



APPENDIX A

STRATEGIC ACTION PLAN



2010 North Front Range Strategic Action Plan Matrix

- FINAL -

Red = Retreat Statements by Planning Council members
 Green = Federal Certification Review recommendations

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
<p>1. Focus on projects that are important to individual jurisdictions and the region that have direct positive impacts and use money in a meaningful way that serves the citizens of this region.</p>	<ul style="list-style-type: none"> • Fully engage all MPO jurisdictions in the regional transportation & air quality planning process. Engage private interests as well. • Use community dialogues to identify those projects member jurisdictions want to see accomplished. Include relevant state agencies. Use Planning Council guidance to identify specific issues and gaps in the transportation system, possibly escalating to higher levels including partnerships. • Move commonalities noted by the MPO regarding jurisdictional needs up to regional or sub-regional efforts. Pursue regional or sub-regional partnerships for funding and sharing of grant opportunities. Avoid federal and state agency "silo" thinking. • With appropriate local staff proactively develop data and analyses that prepare projects for successful grant applications. Help member governments in applying for grants by bringing local, state and federal partners together to identify potential funding. • Identify regional efficiencies and what role the MPO can play in providing those efficiencies. Avoid duplication of efforts among member governments. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> • Emphasize policy discussions and organizational direction in monthly Planning Council meetings. • Base policy decisions on solid data, such as the updated Household Travel Survey analysis. • Provide assistance to member jurisdictions to help leverage federal and state funding where possible. • Provide regular opportunities for TAC, TAG and MPO staff to report on progress. <p>TAC / TAG</p> <ul style="list-style-type: none"> • Submit annual report to MPO Planning Council on advisory committees' work plans, goal-setting and regional outlook. <p>MPO Staff</p> <ul style="list-style-type: none"> • Provide MPO Planning Council with enhanced data collection & analysis to evaluate policy options. • Coordinate with DRCOG and the Upper Front Range in the development of modeling opportunities to assess and enhance air quality, travel demand and land use modeling. Explore additional modeling opportunities that can assist in analyzing how best to operate and manage the transportation system. • Limit time for routine business matters and increase use of Consent Agenda to allow additional time for policy discussions and SAP progress assessments.

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> Assist TAC and TAG in developing annual report. Present Annual Report to Planning Council to check progress on SAP and core MPO business.
<p>2. Develop transportation solutions that benefit citizens by minimizing traffic congestion.</p>	<ul style="list-style-type: none"> Update the 2035 Regional Transportation Plan as required emphasizing the goals of the SAP and applicable federal and state regulations. Use performance measures to document progress in subsequent plans. Revise or update the regional strategic corridors document. Emphasize new Congestion Management Program and eligibility criteria for project selections. Determine MPO's responsibilities for implementing appropriate portions of the preferred alternative of the N. I-25 Environmental Impact Statement (EIS). Address freight traffic in the MPO planning process, including the RTP and TIP. In concert with public transportation providers within the region, continue to provide consistent, cooperative, and comprehensive planning for efficient and effective transit services within the North Front Range. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> Encourage and seek partnerships in funding parallel road systems along I-25 and other major corridors as part of N. I-25 EIS preferred alternative. Identify and preserve right-of-way for future passenger rail service. <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> Identify and facilitate funding partnerships with CDOT and member governments for parallel road systems. TAC – Create regional highway and road priorities annual report to MPO Planning Council, including regionally significant corridors in accordance with Congestion Management Process. TAG – Produce regional transit priorities annual report to MPO Planning Council, including regionally-significant corridors in accordance with Congestion Management Process. TAC / TAG / AQTAC - Evaluate and recommend regional transportation solutions, including those implementing the N. I-25 EIS preferred alternative. TAC / TAG / AQTAC – Monitor and report multi-modal projects through the Congestion Management Process performance report. <p>MPO Staff</p> <ul style="list-style-type: none"> Re-evaluate Goals and Objectives in the Regional Transportation Plan based on the performance measures, SAP goals and current federal initiatives.



2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> • Create graphic representations of performance measures in the RTP to monitor transportation progress at regional level. • Assist TAC, TAG and AQTAC in development of required annual reports. • Develop Regional Bicycle and Pedestrian Plan. • Develop cost estimates for Regional Transit Element and TDM Plan's identified strategies.
<p>3. Develop regional strategies on behalf of local governments to achieve federal air quality standards in the North Front Range region.</p>	<ul style="list-style-type: none"> • Participate in development of the Ozone State Implementation Plan (SIP) due in the Spring of 2011 as lead air quality planning agency for the North Front Range. • Ensure necessary air quality conformity for RTP and TIP. • Provide educational presentations and forums for member governments to solicit input on ozone and other Clean Air Act issues. • Continue to provide MPO representation on the Regional Air Quality Council (RAQC). Coordinate efforts with RAQC and the State Air Pollution Control Division as technical leads for transportation-related air quality strategies. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> • Appoint Air Quality technical advisory committee (AQTAC) to advise and make recommendations to Council on air quality issues. <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> • AQTAC - Develop a schedule of air quality-related training from federal and state agencies as needed for the MPO organization and member governments. • AQTAC - Develop recommendations to the MPO Planning Council for appropriate air quality strategies as part of the Ozone State Implementation Plan (SIP) update and conformity requirements. • AQTAC – In partnership with CDOT, develop regional report on air quality reduction benefits from TIP projects. <p>MPO Staff</p> <ul style="list-style-type: none"> • Enhance current staff technical abilities. • Identify existing needs and continue to coordinate with the Regional Air Quality Council and Colorado Department of Public Health and Environment on how the two organizations may assist the MPO Planning Council in it lead air quality planning agency role.

