site. Outside of an approved wetland bank's service area, mitigation should be on-site or within the same watershed where the impacts are occurring.³⁵

As Colorado communities continue to grow, mitigating wetland impacts is becoming increasingly difficult and expensive. Anticipating and planning for future projects and operations to avoid and minimize impacts as much as possible is increasingly important, as is proactive identification of methods to mitigate unavoidable impacts.

CDOT is currently involved in the identification and development of proactive mitigation programs for wetlands. Current programs include the development of new wetland banks and cooperative partnerships with state, local, and federal agencies for the development of wetland enhancement and restoration programs.

³⁴ CDOT Permanent Water Quality, 2023. <https://www.codot.gov/programs/environmental/water-quality/stormwater-programs/pwq-permanent-water-quality>. Accessed 6/30/2023.

³⁵ CDOT Wetlands, 2023. <https://www.codot.gov/programs/environmental/wetlands>. Accessed 7/5/2023.

Figure 4-13: 2050 RTP Project Locations and Water Features

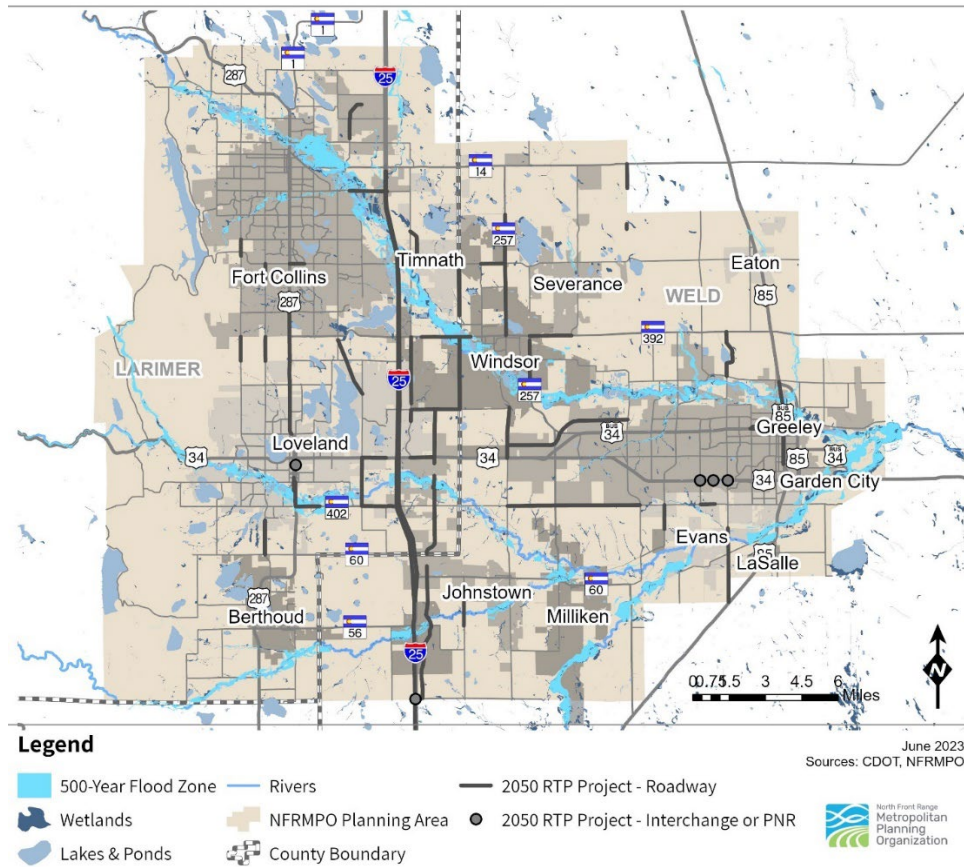


Figure 4-13 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to water features such as rivers, wetlands, lakes, ponds, and 500-year flood zones within the region. The water features are all shown in varying shades of blue.

Historic Sites

Section 106 of the National Historic Preservation Act (NHPA) outlines the process federal agencies, and their designated representatives must follow when planning projects with the potential to affect significant historic and prehistoric properties. 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. Areas and sites on the National Register of Historic Properties are automatically added to the Colorado State Register of Historic Places. **Figure 4-14** displays the sites located within the North Front Range planning boundary.

Additional sites may be added as deemed necessary with the help of historians or archaeologists. As each community grows, they must evaluate the potential impacts of transportation improvements on identified historic and archaeological sites. For construction

projects and many maintenance activities, a certified historian and an archaeologist conduct on-the-ground surveys to identify, record, and evaluate cultural resources for eligibility to the National Register of Historic Places. When significant sites are identified within a proposed project area, an interdisciplinary team determines how best to avoid the sites or minimize adverse impacts during construction.

