

Chapter

# 1

# Planning Context





**Cache La Poudre River, 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**

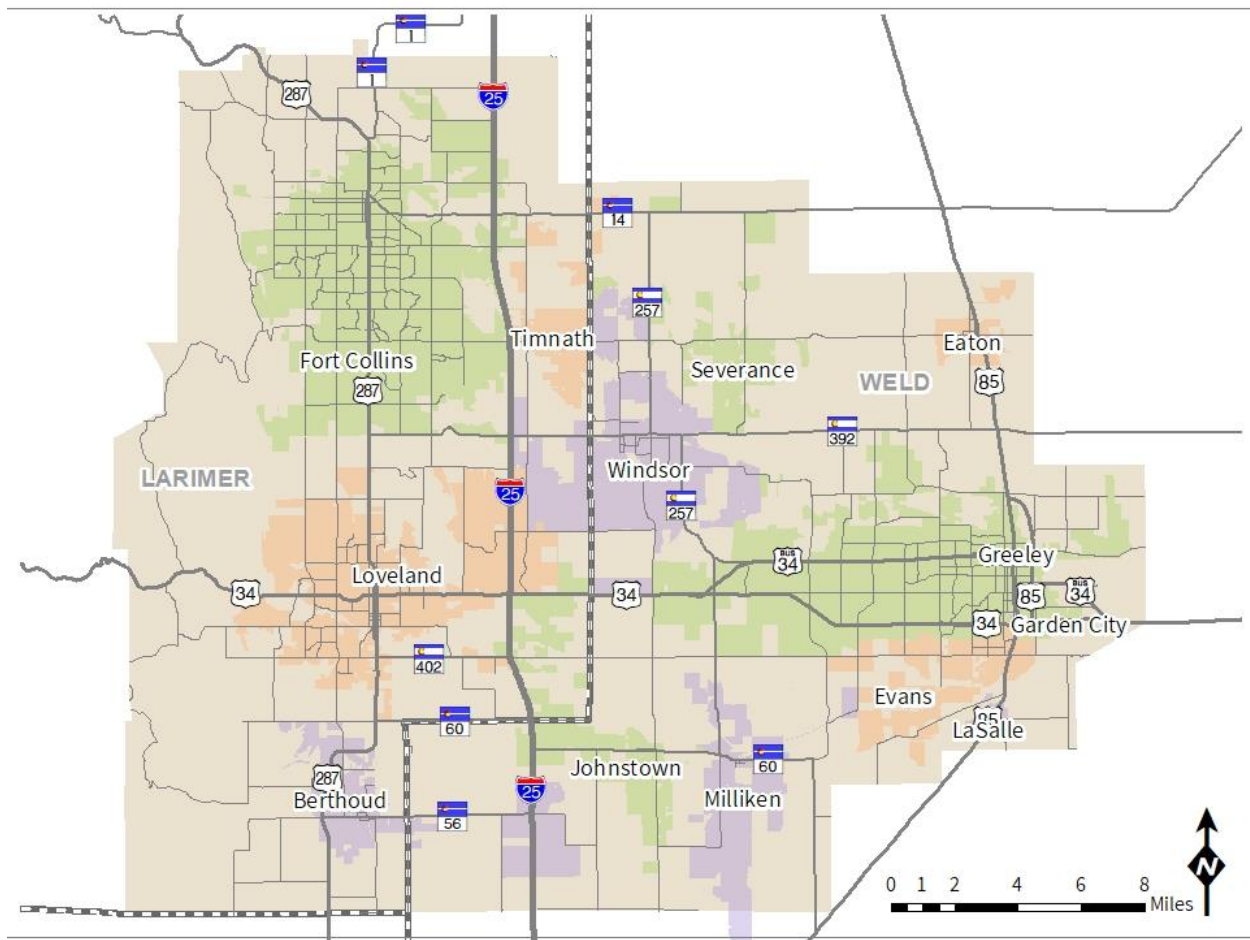
The NFRMPO has led the continuing, cooperative, and comprehensive (3C) transportation planning process on behalf of two counties and 13 communities in Northern Colorado since it was founded in 1988. The NFRMPO policy is set by the Planning Council, which consists of the counties, communities, and two 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**