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> Assist AQTAC in developing schedule of air quality related training for Planning Council, other advisory committees and member governments.
<p>4. Identify newly adopted and upcoming federal elements of transportation policy; and develop a strategy to position the North Front Range to meet those requirements, including the concept of “Livable Communities.”</p>	<ul style="list-style-type: none"> Develop a template for regional transportation that addresses the Six Livability Principles adopted by the U.S. Department of Transportation, Housing & Urban Development and the Environmental Protection Agency (attached). Tie the quality and location of transportation facilities to broader opportunities, including access to good jobs, affordable housing, quality schools, and safe streets. Encourage regional planners to address safety and capacity issues on all roads through better planning and design, maximizing and expanding the use of new technologies. Include Transportation Demand Management (TDM) approaches to transportation system planning and operations. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> Develop alternative strategies for delivering regional transportation solutions for “Tomorrow’s Land Use” exhibit. Technical advisory committee members, an ad hoc working group of member government officials, and MPO staff jointly develop alternative “livable communities” approaches to regional transportation planning in the North Front Range in preparation for the 2040 Regional Transportation Plan update. <p>MPO Staff</p> <ul style="list-style-type: none"> In support of advisory committees, develop alternative strategies for delivering regional transportation solutions for “Tomorrow’s Land Use” exhibit. Assist TAC, TAG and AQTAC in jointly preparing alternative “livable communities” strategies and approaches to regional transportation planning on behalf of the Planning Council in preparation for the 2040 Regional Transportation Plan update process. <p>The 2040 Regional Transportation Plan should:</p> <ul style="list-style-type: none"> Provide more transportation choices in the regional transportation planning process. Develop safe, reliable and economical transportation choices to decrease household transportation costs, improve personal mobility, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas



2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<p>emissions and promote public health.</p> <ul style="list-style-type: none"> • Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets. • Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes. • Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
<p>5. Address CDOT’s investment categories, including system quality, maintenance and operation, safety, and mobility.</p>	<ul style="list-style-type: none"> • Work with CDOT Region 4 on joint performance measures for each investment category and set coordinated goals by category. • Become more involved in maintenance and operation of the transportation system, as per federal direction. Focus on the efficiency and operation of the transportation system rather than just capacity improvements. • Value safety as the number one priority for the North Front Range. • Address regional mobility as well as personal mobility barriers including income, disabilities and age so that all citizens in the region have equal access to the transportation system. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> • In the RTP and TIP, assess efforts necessary to adequately maintain and operate the transportation system, and provide the financial detail (costs and revenue) to support the system level estimate. <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> • Identify system deficiencies through the Congestion Management Process. • Identify ITS improvements through CDOT’s update of the Regional ITS Architecture. <p>MPO Staff</p> <ul style="list-style-type: none"> • Continue the Access Management program for Regionally Significant Corridors to help preserve the existing transportation system. • Make better use of the new Congestion Management Process and intelligent transportation systems (ITS).

2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> Report back annually to MPO Planning Council progress on investment categories, including operations and maintenance.
<p>6. Continue to plan effectively and professionally, regardless of funding availability, in order to strategically position the region for the future when funding becomes available.</p>	<ul style="list-style-type: none"> Be proactive; avoid falling into a reactive mode. Improve coordination within the NFRMPO area as well as outside the MPO boundary (RTD, DRCOG, the Upper Front Range and other transportation planning regions). Meet all federal requirements for an MPO. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> Develop additional forums and regular meeting schedules with adjacent elected and appointed officials (RTD, DRCOG and Upper Front Range). Coordinate with RTD to connect regional transit services between Denver metro region and North Front Range. <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> Discuss and make recommendations to MPO Planning Council regarding "Tomorrow's Land Use" exhibit. <p>MPO Staff</p> <ul style="list-style-type: none"> Coordinate regional transportation planning with RTD to connect transit services between the North Front Range and the Denver area. Develop and maintain MPO core business products, including Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).
<p>7. Increase the amount and quality of MPO Communications</p>	<ul style="list-style-type: none"> Improve coordination within the NFRMPO area as well as outside the MPO boundary with RTD, DRCOG, and the Upper Front Range) Increase public awareness of roles and responsibilities of the North Front Range MPO. 	<p>MPO Planning Council</p> <ul style="list-style-type: none"> MPO Chair - issue an invitation to non-participating jurisdictions discussing the local benefits of engaging in the regional dialogue. <p>TAC / TAG / AQTAC</p> <ul style="list-style-type: none"> Members facilitate annual reports by the MPO executive director to their respective commissions, councils and town boards. <p>MPO Staff</p> <ul style="list-style-type: none"> Executive Director - annually visit with member governments to review active projects, potentials for transportation funding and air quality issues.



2010-2015 Goal Statements	Implementation Strategies	Specific Actions
		<ul style="list-style-type: none"> Work with CDOT and others to pursue improvements in the MPO's public involvement procedures through the use of Web 2.0.

Revised: October 10, 2010

Six Livability Principles

- Provide more transportation choices.*
 Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.
- Promote equitable, affordable housing.*
 Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness.*
 Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.
- Support existing communities.*
 Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
- Coordinate policies and leverage investment.*
 Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- Value communities and neighborhoods.*



APPENDIX B

PUBLIC INVOLVEMENT

- 1. Focus Group Raw Meeting Notes**
- 2. Community Dialogue Raw Meeting Notes**
- 3. Open House/ Public Comment Form Raw Data**
- 4. 2011 North Front Range Transportation Survey – Executive Summary**



1. Focus Group Raw Meeting Notes

THIS PAGE INTENTIONALLY LEFT BLANK



Senior Focus Group

Date: March 8, 2011

Time: 11am to 1pm

Location: Maple Room, Windsor Recreation Center

Staff Attendance: Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Lesli Ellis, *Observation Recorder*. Mary Rogers, *Observer*.

Focus Group Attendance: 9 people

Recruitment: We recruited people from the Senior Centers in Greeley, Windsor, Milliken, Fort Collins, Loveland and Johnstown.

Observations

I felt that the most of the people in this group came into the meeting with specific ideas and opinions on transportation that they were looking to share. They looked for an immediate opening in the discussion and offered their thoughts wither or not the topic was related to their view points. They were very eager to get their views and ideas expressed.

Most seniors also came to the meeting with a sense of entitlement; their transportation situation was anybody's but their own problem to solve. Only one gentleman stated they he clearly made a thought out plan for the ability to take care of his transportation needs -- now and for the future. Most of the group dismissed his forethought, and stayed focused on the idea that others need to solve their problems. There were a lot of strongly worded arguments that they could not and would not change their lifestyle.

Group Notes:

Dot exercise – Participants recorded where they live and travel most.

The location of the dots show a lot of mobility, including travel outside the region (e.g., to Longmont) to visit family and attend appointments.

Discussion

Question: Where are the top three places of travel in an average week?