Figure 4-14: 2050 RTP Project Locations and Cultural Resources

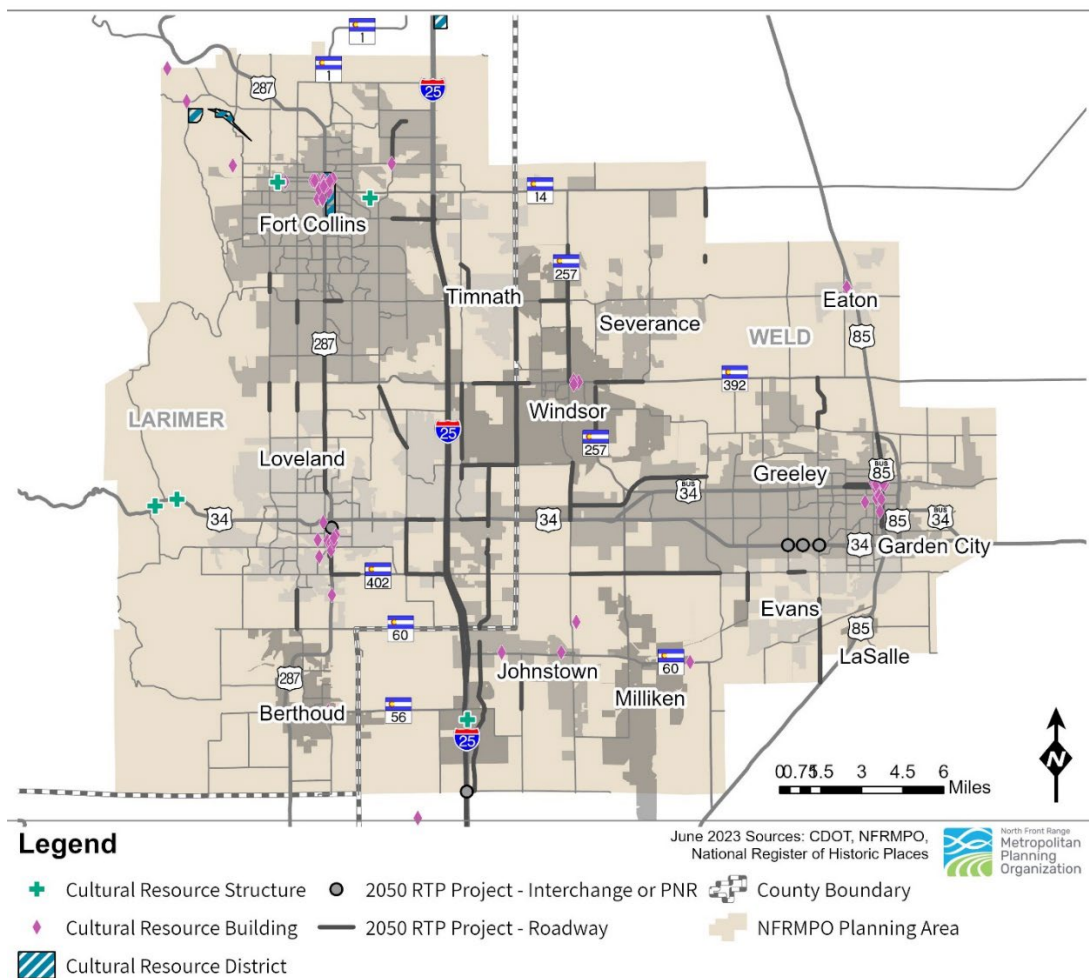


Figure 4-14 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to cultural features (such as archeological sites) within the region.

2020 Colorado Statewide Preservation Plan

Colorado is required to update its Statewide Preservation Plan every 10 years. The underlying objective of this Plan is to safeguard places, traditions, cultural connections, and the richness

of Colorado’s heritage through education. Colorado Statewide Preservation Plan lists six overall goals for historic preservation in the State that build off the overarching objective³⁶:

1. Preserving the Places that Matter
2. Strengthening and Connecting the Colorado Preservation Network
3. Shaping the Preservation Message
4. Publicizing the Benefits of Preservation
5. Weaving Preservation Throughout Education
6. Advancing Preservation Practices

Using this preservation plan as a guide, communities can make informed decisions about how transportation planning impacts historic preservation within the North Front Range. The Statewide Preservation Plan can be found online at the Office of Archaeology and Historic Preservation’s website (historycolorado.org).

Endangered/Threatened Species Habitats and Biodiversity

Image 4-4: A Prebles Meadow Jumping Mouse resting on a person’s hand. Image credit USFWS Flickr.