**Legend**

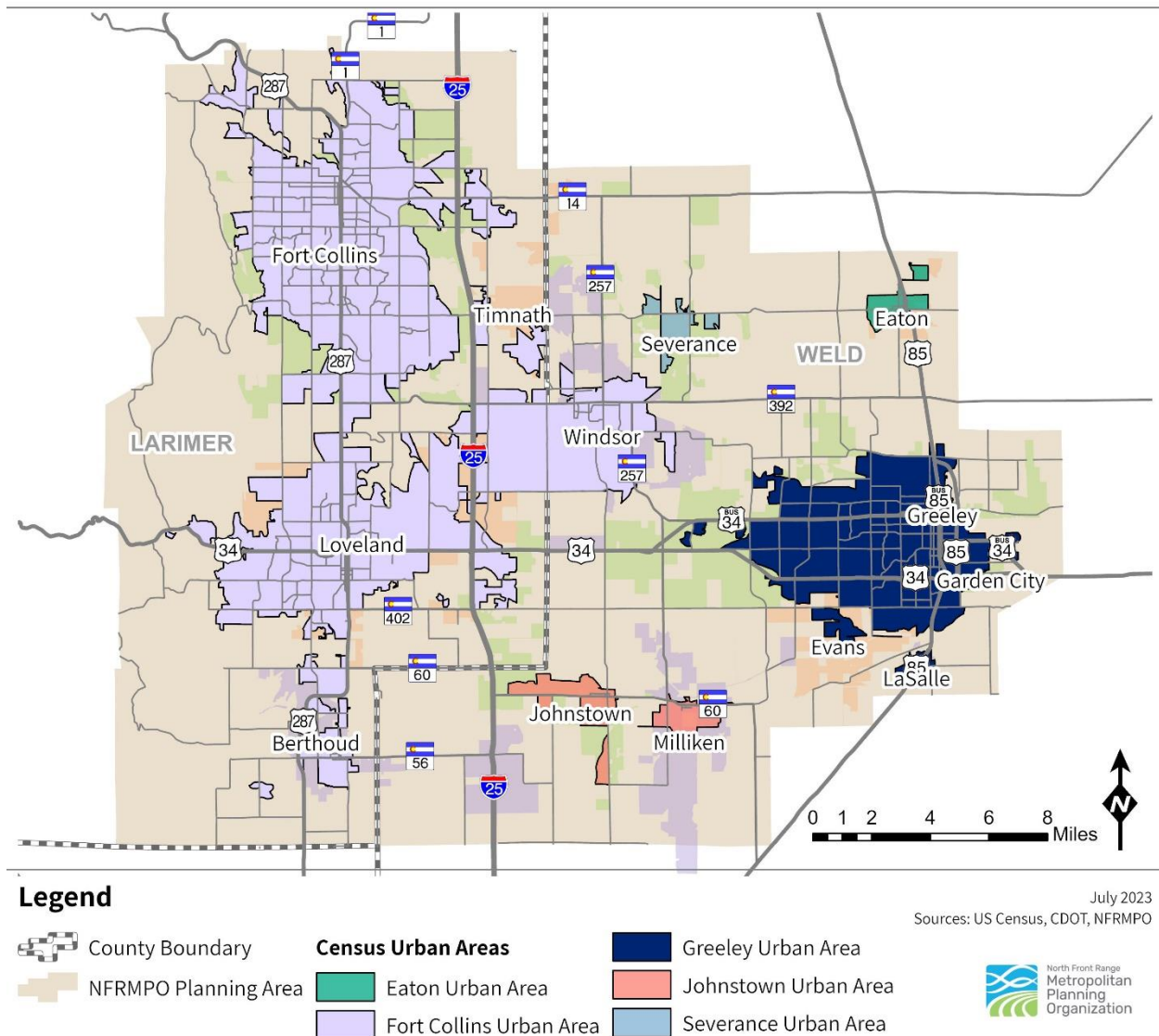
 County Boundary  NFRMPO Planning Area

April 2023  
Sources: CDOT, NFRMPO



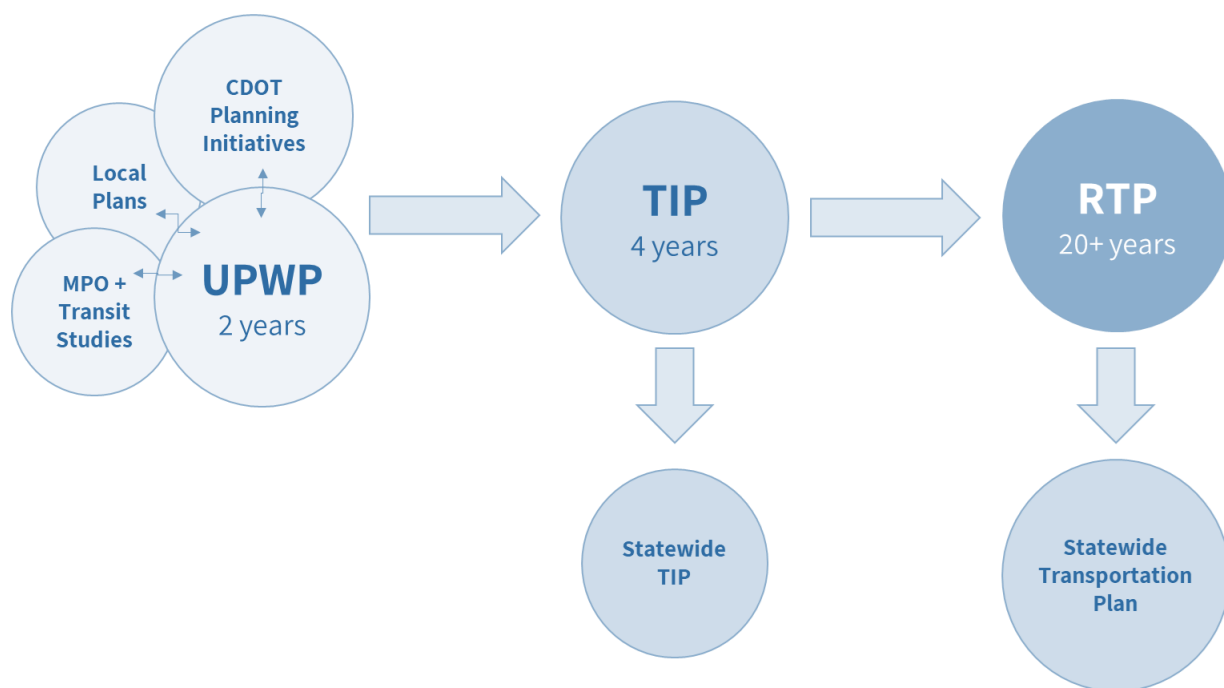
U.S. Census-designated urban areas (UA) with populations over 50,000 are the basis for the NFRMPO planning area, which includes the Fort Collins Transportation Management Area (TMA) and the Greeley UA. TMAs contain more than 200,000 residents and have additional requirements. The NFRMPO area also contains 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**



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**



## 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**.<sup>2</sup>

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.

---

<sup>2</sup>23 CFR 450.306: <https://www.gpo.gov/fdsys/granule/CFR-2011-title23-vol1/CFR-2011-title23-vol1-sec450-306>

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.

**Table 1-1: NFRMPO Planning Factors**

Chapter/Section	Economic Vitality	Safety	Security	Accessibility & Mobility	Environment	Integration and Connectivity	System Management & Operations	Preservation	Resiliency & Reliability	Travel & tourism
1 Planning Context				X		X	X	X		
2-1 Socioeconomic Trends		X	X	X		X	X	X	X	X
2-2 Initiatives and Technology	X	X		X	X	X				
2-3 System Performance Report and Performance Measures	X	X		X	X	X	X	X	X	X
2-4 Safety and Resiliency		X	X	X	X	X	X	X	X	X
3-1 Vision Plans	X	X	X	X	X	X	X	X	X	X
3-2 Scenarios	X	X	X	X	X	X	X	X	X	X
4-1 Fiscally Constrained Plans	X	X	X	X	X	X	X	X	X	X
4-2 Plan Projects	X	X	X	X	X	X	X	X	X	X
4-3 Fiscally Unconstrained Projects	X	X		X						
4-4 10-Year List of Projects	X	X	X	X	X	X	X	X	X	X

## Vision and Goals

Chapter 2, Section 4 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.



#### 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

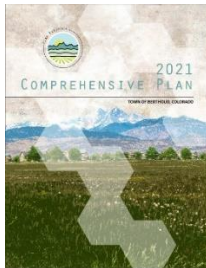
## Related Plans, Studies, and Initiatives

The 2050 RTP is the culmination of local and regional plans and builds upon State-level plans.

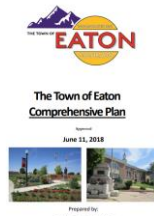
### Local Plans

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.