- ▶ Grocery store, friends (in another city), senior center (in another city)
- ▶ Doctor appointments, shopping (in another city), clubs (e.g., elks), and social organizations that are scattered around the region
- ▶ Church
- ▶ Shopping (in other cities), work close to home, choir practice/church, exercise

- ▶ Medical, rehab, grocery store, senior center
- ▶ Grocery shopping in other cities, medical in other cities, other activities close to home (senior center, church)
- ▶ Used to be in Loveland that Fort Collins had everything. Now Loveland has most services, but still go to Fort Collins for medical, dining, shopping, recreation
- ▶ Shopping, recreation, (often in other cities).
- ▶ Grocery, family, church
- ▶ Family, church, fraternal organization meeting (other cities)
- ▶ Bank

Question: What about existing transportation system? How does each component of the system affect your lifestyle today?

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Why does maintenance occur in the summertime, when traffic is worse? It makes a big mess in the summer when people visit.
- ▶ Why roundabouts (rotaries) – They got rid of them in the east, because they caused accidents
- ▶ Cty. Road 54 near Greeley is a nightmare (potholes). When they get repaired, they create uneven surface. This causes delays, detours. Seniors like to do back country roads more to avoid the main routes and to be able to drive slower.
- ▶ County Road 60 near Loveland is a problem
- ▶ County Road 7, 17 have maintenance issues.
- ▶ 20 years ago, most of the rural roads were gravel. Now they are mostly paved. There has been improvement, but the maintenance of blacktop is more expensive and harder to maintain. That will continue to be a problem. We did have money from developers to pave roads. Later we'll have to kick in with taxes to improve.
- ▶ Dirt roads – tear cars apart. Poor grading.
- ▶ Cost of transportation is high. Johnstown/Milliken doesn't have any transportation. Isn't the point of this meeting to hear more about transportation? (Note: Aaron will talk later about what some of the outcomes might be.)
- ▶ What about people who can't drive? They need transportation to/from weekly activities.
- ▶ Buses – state/feds, only allow so much money for transportation for those folks who can't drive.
- ▶ Loveland, the "crazy thing" (jog of the road) near Sam's Club, causes accidents

Transit, Bus Systems

- ▶ How can we develop transportation to/from areas that don't currently have transit.
- ▶ In Johnstown – so many boards reinvent the wheel. We tried regional mass transit, but it went down the tubes. We can't get government together to do it. Johnstown is remote – miles away from other communities. It has no transportation to get seniors from the housing to the grocery



store, to doctors' appointments, etc. People have to wait and rely on people to drive them around (e.g., family from other cities).

- ▶ Weld County has a bus system, but it only operates a certain day of the week, and it is inconvenient (e.g., a senior gets dropped off in the morning and then has to wait for a long time to get a return trip).
- ▶ Driver for Saint – which serves seniors with eye problems. There's a great need, fulfilled by volunteers. Thought there would be buses or something within a few years. Volunteer service only is not the most efficient way to get seniors around. Have to wait. Have to reserve 24 hours in advance. Seniors are prisoners in their homes.
- ▶ Fantastic bus system in Berthoud – on demand system. BATS. Have to call 24 hours in advance. Pick up/drop off at appointment, etc. One day a week it picks up at senior housing. Now it is all inclusive and picks up kids, too (e.g., to the babysitter). Students, etc., after-school. It costs \$2 each way. The town helps support it.
- ▶ Senior apartments in Johnstown. Seniors don't have cars. They rely on other people. Berthoud has had interest from Johnstown.
- ▶ FLEX is helping out.
- ▶ How is cost subsidized for BATS? Federal funds plus the town.
- ▶ Fort Collins really has the same issues, with seniors having to walk several blocks to catch the bus, but it doesn't necessarily serve the senior population. (E.g., a friend who can't go to church). Dial a ride was cut back several years ago. Subsidies for volunteers are gone with budget cuts, so towns will be losing volunteers.
- ▶ One participant took the FLEX bus to Denver and had a wonderful time. It gives people access to Denver and outside the town. (Other people on the bus reported that, too.)
- ▶ But, for people that don't have a car, how do they get to it in Loveland?

Transit, Bus Systems

- ▶ If you time it right, you can get into Loveland on 39 without stopping (traffic signals good there).
- ▶ In Greeley, signals are timed for road rage. If you hit one red light, you hit them all.
- ▶ New stop lights for I-25 at highway 60 take forever.
- ▶ Flashing yellow light turn light – allows to go when traffic allows – that's an improvement.
- ▶ 34 and Madison is a nightmare (Loveland).

Parking

- ▶ Parking is not a real big problem in the small towns.
- ▶ It could be an issue for the elderly, especially parallel and diagonal parking. The physical ability to park (to turn their necks and back up) is difficult for seniors.
- ▶ Johnstown is more of a nightmare, now that it is redone. Now seniors have to parallel park downtown or park in designated areas and walk. It creates a further walk for senior population.
- ▶ Roads aren't wide enough in the small towns to get the parking done.

Sidewalks and Walking and Trails

- ▶ Bentonite causes uneven sidewalks and driveways creating tripping hazards. How can that be rectified? (Johnstown)
- ▶ Sidewalks with a sloped curb are harder than a step and are difficult with poor eyesight.
- ▶ Non-existent sidewalks mean that walkers have to be in the road dodging traffic. Lack of sidewalks in some places is a problem.
- ▶ Bulb-outs create a driving and walking nightmare. Surfacing can be a problem (if it creates really slick, icy spots). They have these in Loveland on Hwy. 287.
- ▶ If you can drive, you don't need sidewalks. Life changes when you can't drive. Living downtown, it is two blocks to everything. (Living in downtown apartments is a solution.)

Bicycle Lanes and Bicycle Trails

- ▶ Years ago, I used to walk on the bicycle lanes. Bicyclists run pedestrians over.
- ▶ Senior drivers sometimes drive in the bicycle lane – it can be pretty dangerous for bicyclists. Knowledge and awareness is important.
- ▶ Bicycles don't stay on the shoulder – they end up on the highway and don't obey laws. Especially on mountain roads.
- ▶ Seniors are a danger to the bicycles. They are driving with cataracts and eye problems. They'll drive to the side of the road rather than the middle. This is a hazard for bikes.
- ▶ Wheel chair use – they are using the bicycle lanes. Where are they supposed to drive if there isn't a sidewalk?

Question: How does each of these conditions affect your lifestyle today?