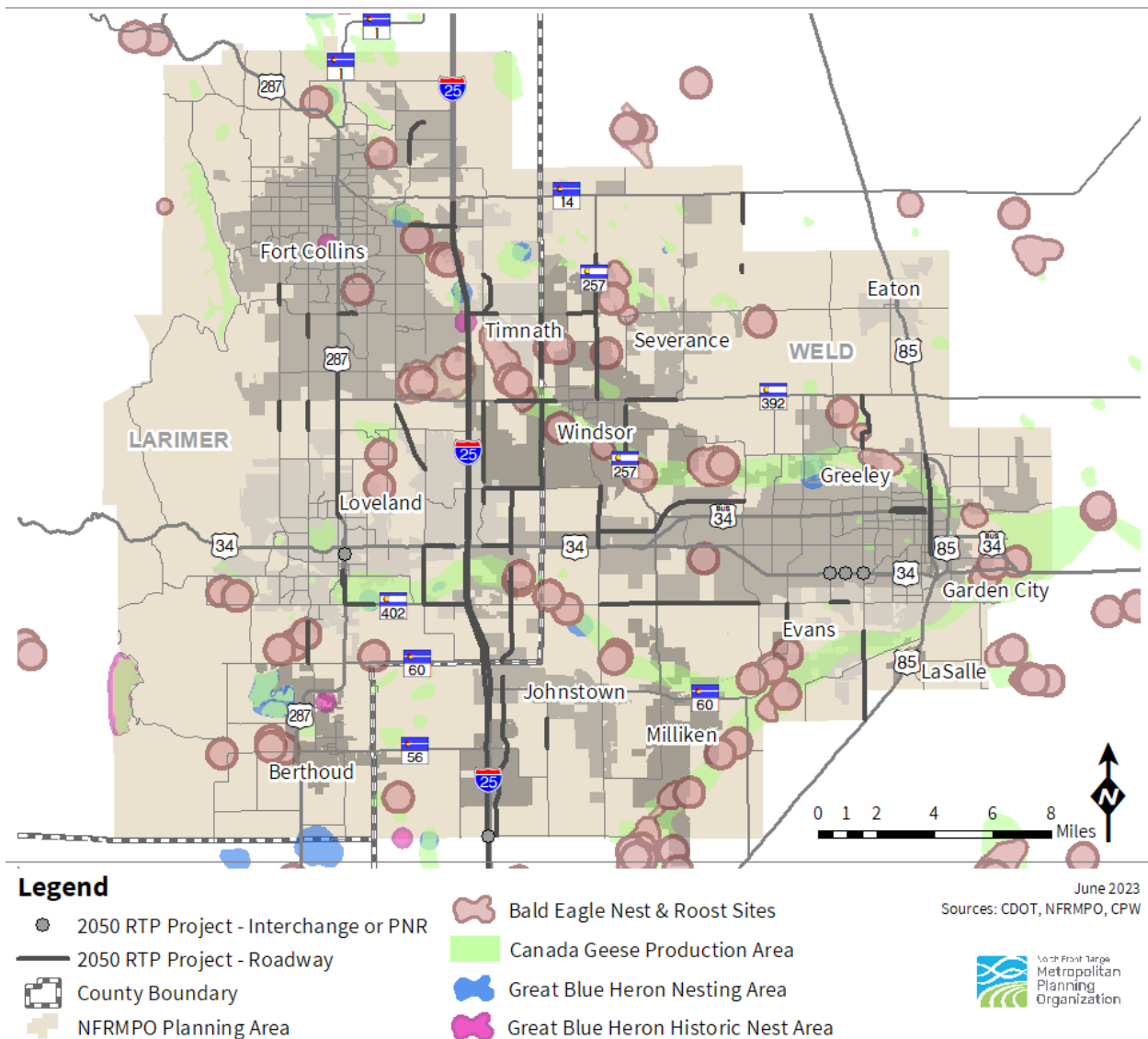


The NFRMPO recognizes threatened and endangered bird, mammal, plant, and fish species inhabit Larimer and Weld counties. Animals identified as threatened in the region include Preble’s Meadow Jumping Mouse, the Eastern Black Rail, the Mexican Spotted Owl, the Piping Plover, and the Greenback Cutthroat Trout. Endangered species inhabiting the North Front

³⁶ The Power of Heritage and Place: A 2020 Action Plan to Advance Preservation in Colorado, 2017. <https://www.historycolorado.org/sites/default/files/media/document/2017/StatePlan.pdf>. Accessed 6/25/2023.

Range include the Gray Wolf, Whooping Crane, and the Pallid Sturgeon.³⁷ Preserving and developing suitable habitat to support key species is central to maintaining the region’s valuable biodiversity. While the region does not contain any “critical habitat,” defined as habitat essential for the conservation of threatened or endangered species, many threatened and important species live in or migrate through the North Front Range. **Figure 4-15** and **Figure 4-16** show habitats for some of the region’s important species as identified by Colorado Parks and Wildlife (CPW).

Figure 4-15: 2050 RTP Project Locations and Bird Habitat and Nesting Areas



³⁷ <https://ipac.ecosphere.fws.gov/>

Figure 4-15 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to bird habitat and nesting areas within the region.