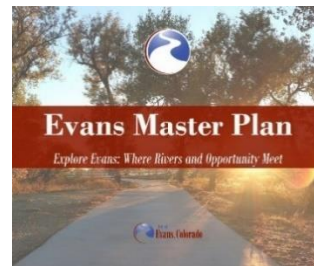
#### Berthoud



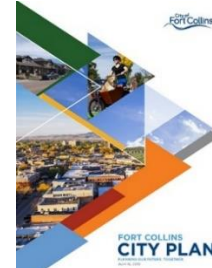
#### Eaton



#### Evans



#### Fort Collins



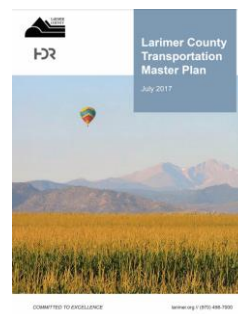
#### Greeley



#### Johnstown



#### Larimer County



#### LaSalle



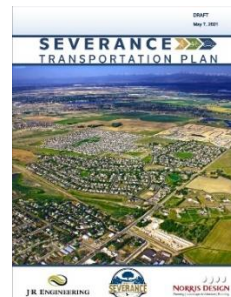
#### Loveland\*



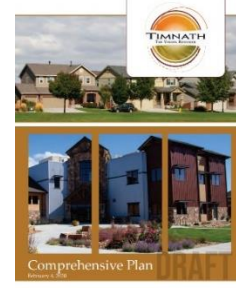
#### Milliken



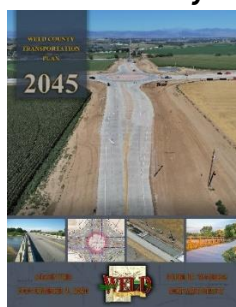
#### Severance



#### Timnath



#### Weld County

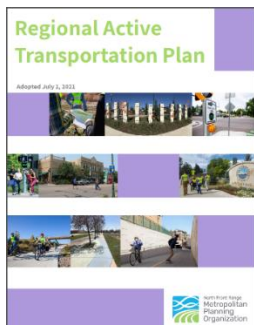


#### Windsor



## NFRMPO Plans

### Active Transportation Plan



### Coordinated Public Transit/Human Services Transportation Plan



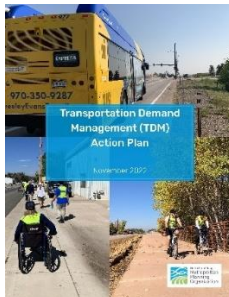
### Congestion Management Process



### FY2023-2026 Transportation Improvement Program (TIP)



### Transportation Demand Management (TDM) Action Plan

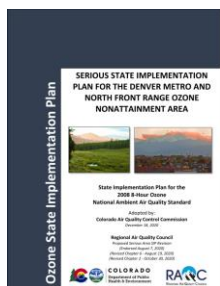


### LinkNoCo



## Statewide Plans

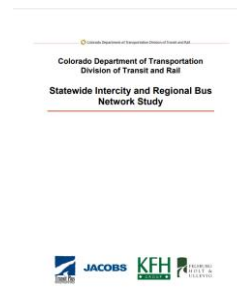
### Statewide Implementation Plan



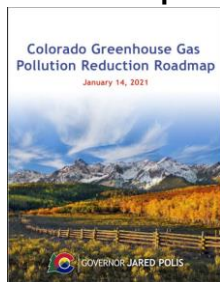
### Colorado Freight Plan



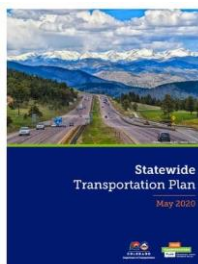
### Intercity and Regional Bus Network Plan



### Greenhouse Gas Reduction Roadmap



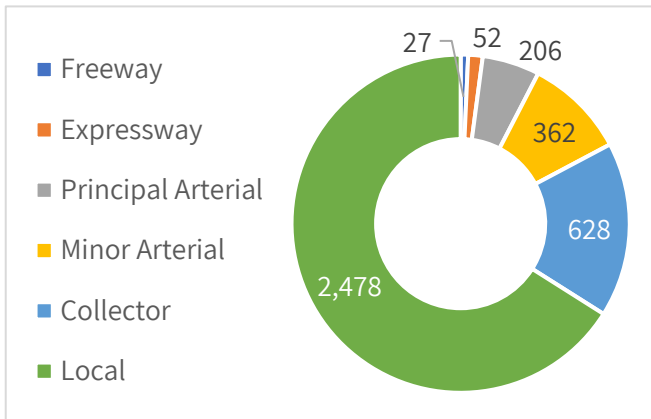
### Statewide Transportation Plan



## Multimodal Transportation System

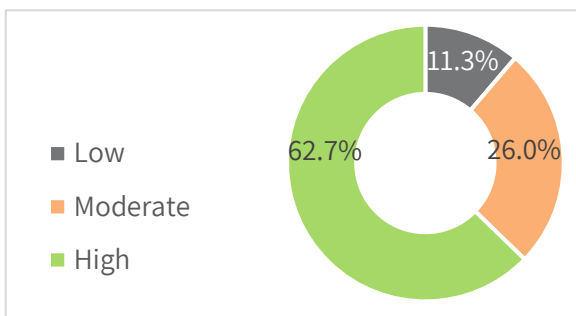
### Region at a Glance

**Figure 1-4: Centerline Miles by Functional Type**



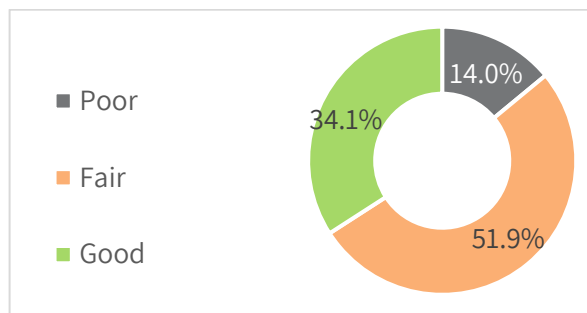
Local streets make up the majority of roadways in the NFRMPO region, followed by collectors, arterials, and expressways. I-25 is the only interstate in the region, while portions of US34, US287, and US85 make up the expressways. Each type of roadway serves a different purpose, from interstate travel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