Time Spent in your Vehicle

- ▶ A lot of time, because of volunteer time to take people to/from places (e.g., 4 hours per day).
- ▶ Greeley's organization is subsidized by the county for transportation and wheelchair ramps, etc.
- ▶ Will have to minimize the amount of time because of the price of gasoline. Seniors on limited income – that has a big impact.
- ▶ Consolidate trips (e.g., to go to Longmont to do shopping, fill prescriptions, visit). But, then seniors are stuck in the house the rest of the time.
- ▶ It is a big difference for seniors who are able to drive themselves.
- ▶ In Johnstown it takes at least 20 minutes to go anywhere (e.g., to other towns for services). Problems: There is more traffic into all the towns. The state has decided they want to get people off I-25. 287 is a nice facility, but it takes a while to get there. County Road 13 speed limit has been lowered, so it takes an hour to get to Denver and with a lot of red lights. That saves gas but increases boredom and tiredness.



Distance

- ▶ Milliken has no services – have to travel to other towns for groceries.
- ▶ More time and distance equals more cost. Doctor appointments, shopping, are often at great distances.
- ▶ Windsor was a long distance away from things. Moved to edge of Loveland. Now downtown and can walk. That is probably a solution. Used to be that Good Samaritan in Loveland was the only senior facility you could live that had a bus service. That is often why people moved to assisted living, if available and affordable. (The cost is prohibitive: Often \$4,000 per month or up.)
- ▶ That solution won't work for everyone. Everyone won't sell a house to move downtown. Those condos are expensive. It is an option for some.
- ▶ That is not an option in a town like Milliken or Johnstown. Small town perspective with access to amenities is a different problem that needs a different solution.
- ▶ Have fought for transit for a long time in the small towns, but it is going nowhere. Government, community, can't support. Seem to be beating a dead horse.
- ▶ Developers didn't help in small communities when they put in big boxes, created traffic, and didn't fix the roads.
- ▶ A lot of people in the small communities leave to commute for work (80% leave every day).
- ▶ Medical Center of the Rockies has changed the complexion of Fort Collins completely, because now people need to get there and there isn't transportation to get there.

Safety

- ▶ Some seniors won't go on I-25 because of the speed.
- ▶ If they are afraid to drive, they should stay off, because they cause the accidents.
- ▶ Too many people have never driven in bad weather.
- ▶ US 85 is worse than I-25.
- ▶ Night driving is a concern for older people. That white line on the right side should be visible and painted. It is hard to see the yellow line because of oncoming traffic and lights.
- ▶ New headlights (halogen blue lights) are terrible – create night blindness.
- ▶ We are fortunate (in Berthoud) where transit will come to your door, after calling in 24 hours in advance. That service does many extra things (BATS).
- ▶ All the budget cuts coming – in the future – may mean that services like that will no longer exist.

Availability of options to travel

- ▶ A problem is when transit services won't let a person ride if he/she has too much income (i.e., must be below poverty). That isn't right for citizens who pay taxes. Why can't anyone of us use that service if needed?
- ▶ One program just died (due to county cuts).

- ▶ The funding is getting cut for subsidies to volunteers. Volunteers are worried about liability. People would love to volunteer, but they can't, because they don't want a liability. It is harder to recruit volunteers because of the cost and liability.
- ▶ The Greeley service is "a zoo." Their funds have been cut.
- ▶ At the moment, the BATS won't be cut.
- ▶ In reality, you can't get to the airport unless someone drives you (especially from Weld County, that's a challenge).

Cost to Commute

- ▶ Big costs and rising costs.
- ▶ We try to combine trips to reduce the cost.
- ▶ Now we have to have emissions testing. That costs \$25 (every two years). That cuts on gas mileage, because you have to put a converter on.
- ▶ Maintenance on vehicles is a cost.
- ▶ Cost of driving precludes travel – it means cutting trips such as to visit a family member. Also don't make as many trips to Greeley and Loveland – consolidating and mapping trips. It costs \$5 per trip.
- ▶ Cost of insurance is going up, across the board.
- ▶ What about enjoyment and vacation – those trips are getting cut back, because they are too expensive. We are eliminating trips with the camper, because they are unaffordable. That cost particularly affects seniors because it takes a bigger piece of fixed income.

Question: Improvements for the Future? Solutions

Short-Term (e.g., next 5 years) – How can the Transportation Be Improved?

You

- ▶ Costs, on fixed income is a concern – to transport from A to B.
- ▶ Allow golf carts on roads.

Your Family (none identified)

Your Community

- ▶ Access to public transportation - For those who can get to the FLEX system, the cost is reasonable. Provide a way to get to it. As cost of gas goes up, more bicycles might be on the bus. With BATS, more people are taking advantage of it.
- ▶ More people working closer to the community and being involved with it and working on activities.
- ▶ Advertisement, so that folks know what FLEX is to get to Denver. (Then what, once you get to Denver – maybe more time and money, because a lot of transfers are necessary)?
- ▶ Why not a rail system going down I-25 that is easy for all community to get to?
- ▶ Why not subways underground?



- ▶ Federal money in Fort Collins – developing Mason Street Corridor from Harmony to Downtown. There will be businesses along the route. It doesn't branch off and go to the church or grocery store, etc. Connections to transit system – more accessible.
- ▶ Fix the railroad system so people can use them.
- ▶ Governor's office has been working on trains for a long time but it will take a lot longer. Getting from Milliken to Johnstown to where it is supposed to stop (have to go to Fort Collins). Connections and accessibility.
- ▶ Why can't towns work together?
- ▶ Cars are the most expensive way to go. Anything is better than cars. Cars are destroying our society. They are convenient.
- ▶ Options to get to medical facilities. If you don't drive, then good luck.
- ▶ Alternatives
- ▶ Connections into Alternatives

Question: What is the Greatest Concern about Transportation?