Figure 4-16: 2050 RTP Project Locations and Mammal Habitat Areas

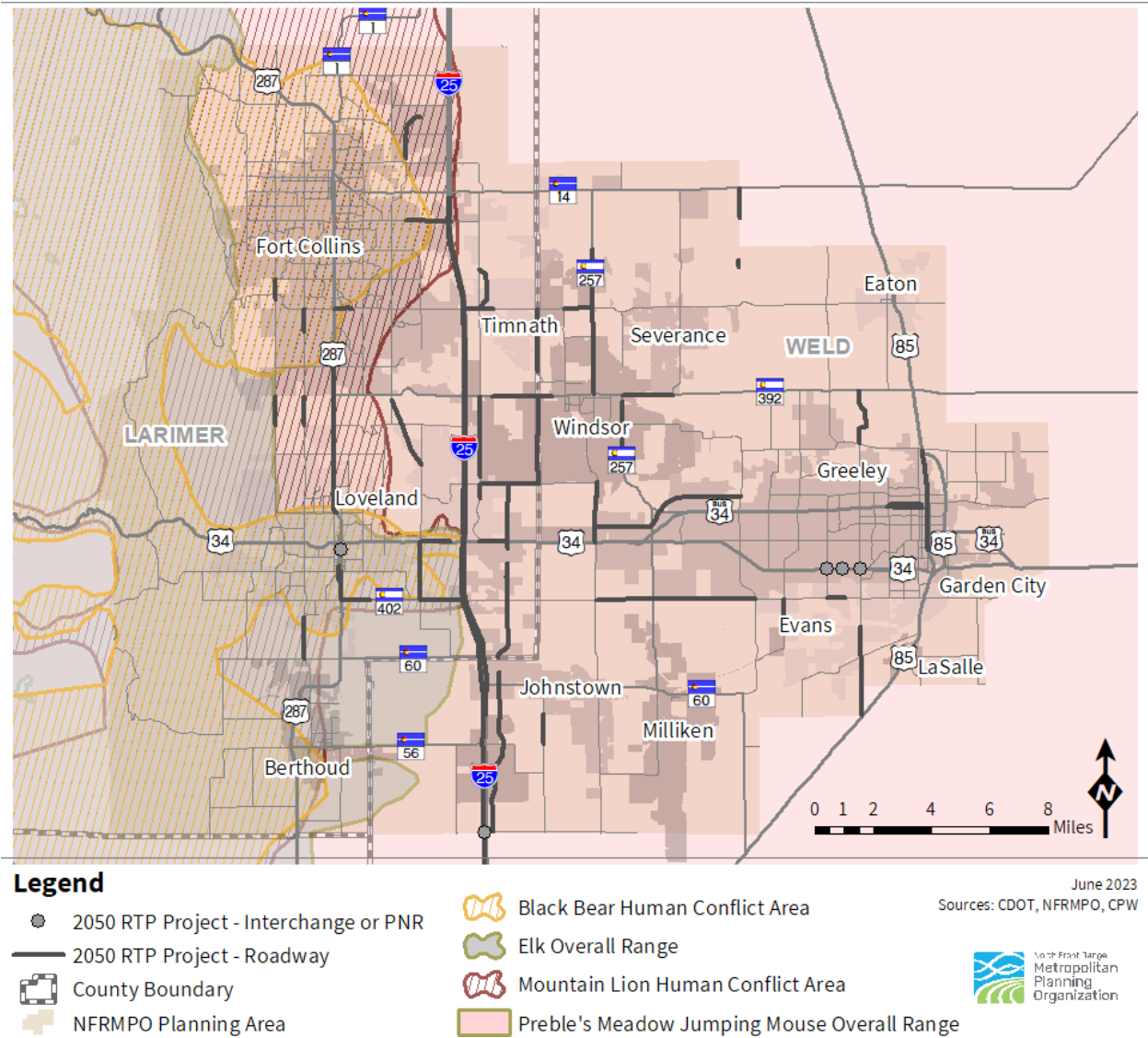


Figure 4-16 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to mammal habitat areas (such as black bear, elk, and mountain lion) within the region.

Additionally, the Colorado Natural Heritage Program (CNHP) identifies Potential Conservation Areas (PCA) Statewide. A PCA is an ecologically sensitive area depended upon by species, suites of species, or a natural community for its continued existence.³⁸ **Figure 4-17** identifies these areas within the NFRMPO. These areas are the best estimate of the primary area required to support the long-term survival of targeted species or natural communities. The size and configuration of a PCA is dictated by what species, communities, or systems the CNHP seeks to conserve at a given location. The PCAs do not necessarily preclude human activities, but the target species' ability to function naturally might be greatly influenced by them, and the areas may require management to limit human use. The areas with "very high" and "high" biodiversity significance are generally found around Horsetooth Reservoir, Devil's Backbone, hogbacks, and along waterways in the foothills on the western edge of the region. The area along the South Platte River also has moderate biodiversity interest.

The NFRMPO's RSCs have minimal contact with the PCAs, with the main contact points crossing over rivers. Proposed bicycle and pedestrian trails could potentially have more of an impact on the PCAs than RSCs, especially along the South Platte River because of its biodiversity interest.