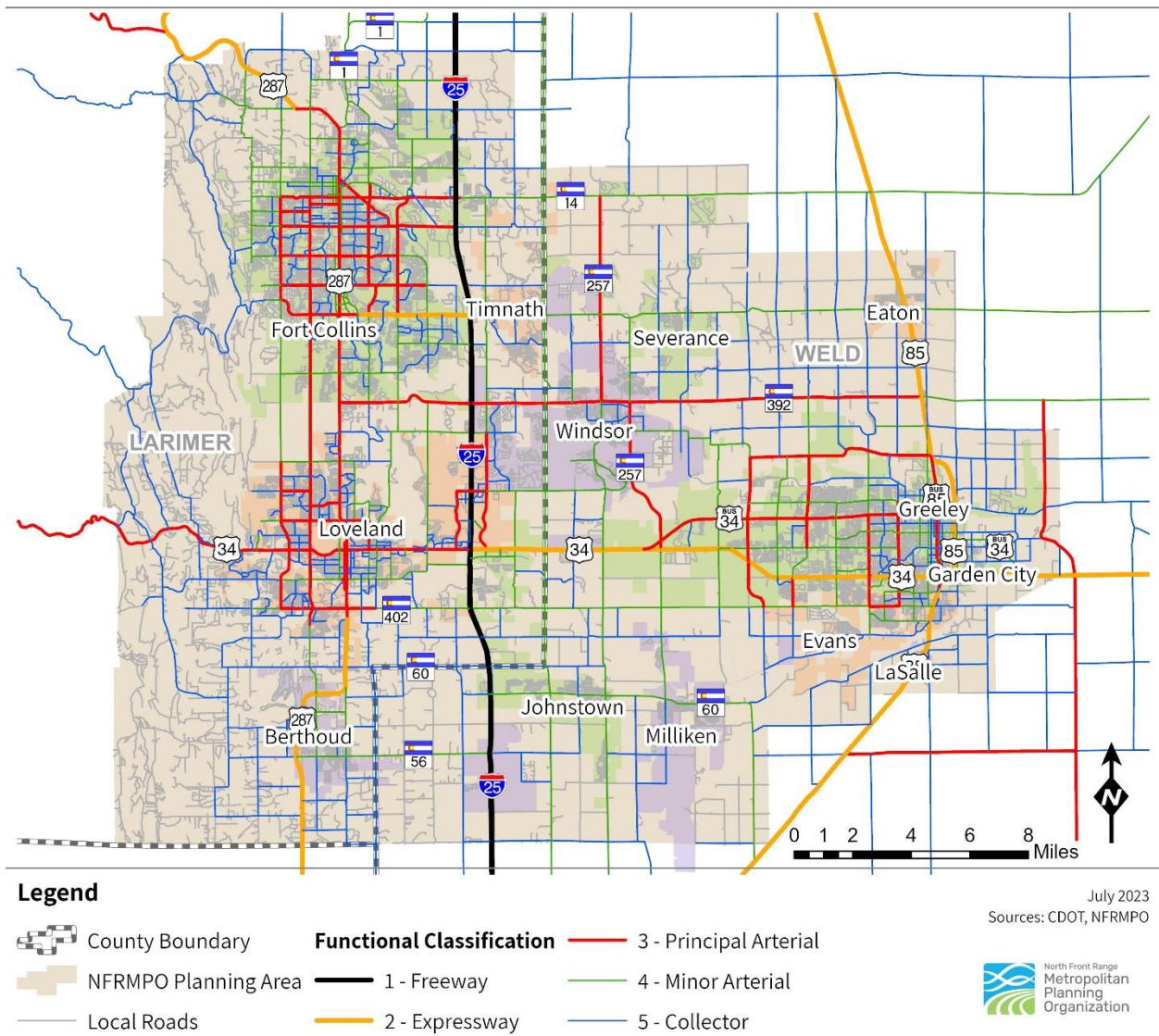
## Roadways

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

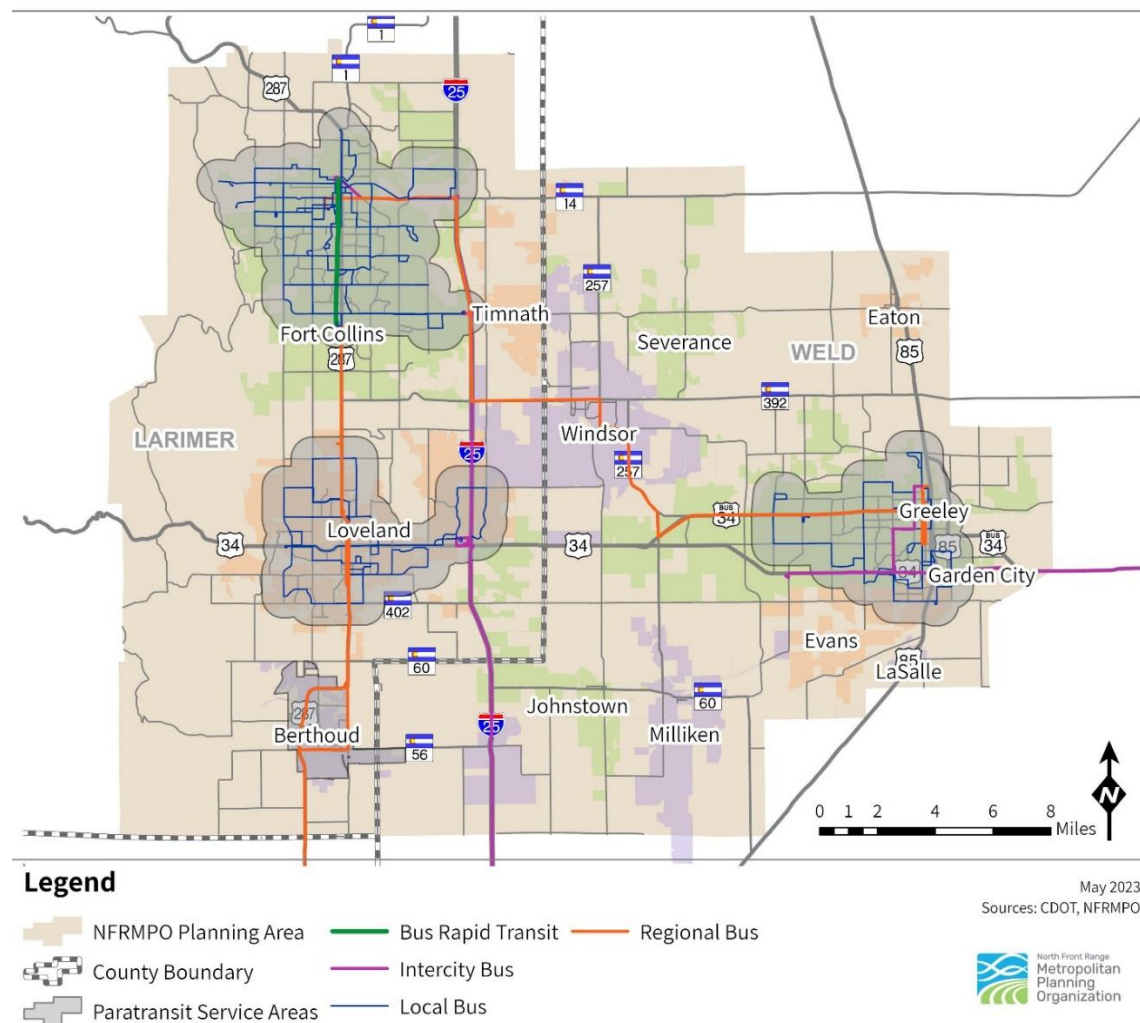


## Transit

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  $\frac{3}{4}$ -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.