- ▶ Tell your grandkids to move to a big city – to have access to amenities.
- ▶ More jobs for people.
- ▶ Beef up the railroads in case of a war. Also, it is easier and cheaper in the long run. Need to transport foods, etc.
- ▶ In Japan, trains are everywhere. Even kids get on the train to go to school, but they have to walk 20 minutes each way.
- ▶ In NYC, buses ran to the trains. That might need a walk for a few blocks to the bus.
- ▶ Trains are the future.
- ▶ One participant's farm is next to the railroad track. Why can't the track that is already there be used for passenger service? Use existing lines.
- ▶ Can't see trains helping much in a rural area. But, maybe light rail could work.
- ▶ In Alaska, the train travels slowly and provides services.
- ▶ Given the increased senior population, if we have problems now, it will get really serious unless we come up with a public accessible transportation solution. Move on it!
- ▶ Mentality of using cars needs to change a bit (e.g., in Japan, people aren't accustomed to using transit). Some seniors are hostile because kids took cars away. Need to recognize alternatives. Need a way to get there. Need alternatives.

Question: Where Does Transportation Rank Among Other Regional Issues for the Future?

Pick 2. (One person noted, this would be different with a younger crowd.)

Water	2
Personal Safety	1
Transportation	5
Air Quality	0.5 (one person added this as a third choice)
Healthcare	7
Housing	1
Jobs/Employment	2



Student Focus Group

Date: March 10, 2011

Time: 4pm to 6pm

Location: Conference Center, The Ranch, Loveland, CO.

Staff Attendance: Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Mary Rogers, *Observer*.

Focus Group Attendance: 5 people

Recruitment: We recruited students from the Student Senate of The University of Northern Colorado, Student Life of Front Range Community College, Student Life of Aims Community College, El Centro at Colorado State University.

* *An Additional Student Group was held 3/25/11 at Colorado State University because we had difficulty with students attending an event off campus. Attended: 3 students. Staff Attendance, Aaron Fodge, Facilitator, Mary Rogers, Recorder.*

Observations/The Ranch

The Student Group seemed to not know what to expect from the Focus Group. They had not come with predetermined ideas or a personal agenda to push. They treated the meeting much like a classroom environment, unsure about their opinions, almost like they needed confirmation that they were thinking in the "correct" direction.

The students were more flexible solving their own transportation problems, but reticently offer suggestions that would help their problems. They showed no entitlement issues as the seniors had. Most students showed a willingness to personally help with solutions or seek to understand the issues if they were not at first happy with the situation.

* Observations/CSU

We met at Colorado State University this afternoon with three students in order to supplement our sample of Students for the RTP Focus Group update. The student group held earlier in the month was small and represented 4 Front Range Community College students and 1 University of Northern Colorado student.

Two of the three students we met with that at this gathering were doctoral candidates, the third was an underclassman. Not surprisingly these students offered a lot of thoughtful opinions and seemed to me a lot less of the hasty interactions that was prevalent at the earlier student group. The students brought with them a lot of questions about their understanding of the transportation situation, and seemed a bit more preoccupied by wanting to understand how things were as opposed to just offering opinions.

These students were not fixated on their own immediate personal needs, but weighted in their minds the greater good when asked about their wants and desires. The interaction with the students was much more focus because of the small group we had, and the confusion a larger group can bring.

The Ranch, Loveland, CO Introductions

- ▶ Staff introductions
- ▶ Explained this is part of the long-range transportation planning process
- ▶ Speak freely; your comments will be anonymous

CSU Group Introductions

- ▶ Small Supplemental Student Focus held at Colorado State University, Fort Collins, CO at the El Centro office.
- ▶ Introductions.
- ▶ Group was shown other student groups comments on the laptop computer.

Discussion

Question: Where are the top three places of travel in an average week?

The Ranch:

- ▶ School, Walmart, Church, Library
- ▶ Girlfriend's house (Loveland), parent's house, library, Old Town Fort Collins
- ▶ Sunflower Market, Plasma Center, King Soopers
- ▶ School/work, North Shore (to see Family), Walmart
- ▶ School/work, Doctor (Fort Collins), Boyfriend's House (Greeley)

CSU:

- ▶ School, Walmart, King Soopers
- ▶ Liberty Commons, Clients in Loveland, Old Town Fort Collins
- ▶ CSU Campus, Whole Foods, Parents home in Denver

Question: What about existing transportation system? How does each component of the system affect your lifestyle today?

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

The Ranch:

- ▶ Seems that the pothole situation is improving
- ▶ There is a lot of construction
- ▶ Construction is for the road damage. Seemed as if construction was done at separate times and routes.
- ▶ A Friend would inform me about construction on various roads.
- ▶ Potholes are bad from a bicyclist's standpoint (McClelland and Drake, Fort Collins).



- ▶ Horsetooth Rd, east of College Ave the pavement is uneven.
- ▶ Potholes cause wear and tear on cars and which costs me more money.
- ▶ The Construction at Harmony and College can be frustrating.
- ▶ Alternate routes around construction can take just as long as sitting through traffic.
- ▶ Near UNC (Greeley) the roads are poor.
- ▶ Roads seem to be better in the west in Greeley.
- ▶ Potholes are bad in east Greeley.
- ▶ Alleys are poor – My roommate got flat tire there in Greeley.
- ▶ Colorado Springs paid for repairs of car due to damage by poor roads.
- ▶ Wilson/Taft Hill (Loveland and FTC) is poor in the winter due to lack of plowing in the winter.

CSU:

- ▶ Roads are terrible but doesn't keep me from travel
- ▶ Potholes are bad on College Ave, and Shields.
- ▶ Drake and Prospect has wavy pavement.
- ▶ Downtown concerns with poor pavement so he drives slower.
- ▶ The tire damage from the poor roads is costly.
- ▶ The swerving around potholes is unsafe.
- ▶ Worrying about safety since he has to do driving at night, can't see the roadway conditions.
- ▶ The cost of repairs from road condition, she is worry about money, needs it for school.
- ▶ The construction is bothersome
- ▶ There are many delays on I-25 drive to Denver from the roadwork and congestion.
- ▶ Won't ride his motorcycle at night because of road conditions.

Transit, Bus Systems

The Ranch:

- ▶ Bus is primary form of transit in Fort Collins.
- ▶ The bus works well due to proximity of bus stops to my house.
- ▶ Schedule works with classes
- ▶ Indirect route causes long delays relative to use of car (Loveland), 45 mins. vs. 15 mins.
- ▶ In Loveland the bus route service seems to stop fairly early.
- ▶ Some bus routes are more frequent than others in Fort Collins.
- ▶ examples: routes 8 and 81 seem to run frequently
- ▶ Difficulty in getting from Loveland to Fort Collins by bus system due to time conflicts.
- ▶ Fort Collins has different service times on various routes.