³⁸ http://www.landscape.org/colorado/priorities/cnhp_pca/

Figure 4-17: 2050 RTP Project Locations and Biodiversity Significance Areas

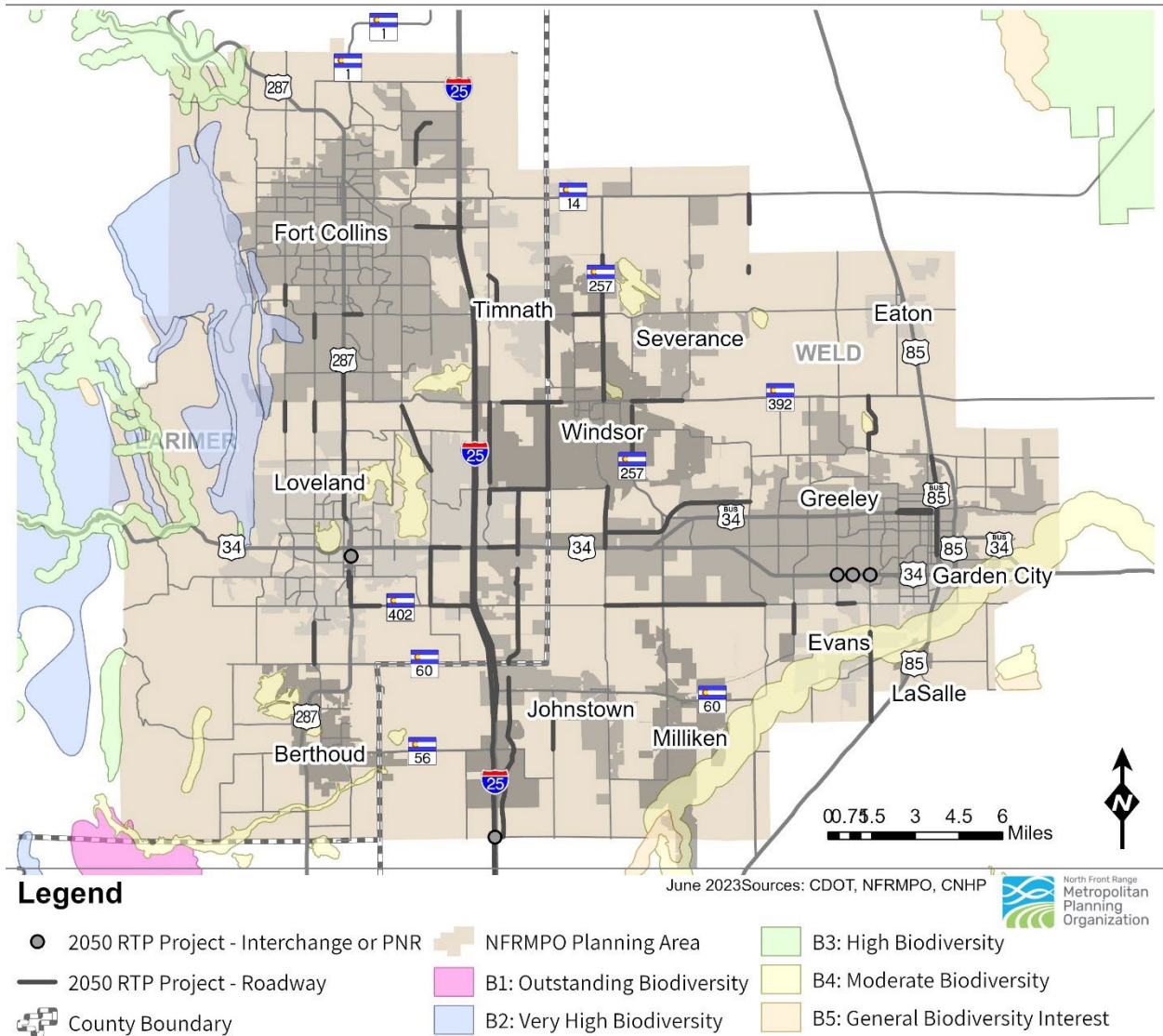


Figure 4-17 Additional Description: This map shows all of the projects contained in the 2050 RTP and their proximity to areas of biodiversity significance within the region. Pink shows areas with outstanding biodiversity. Blue shows areas with very high biodiversity. Green shows areas with high biodiversity. Yellow shows areas with moderate biodiversity. Orange shows areas with general biodiversity.

Short-Grass Prairie Initiative

In 2001 CDOT began the Short-Grass Prairie Initiative (SGPI), a partnership amongst the Nature Conservancy, United States Fish and Wildlife Service (USFWS), and other federal agencies, to protect up to 50,000 acres of the short-grass prairie in eastern Colorado. SGPI allows CDOT to offset project impacts by contributing to the creation of similar habitat elsewhere in the State that have been created through the SGPI. CPW is responsible for protecting and preserving the State's fish and wildlife resources through conservation, recreation, and wildlife management activities.³⁹

Colorado Senate Bill 13-40 requires any agency of the State to obtain wildlife certification from CPW when the agency plans construction in any stream or its bank or tributaries. Certification is provided by CPW if the construction plans demonstrate appropriate mitigation measures to eliminate or diminish adverse effects to such streams or their banks or tributaries.