MAX Bus in Fort Collins

Image credit: City of Fort Collins Flickr

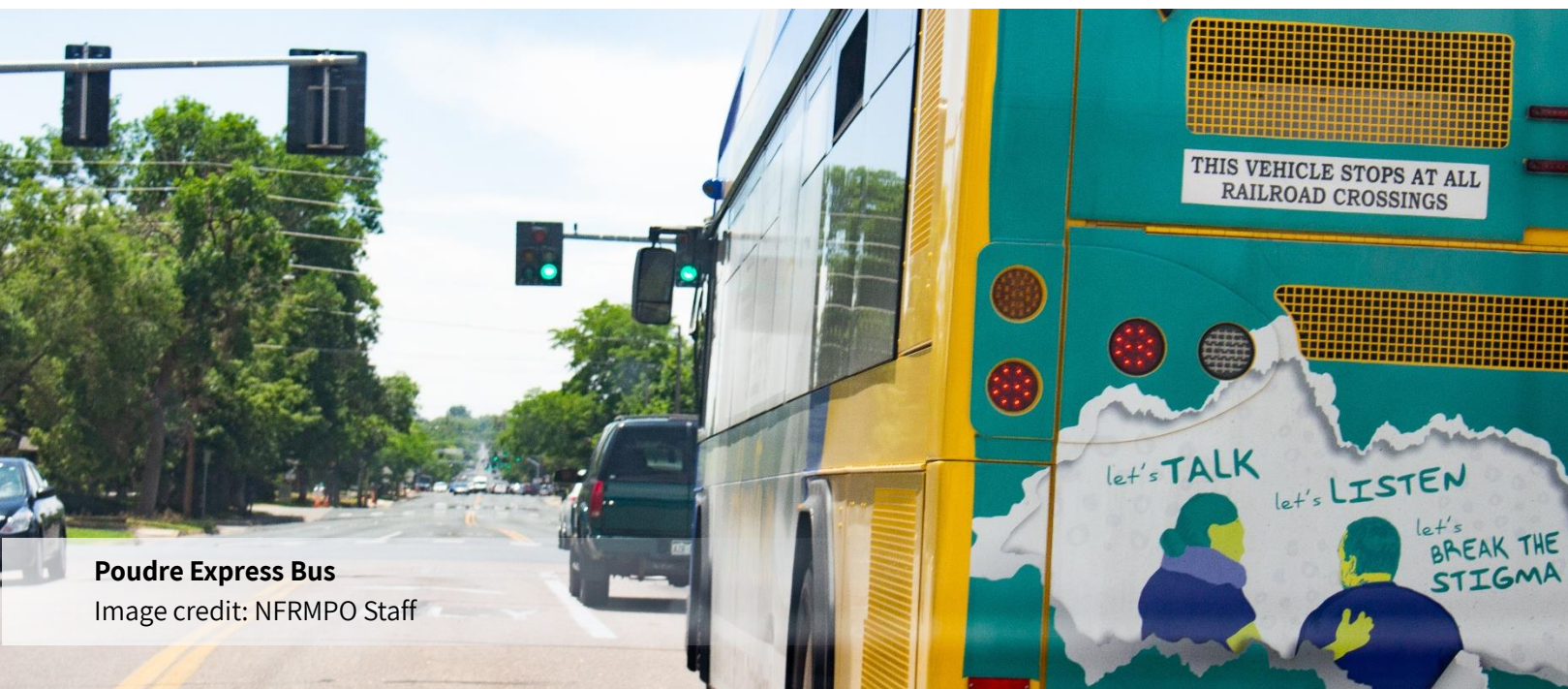
## Greeley Evans Transit

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 10<sup>th</sup> Street and the University of Northern Colorado (UNC) in Greeley.



**Poudre Express Bus**  
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.



**COLT Bus**

Image credit: COLT

### CDOT/Bustang



**Bustang Bus**

Image credit: NFRMPO Staff

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.

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 UHealth 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.

Mileage by bicycle facility type shown in **Table 1-2** were identified in the NFRMPO [2021 ATP](#). Bicycle routes were omitted because they are defined differently across communities.