- ▶ Glad bus service is there for people who need it – does not personally use the bus system.
- ▶ Waiting for the bus in inclement weather are difficulties.
- ▶ Never taken a bus in Greeley and has lived there for 15 years.
- ▶ - Has taken the bus that travels around UNC.
- ▶ - Uses car to get to campus – lives two blocks away.
- ▶ CSU students ride free with student ID – Front Range students cannot ride free with ID.
- ▶ Lived in Denver for one year – buses ran very well.
- ▶ FTC bus seems to take a lot of time compared to RTD.
- ▶ CSU would benefit by having a shuttle from Old Town Fort Collins.

CSU:

- ▶ She doesn't know where to find a bus stop here her house.
- ▶ Bus frequency is very low – where she comes from it is so different.
- ▶ Would use the bus if it was more convenient and more frequency.
- ▶ She doesn't like the bus, likes her freedom.
- ▶ Has to use her car for campus errands. Unaware of the availability of the University Car.
- ▶ Bus service ends early, the campus library closes at 12pm
- ▶ Dislike the kinds of people that uses the bus. Won't let his daughter ride because he feels she is unsafe and subjected to foul language.
- ▶ Would take it if it was more frequent.
- ▶ Would like to take advantage of personal time with use of a bus.

Sidewalks and Walking Trails

The Ranch:

- ▶ There are bicycles on walking trails in Fort Collins.
- ▶ Fort Collins seems pedestrian friendly.
- ▶ There are a lot of great walking trails for exercise (FTC)
- ▶ Except from Poudre River Trail, unsure of walking trails in Fort Collins.
- ▶ Sidewalks seem to end abruptly and are poor on the east side of Greeley.
- ▶ - Campus sidewalks seem good.
- ▶ No slope on many curbs in Fort Collins – people in wheelchairs could have significant difficulty.
- ▶ Front Range College crosswalks – there are vehicle/pedestrian conflicts.
- ▶ More consistent sidewalks needed in places with a lot of traffic – examples: Walmart at I-25 to 24 Hour Fitness along Harmony to Timberline Rd. There is little consistency.



- ▶ Some intersections have poor visibility for pedestrians, example: Horsetooth and Lemay in Fort Collins.

CSU:

- ▶ It is a nice walking trail – the Spring Creek trail, I used it to exercise.
- ▶ I walk a lot, my family uses the walking trails.
- ▶ I want them to be attractive'
- ▶ I like the trails but none go to a place'
- ▶ I don't like bikes on the sidewalks'
- ▶ It would be nice to have more trails that go north and south, to get from one end of town to the south shopping centers, and north dining.
- ▶ Would like city trail with landmarks posted.
- ▶ Would use them more if they stopped at more places.

Traffic Signals

The Ranch:

- ▶ Every town has its own nuances.
- ▶ People are running red left turn lights which cause delays.
- ▶ Loveland is good with timing as long as you hit green lights right.
- ▶ 43rd/Wilson and 57th/Taft are poorly timed in Loveland which causes delays.
- ▶ Difficult turning southbound on Shields Ave. from Harmony Road in Fort Collins because of short left turn light.
- ▶ Drake and College intersection has photo radar – is afraid because of people slamming on brakes to avoid photo ticket. Considers intersection less safe.
- ▶ Drake and Taft Hill signal is poorly timed at night.
- ▶ A lot of traffic turning from FRCC onto Harmony can cause delays.
- ▶ - Left turn signal need to be extended to clear out traffic.
- ▶ Greeley's traffic lights are good
- ▶ 20th St. and 11th Ave. (Greeley) there is no right on red signal
- ▶ In Old Town Fort Collins, no one pays attention to pedestrian signals.

CSU:

- ▶ Traffic signals are not triggered to change for motorcycles
- ▶ Prospect going south, the west signal won't change even if there are no cars.
- ▶ The sequence of signals on College Ave. is poor.
- ▶ The train signal will go even if there is not a train coming

- ▶ Put the train outside of the city.
- ▶ Train comes at rush hour times and effects traffic.

Bike Lanes and Trails

The Ranch:

- ▶ Fort Collins Spring Creek Trail is very useful for traveling east and west.
- ▶ No problems cutting through neighborhoods on bike to get to school during the spring and summer. Uses a bike a couple times a week during nice weather.
- ▶ Uses bike lanes due to speed and lack of pedestrians.
- ▶ Lemay Ave. bike lane is very narrow.
- ▶ Horsetooth west of Stover the bike lane abruptly ends.
- ▶ Grateful that CSU is a bike-friendly campus. Keeps traffic down, students seem responsible.
- ▶ FRCC: Attempt to make the campus bike friendly but the bike racks are half full.
- ▶ FRCC: Certain times when 90 percent of bike racks are full.
- ▶ FRCC: Complains of designated smoking area near bike racks.
- ▶ Would be terrified to ride in bike lanes.
- ▶ Right turn on to McClelland near Target ended in near accident.
- ▶ Bikes between cars are intimidating on roads.
- ▶ Bike/vehicle conflict. Uncertain who is at fault in event of accidents and who has right of way? Clarification could improve situation.
- ▶ Would like to ride bike but lack of bike paths and condition of streets discourages biking in Greeley.

CSU:

- ▶ I am positive about them, but I am too green and feel too unsafe on bike lanes.
- ▶ Would like to see bike lanes on College Ave. around the sidewalk areas. And bike lanes to Old Town.
- ▶ More bike safety training for student riders.
- ▶ Have bike rentals (bike library) available in other areas of the city.

Parking

The Ranch:

- ▶ FRCC: All students get charged regardless of car ownership.
- ▶ UNC: Pleased with parking because of permit (cost \$250). Expense keeps her friends from buying parking permits.
- ▶ FRCC: Parking costs \$5 a credit.



- ▶ CSU: Bad parking situation due to distance between parking lots and school destinations. Seems to not be enough parking.
- ▶ CSU: Lived in Greeley for a time and could not park close-in to CSU due to being a non-resident of Fort Collins. Seems discriminatory.
- ▶ Fort Collins Old Town parking is good. Parking lots and 2 hour parking are sufficient. The town should encourage less driving. Bike racks take up parking space in Old Town.