³⁹ <https://cpw.state.co.us/aboutus/>

NFRMPO Priority List

Chapter 4, Section 3

NFRMPO Priority Corridors with Candidate Project List

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

The NFRMPO's Regional Transportation Plan (RTP) is a corridor-based plan without specific projects therefore the Planning Council wanted to provide CDOT with the region's priorities for two reasons:

- **To identify which corridor(s) with their associated projects are most important for funding and**
- **To provide a cohesive voice from Planning Council to CDOT on their priority.**

This was especially important to the creation of the initial list as there was a significant amount of federal funding available. The NFRMPO Planning Council first prioritized which corridors they wanted to focus on and came to a consensus on six Regionally Significant Corridors (RSCs):

- I-25
- US34
- US85
- US287
- SH14
- SH392

The NFRMPO's Priority Project List was first developed during a joint Planning Council-TAC Work Session held on January 16, 2020. Attendees reviewed and voted on priorities from a list of 57 regional projects compiled from a variety of sources, including: the 2045 Regional Transportation Plan, US85 and US34 PEL studies, the CDOT Region 4 2018 Ballot Project List, and from Technical Advisory Committee (TAC) and Planning Council members. Ultimately, Councilmembers at the workshop identified I-25 as the priority and let CDOT determine the project needs. This list has been updated annually since its creation in 2020.

Currently, the CDOT 10-Year Strategic Pipeline has been fully programmed out through fiscal year 2030, with the NFRMPO receiving a significant amount of funding early on for the I-25 project. This list is for coordination with CDOT and does not affect projects awarded through

the NFRMPO Call for Projects or other funding sources. The most current version of the list may be found here: <https://nfrmpo.org/wp-content/uploads/nfrmpo-priorities-list.pdf>.

Unconstrained Plan Projects

Chapter 4, Section 4

The Fiscally Constrained Plan and Plan Projects Chapters of the 2050 RTP identify funding which is reasonably anticipated to be available over the horizon of the plan, as well as regionally significant projects on RSCs from the NFRMPO local agencies to be completed with the available funding. Additional projects were provided by NFRMPO local agencies which do not have funding identified to be reasonably available within the timeframe of the 2050 RTP. These projects are considered unconstrained and are included in this chapter. Projects on the Unconstrained Plan Projects list may be funded should additional funding become available.