**Participants in a walk audit along the Great Western Trail**  
Image credit: NFRMPO Staff

**Table 1-2: Active Transportation Facilities**

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

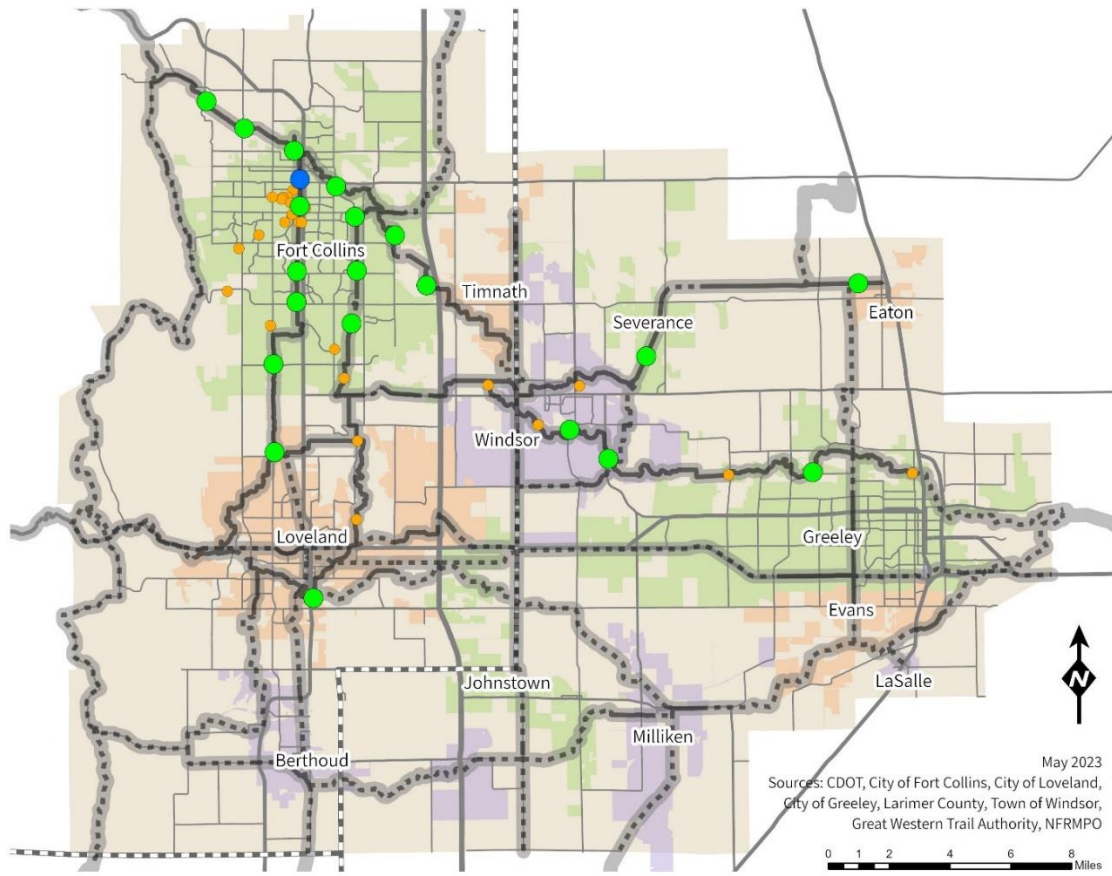
### Counter Locations

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**



## 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**.

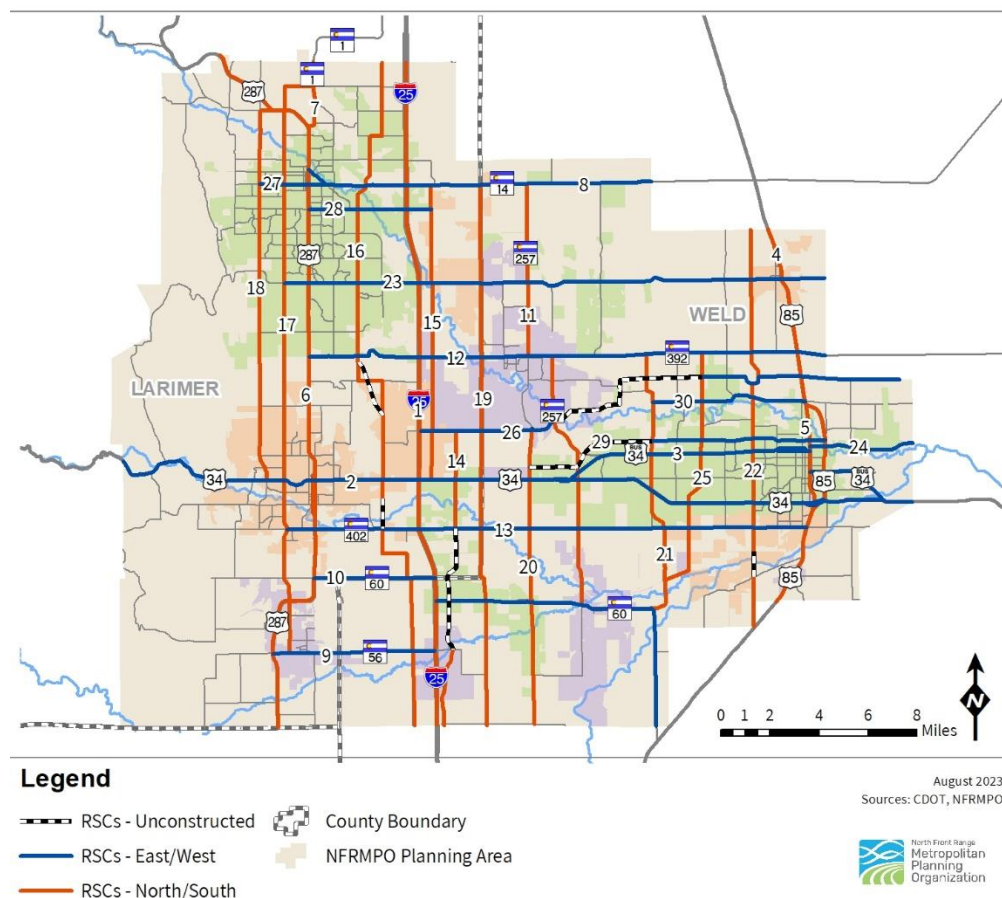
### Regionally Significant Corridors

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 1-3**.

**Figure 1-10: Regionally Significant Corridors (RSCs)**



**Table 1-3: Regionally Significant Corridors (RSCs)**

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

## Regional Transit Corridors

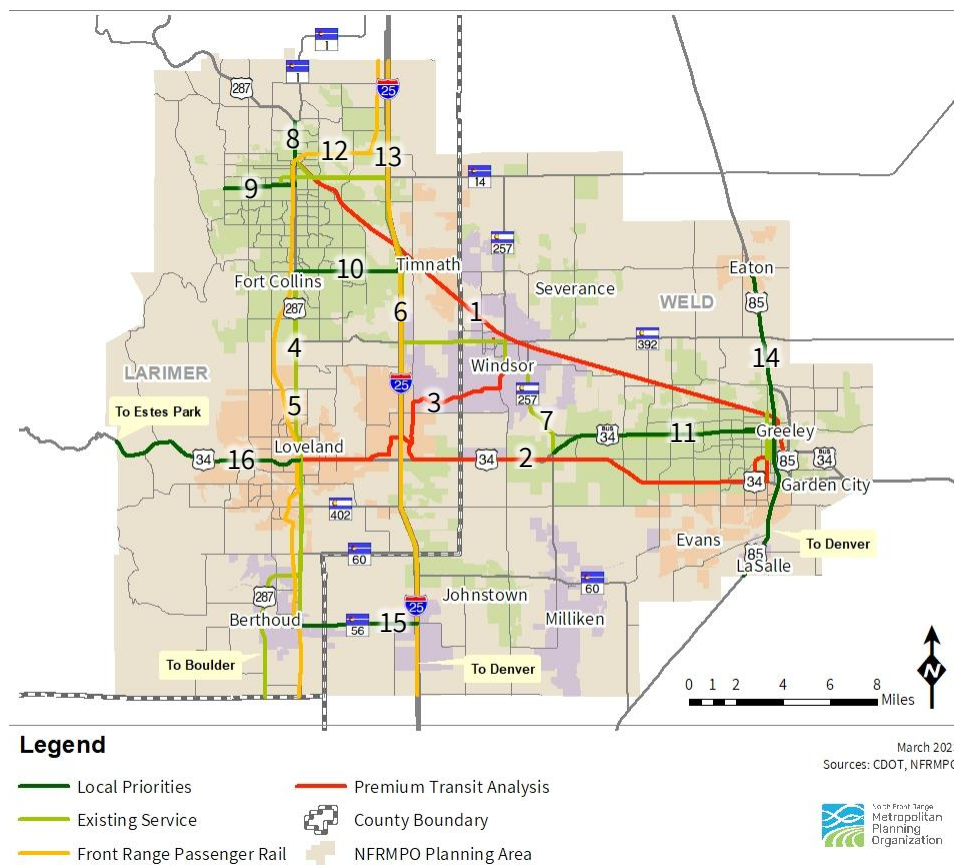
RTCs are categorized by type of service and include:

- **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 1-4**.