CSU:

- ▶ There is no reason for Old Town to charge for parking. It should be free for shoppers and dining. It promotes economic development.
- ▶ Hard to find parking spaces in Old Town.
- ▶ Need for buses to Old Town.
- ▶ Don't two cars left in Old Town. It encourages drinking and driving.

Campus Parking

- ▶ Gets to the campus before 8am to be able to get a parking spot.
- ▶ Takes bike in the car to school, and then uses bike around campus.
- ▶ Parking fees are very expensive, \$200.00 a semester.

Please describe how each factors affects your lifestyle today?

Time Spent in Vehicle / Traffic

The Ranch:

- ▶ Huge factor – appreciative to work and go to school in the same place.
- ▶ Can schedule classes and work time at close times.
- ▶ Commute is easy because lives in central location and can bicycle and use the bus in Fort Collins. Close to job, school, and grocery.
- ▶ Gas prices affect time spent in vehicle. Needs to have a nice job in order to justify time spent commuting and travel.
- ▶ Lives half a mile to school
- ▶ Some days she has to drive across campus to get to classes in Greeley.
- ▶ Commutes to FTC for doctor visits.

CSU:

- ▶ Doesn't like wasting time waiting in vehicle in traffic on the commute toDe, could be doing something else with that time such as reading a book, working on a project, studying, sitting in the park.
- ▶ It's not a big deal, I'm from bigger cities.
- ▶ Gets caught in traffic. When taking long trips to Denver the ride back is tiring. Would prefer not to drive and will stay the night in Denver

Distance Needed to Travel Daily

The Ranch:

- ▶ Will driver longer at night for school purposes
- ▶ Greeley is not exciting – will drive to Centerra, Loveland or Fort Collins for fun.
- ▶ Vet visits are long because of the distance due to traveling to good vet – Loveland to Windsor.
- ▶ Drivers longer to visit friends and family.
- ▶ Will drive to Colorado Springs or friends and family will drive here for visits
- ▶ Drives from Loveland to Masonville to see girlfriend.
- ▶ Will go to Safeway instead of King Soopers due to distance, although Safeway is more expensive.
- ▶ Goes to two churches – Cowboy Church on US 85, Greeley from Fort Collins
- ▶ Will travel to Loveland and Longmont to visit family – will stay home within a 5 mile radius otherwise.

CSU:

- ▶ Family is in Denver. If it was any further she wouldn't go because of the gas cost.
- ▶ It is short between cities and it doesn't bother me. But would much prefer public transportation.

Overall Safety of Transportation System

The Ranch:

- ▶ Does not like driving around Downtown Greeley due to safety issues.
- ▶ Near collisions as a pedestrian due to right on red in Fort Collins.
- ▶ CSU is responsible with bikes.
- ▶ Bike slammed into the back of car after making a left hand turn in Fort Collins.
- ▶ Drivers/bicyclists need to pay more attention to avoid accidents.
- ▶ As a bicyclist, route selection is important to help avoid vehicle/bicycle conflicts in Fort Collins.
- ▶ Would like to walk more around where I lives – but I do not feel safe around here in Greeley. Another part of Greeley would be safe to walk.
- ▶ Feels that Fort Collins is safe to walk around.
- ▶ Walking at CSU on party nights is not fun due to rowdy people.
- ▶ Doesn't mind taking dog for walk around neighborhood in Loveland.
- ▶ Would be hesitant to drive around Fort Collins on wild nights.
- ▶ Not as alert now at my age – not feeling safe driving while packs on bikes are on road.
- ▶ Does not feel safe on bus in Greeley – would give car rides to friends.
- ▶ Sometimes it's too cold to go to class – parking is difficult/unsafe winter conditions with the walk to class so people don't go.



CSU:

- ▶ It is safe
- ▶ The commute to Denver has many crazy drivers from Wyoming.
- ▶ Better be prepared for weather in advance. Keep your distance from other cars.
- ▶ There are dangerous student bicyclists on campus, Unsafe to walk, there are not suppose to be on bikes.

Availability of Options to Travel

The Ranch:

- ▶ Bus is not accessible on west side of Fort Collins
- ▶ Checks frequently for new bus routes in Fort Collins.
- ▶ UNC has a new bike share program.
- ▶ Doesn't know if bus route would be convenient at UNC.
- ▶ Fewer options at night without car in Fort Collins – buses stop running at 7pm.
- ▶ Did not consider evening classes due to timing conflicts.

CSU:

- ▶ Will get a moped if gas prices continue to rise.
- ▶ Uses a motorcycle for fuel efficiency.
- ▶ City should help with car sharing and have a website for those looking for one.

Cost to Commute

The Ranch:

- ▶ It costs \$55/year for bus pass plus bike maintenance.
- ▶ If car broke down it would be nice to get from Loveland to FTC on bus.
- ▶ Would like the bus to be free for FRCC students.
- ▶ Driving from Greeley to Fort Collins can get expensive.
- ▶ Scholarship helps pays for on campus parking.
- ▶ Gas prices will affect commuting with the higher prices, will go fewer places.
- ▶ Owns a Gas guzzler – needs a new car. Waiting for teleportation.
- ▶ Commuting takes a chunk out the student budget.
- ▶ Student discounts on gas would be desirable – use ID for discounts
- ▶ Full time students pay \$60/semester for parking vs \$55/yr for bus pass at FRCC.
- ▶ Cost of owning car is primary reason for not owning car.

CSU:

- ▶ Has no options, has to spend the money. Highest she'd pay is \$5.00/gallon for gas. If it got any higher she'd take the bus.

- ▶ The city should offer an incentive for you to purchase a fuel efficient car. Tying miles traveled to revenue.
- ▶ She is shopping less now and dining less frequent.
- ▶ Thinking about doing less trips, but there are some things that I have to do.
- ▶ Cutting out recreational trips such as going up into the mountains.

Question: Improvements for the Future? Solutions.