Regionally Significant Corridor (RSC) Projects

Figure 4-18: Fiscally Unconstrained RSC Capacity Projects, 2024-2050

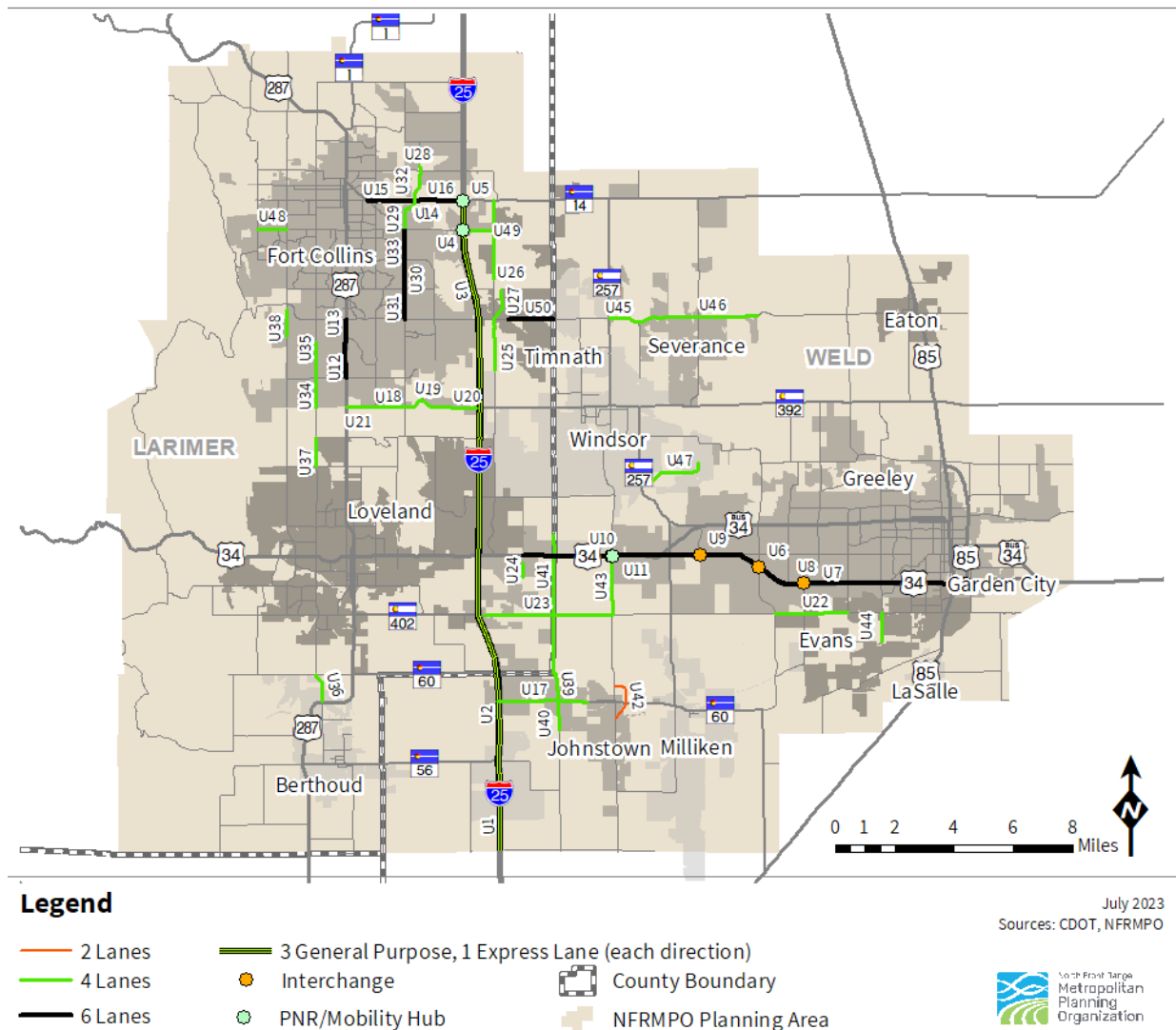


Table 4-17: Fiscally Unconstrained RSC Capacity Projects, 2024-2050

Map ID	Staging Period	RSC	Project Name	Extent	Improvement Type	Cost in 2024+ (\$M, YOE)
U1	2031-2040	1	I-25 GP Widening Segment 5	SH56 to WCR 38	Widen from 2 to 3 general purpose lanes (each direction)	\$77.98
U2	2031-2040	1	I-25 GP Widening Segment 6	SH402 to SH56	Widen from 2 to 3 general purpose lanes (each direction)	\$155.97
U3	2031-2040	1	I-25 GP Widening Segment 7&8	SH14 to SH402	Widen from 2 to 3 general purpose lanes (each direction)	\$148.88
U4	2027-2030	1	Prospect Road and I-25 Park and Ride	N/A	PNR	\$5.94
U5	2041-2050	1	Mulberry and I-25 Park and Ride	N/A	PNR	\$8.61
U6	2027-2030	2	US34 and 83rd Ave Interchange	N/A	New interchange	\$35.66
U7	2031-2040	2	US 34 Widening	LCR 3 (MP 97.8) to MP 113.65	Widen from 4 lanes to 6 lanes	\$436.00
U8	2031-2040	2	US34 and 65th Ave SPUI or interchange	N/A	New interchange	\$114.12
U9	2031-2040	2	US34 and Promontory Parkway SPUI or interchange	N/A	New interchange	\$44.52
U10	2041-2050	2	US34 and WCR17 Interchange	N/A	New interchange	\$58.43

Map ID	Staging Period	RSC	Project Name	Extent	Improvement Type	Cost in 2024+ (\$M, YOE)
U11	2041-2050	2	US34 and WCR17 Park and Ride	N/A	PNR	\$0.86
U12	2041-2050	6	US 287 / College Widening	Fossil Creek to Trilby	Widen from 4 lanes to 6 lanes	\$21.43
U13	2041-2050	6	US 287 / College Widening	Harmony to Fossil Creek	Widen from 4 lanes to 6 lanes	\$16.56
U14	2041-2050	8	Mulberry Widening	Timberline to Summit View	Widen from 4 lanes to 6 lanes	\$4.13
U15	2041-2050	8	Mulberry Widening	Riverside to Timberline	Widen from 4 lanes to 6 lanes	\$33.07
U16	2041-2050	8	Mulberry Widening	Summit View to I-25	Widen from 4 lanes to 6 lanes	\$20.67
U17	2024-2026	10	SH-60 Widening	I-25 to WCR-15	Widen from 2 lanes to 4 lanes	\$22.45
U18	2031-2040	12	Carpenter Widening	Lemay to Timberline	Widen from 2 lanes to 4 lanes	\$7.31
U19	2031-2040	12	Carpenter Widening	Timberline to County Road 9	Widen from 2 lanes to 4 lanes	\$7.31
U20	2041-2050	12	Carpenter Widening	County Road 9 to I-25	Widen from 2 lanes to 4 lanes	\$8.27
U21	2041-2050	12	Carpenter Widening	College to Lemay	Widen from 2 lanes to 4 lanes	\$12.40