**Figure 1-11: Regional Transit Corridors (RTCs)**



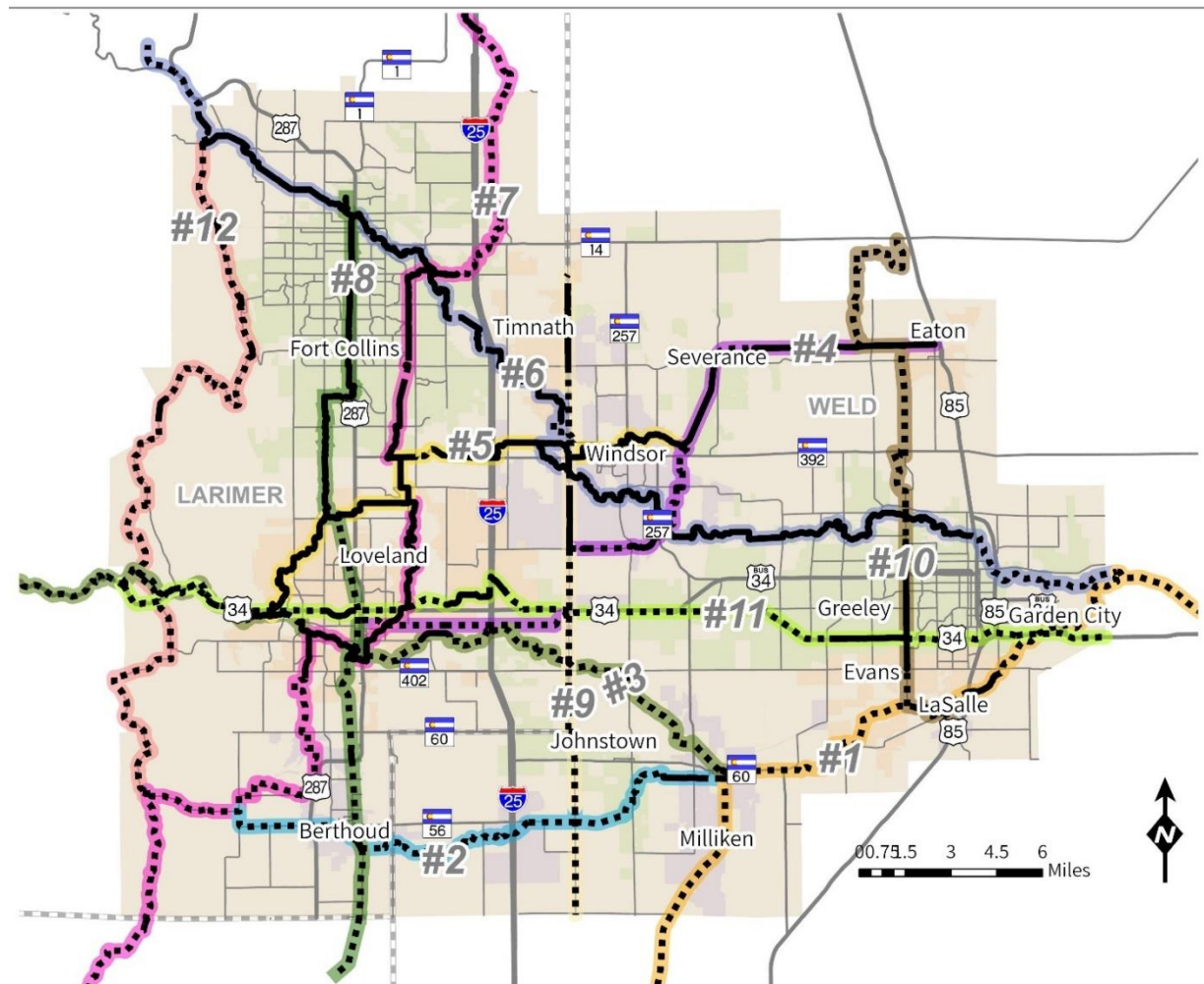
**Table 1-4: Regional Transit Corridors (RTCs)**

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

**Figure 1-12: 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



**Table 1-5: Regional Active Transportation Corridors (RATCs)**

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

---

<sup>3</sup> 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.

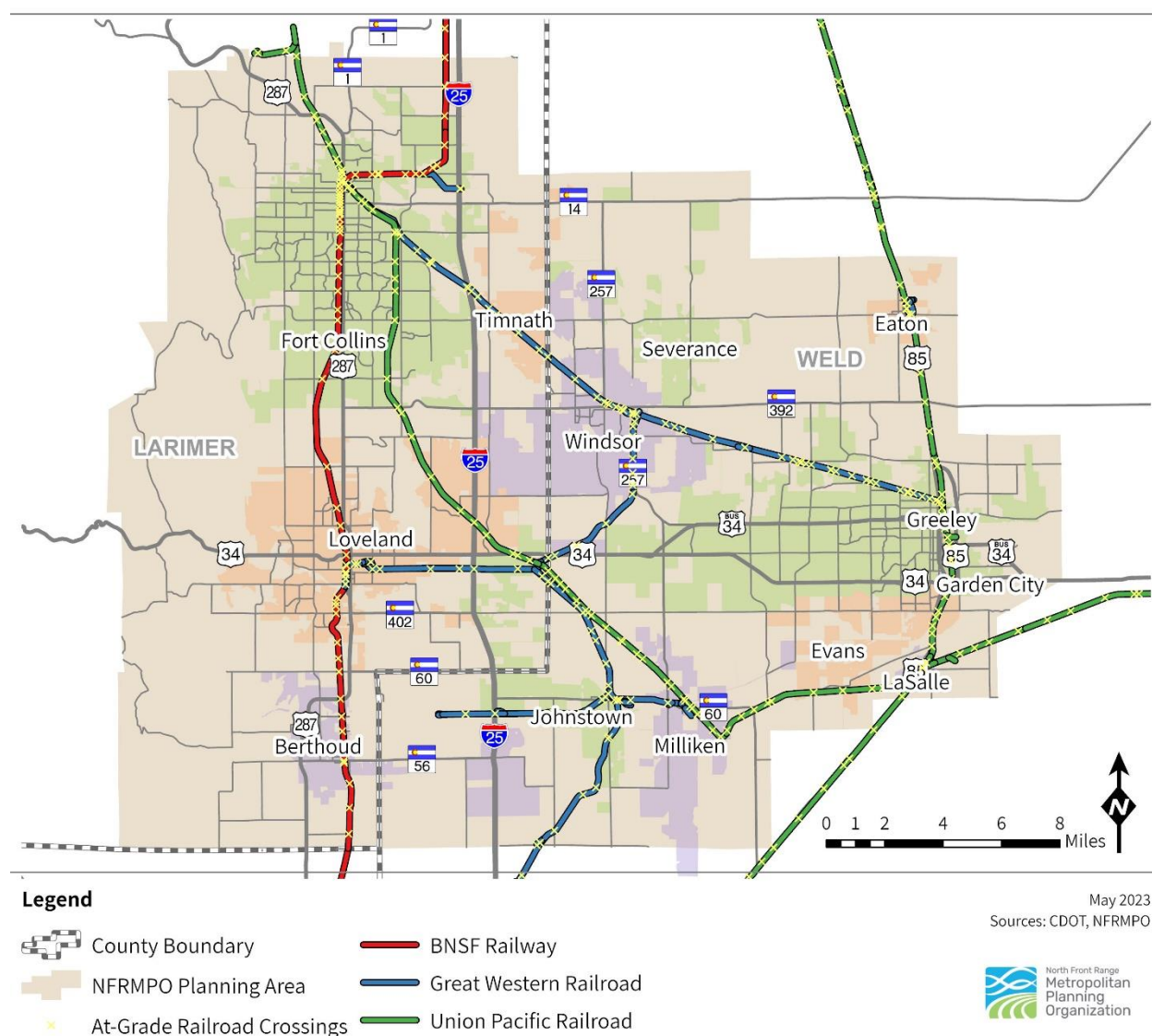
<sup>4</sup> Colorado Remote Tower Project: <https://www.codot.gov/programs/remotetower>. Accessed April 17, 2023.

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 Company and Status**



## 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.”<sup>5</sup>

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>

---

<sup>5</sup> 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 80<sup>6</sup>.

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 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

---

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

activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.”<sup>7</sup>

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 at 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>

## 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 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

---

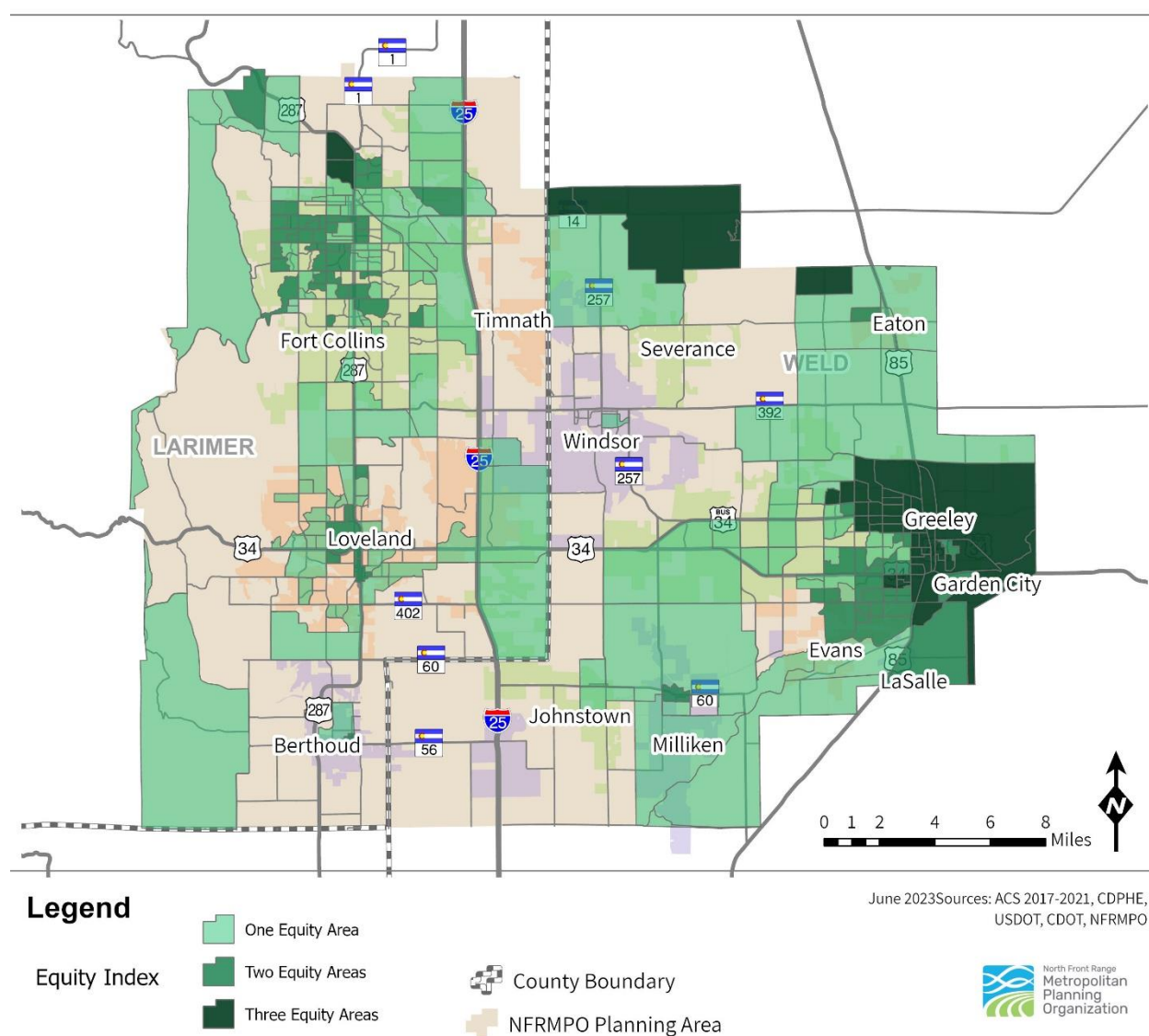
<sup>7</sup> Environmental Justice, 2022. [https://www.fhwa.dot.gov/Environment/environmental\\_justice/](https://www.fhwa.dot.gov/Environment/environmental_justice/) (Accessed 3/27/2023)

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>

**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**



## 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.