Map ID	Staging Period	RSC	Project Name	Extent	Improvement Type	Cost in 2024+ (\$M, YOY)
U22	2027-2030	13	WCR-54 / 37th St Widening	77th Ave / 83rd Ave/ Two Rivers Parkway to 47th Ave	Widen from 2 lanes to 4 lanes	\$35.84
U23	2031-2040	13	LCR-18 / WCR-54 Widening	I-25 to WCR-17	Widen from 2 lanes to 4 lanes	\$22.43
U24	2027-2030	14	High Plains Parkway Widening	Ronald Reagan to LCR 20C	Widen from 2 lanes to 4 lanes	\$7.71
U25	2027-2030	15	Main St Widening	Harmony Rd to South GMA	Widen from 2 lanes to 4 lanes	\$13.99
U26	2041-2050	15	LCR-5 Widening	SH-14 to Realigned Main Street	Widen from 2 lanes to 4 lanes	\$68.17
U27	2041-2050	15	Timnath Bypass/Parkway New Road	N of LCR 40 to LCR 38	Widen from 2 lanes to 4 lanes	\$18.81
U28	2031-2040	16	Timberline Widening and overpass	N of Vine to S of Vine	Widen from 2 lanes to 4 lanes	\$16.95
U29	2031-2040	16	Timberline Widening	Mulberry to Prospect	Widen from 2 lanes to 4 lanes	\$29.23
U30	2031-2040	16	Timberline Widening	Drake to Horsetooth	Widen from 4 lanes to 6 lanes	\$11.88
U31	2031-2040	16	Timberline Widening	Horsetooth to Harmony	Widen from 4 lanes to 6 lanes	\$11.88
U32	2041-2050	16	Timberline Widening	S of Vine to Mulberry	Widen from 2 lanes to 4 lanes	\$31.01
U33	2041-2050	16	Timberline Widening	Prospect to Drake	Widen from 4 lanes to 6 lanes	\$23.77

Map ID	Staging Period	RSC	Project Name	Extent	Improvement Type	Cost in 2024+ (\$M, YOY)
U34	2031-2040	17	Shields Widening	Trilby to Carpenter / LCR 32	Widen from 2 lanes to 4 lanes	\$7.31
U35	2031-2040	17	Shields Widening	Hilldale to Trilby	Widen from 2 lanes to 4 lanes	\$7.31
U36	2041-2050	17	LCR 17 Widening	LCR 14 to US 287	Widen from 2 lanes to 4 lanes	\$9.74
U37	2041-2050	17	LCR-17 Widening	LCR-30 to LCR-28/57th Street	Widen from 2 lanes to 4 lanes	\$51.13
U38	2031-2040	18	Taft Hill Widening	Brixton to GMA	Widen from 2 lanes to 4 lanes	\$12.92
U39	2031-2040	19	WCR-13 Widening	WCR 50 to SH 60	Widen from 2 lanes to 4 lanes	\$29.92
U40	2031-2040	19	WCR-13 Widening	SH 60 to WCR 46	Widen from 2 lanes to 4 lanes	\$10.76
U41	2031-2040	19	WCR-13 Widening	WCR-60 to WCR-50	Widen from 2 lanes to 4 lanes	\$24.47
U42	2031-2040	20	Downtown Loop Road North	WCR-17 to SH-60	New 2 lane road	\$7.98
U43	2031-2040	20	WCR-17 Widening	WCR-56 to WCR-54	Widen from 2 lanes to 4 lanes	\$13.73
U44	2024-2026	22	35th Ave Widening	37th St / WCR 54 to 49th St	Widen from 2 lanes to 4 lanes	\$8.32
U45	2027-2030	23	WCR-74 Widening	SH-257 to WCR-21	Widen from 2 lanes to 4 lanes	\$13.49
U46	2041-2050	23	WCR-74 Widening	WCR-21 to WCR-27	Widen from 2 lanes to 4 lanes	\$31.07
U47	2027-2030	26	Crossroads Blvd New Road	SH 257 to WCR 23	New 4 lane road	\$21.40
U48	2041-2050	28	Prospect Widening	Overland to Taft Hill	Widen from 2 lanes to 4 lanes	\$13.44

Map ID	Staging Period	RSC	Project Name	Extent	Improvement Type	Cost in 2024+ (\$M, YOE)
U49	2027-2030	28	Prospect Widening	I-25 to Main Street	Widen from 2 lanes to 4 lanes	\$6.57
U50	2031-2040	23	Harmony Widening	RR Tracks to LCR 1	Widen from 4 lanes to 6 lanes	N/A

Regional Transit Corridor (RTC) Projects

All Regional Transit Corridors (RTCs) identified in **Chapter 1** are considered fiscally constrained except for the two potential alignments for the Front Range Passenger Rail (FRPR) corridor. The FRPR District, created with SB21-260, is currently working on identifying a final alignment and an associated service development plan. For the most up to date information about FRPR please visit <https://www.ridethefronrange.com/>.