Short Term Transportation System Improvement

The Ranch:

- ▶ Would like to see light changed at Harmony and Starflower – use a sensor to prolong lights.
- ▶ Shields entrance/exit should have similar systems.
- ▶ Downtown shuttle for students to party safely (CSU/FRCC) similar to system in Daytona Beach.
- ▶ More collaboration on a regional level for comprehensive public transit – incentive and campaigns to get people to ride. Taking advantage of rail lines, more bus lines, early start/late finish.
- ▶ Integration of bus service between Loveland/FTC and Greeley.
- ▶ Buses would be more efficient if ran on a grid system and Sunday service.
- ▶ Shuttle to go from Berthoud to Loveland to FRCC to CSU – four exclusive stops.
- ▶ Shuttle from Greeley to FRCC/CSU with no stops. Would eliminate need for parking for commuters.
- ▶ Potholes in the roads need to be improved.
- ▶ Cars allow for more independence. Would ride my car regardless of any transit improvements.
- ▶ More government subsidies/tax breaks for fuel efficient vehicles.
- ▶ Tax breaks for students – to allow more money to go for gas.
- ▶ Would be nice to have free parking at UNC.
- ▶ Would like to see parking permit system at FRCC – doesn't own a car so why pay for parking?

Long term?

The Ranch:

- ▶ A commuter rail corridor near I-25. Increase in drivers/cost of gas will be needed to alleviate traffic, accommodate people who cannot afford to drive. People will still need to commute in the future.
- ▶ More bus programs .
- ▶ Improvement in quality of roads – poor condition – because people will continue driving.
- ▶ Would like to see improvement in sidewalks – more continuity.
- ▶ Connecting Northern Colorado towns by mass transit – rail.



- ▶ Connecting Denver to Northern Colorado by train is important.
- ▶ Teleportation.
- ▶ Electric sidewalks at CSU to get around campus faster.
- ▶ Mixed zoning – more commercial zoning mixed in to get to shops and work quickly and easily.
- ▶ System of carpooling similar to Craigslist for people who do not have transportation.

CSU:

- ▶ Light rail train from Fort Collins to Denver, with stops along the corridor, 30 minutes to an hour apart.
- ▶ Connections to Wyoming and Nebraska.
- ▶ Rail service between Greeley, Fort Collins and Loveland. Light rail or a fast reliable bus.

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?

The Ranch:

- Water (1)
- Personal Safety (1)
- Transportation (1)
- Education (3)
- Healthcare (1)
- Jobs / Work (3)

CSU:

- Transportation (2)
- Jobs (2)
- Housing (1)
- Healthcare (1)

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?

The Ranch:

- Water (2)
- Transportation (2)
- Air Quality (2)
- Healthcare (3)
- Jobs / Work (1)

CSU:

- Education (2)
- Transportation (1)
- Jobs (1)
- Healthcare (1)
- Other - New Businesses (1)

Hispanic Focus Group

Date: March 15, 2011

Time: 6:30pm to 8:30pm

Location: Boys and Girls Club, Greeley, CO

Staff Attendance: Aaron Fodge, *Facilitator*. Romare Truly, *Recorder*. Jeff McVay, *Observation/Recording*. Mary Rogers, *Observer*.

Focus Group Attendance: 5

Recruitment: We recruited from the Boys and Girls Club of Greeley.

Observations

It didn't seem like it to me for most of the two hour Focus Group that we were talking with Hispanics. The only time that was apparent was when a few of the members brought up their observations of the local lack of inexpensive taxi services like they had known in Mexico. Otherwise this was a group of families, with the makeup of their lives comprised of family matters, as family was very important to them.

Most members seemed hesitant to first speak, but they quickly fed off of each other because so many of their recollections were similar. They truly had many shared experiences and were eager to confirm this with each other. This seemed to be in sharp contrast if you compared it to the earlier Senior Focus Group, as those members seemed to act like they were competing against each other. Or they just appeared to be expressing more an effort to be individuals.

Staff introductions

Explained this is part of the long-range transportation planning process
Speak freely; your comments will be anonymous

Dot exercise – Participants recorded where they live and travel most.
All of the participants traveled out of the region to worksites, to Loveland, Evans and Fort Collins.

Discussion

Question: Where are the top three places of travel in an average week?

- ▶ Grocery store, work, visiting family members
- ▶ Work, Boys and Girls Club, Liquor store
- ▶ School, store, Mom's house
- ▶ School, work, shopping
- ▶ School, doctor appointments, shopping



Question: What about existing transportation system? How does each component of the system affect your lifestyle today?

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Main roads, examples: 14th, 11th, 8th, 23rd, 35th, 10th Streets are in good shape.
- ▶ Side streets off of the main roads are sometimes rough.
- ▶ Construction slows you down, so you have to take many back roads to get to Ft. Collins
- ▶ Allows extra time due to construction, because she has a lot of appointments outside of Greeley
- ▶ Road construction results in needing to leave earlier to get place.
- ▶ Bridge on 34 to Loveland took months to complete. This caused a lot of problems such as being late to work.
- ▶ Road conditions affects vehicle – one woman popped a wheel on 34.
- ▶ 392 in good condition
- ▶ Seems a lot of money is going to roadway construction

Transit and Bus Services

- ▶ These serves help people who don't have transportation get from one place to another.
- ▶ Has been a long time since traveled on the bus – now owns own vehicle.
- ▶ Doesn't like city buses – hasn't ridden them since a child.
- ▶ Buses that are pulled over to the curb take up an entire lane of traffic.
- ▶ Waiting for a bus can take a long time – up to 45 minutes
- ▶ If you need a bus, you need it now.
- ▶ Takes forever to get from one side of Greeley to the other.
- ▶ Understands that the bus can't go all over.
- ▶ Had one vehicle to get to work – almost had to use the bus.
- ▶ How early would you have to wake up/leave to get to the bus?
- ▶ Irritating for drivers with buses being in the way – Examples 8th Ave. between 25th and 16th near the College. Several buses along that route take up entire lane of traffic on stops. 11th Avenue is also a problematic street.

Sidewalks and Walking Trails

- ▶ Need bigger sidewalks – people are forced to walk on the street
- ▶ Sidewalk section on 11th past 5th where the sidewalk ends – becomes a hassle in the winter. This section forces people into the road.
- ▶ Relies on sidewalk with kids.
- ▶ Sidewalks cut off –on 5th between 14th and 23rd Avenue – ugly sidewalks, torn up, uneven, inconsistent.

- ▶ Not enough sidewalks in some places – 35th and 20th near King Soopers – sidewalk on one side and not on the other (no sidewalk on south side of 20th).
- ▶ Campus sidewalks are fine – students use the buses a lot.
- ▶ Glenmere and Bittersweet Park are some of the only walking trails around.
- ▶ Poudre River Trail is mainly used for bikes.
- ▶ Problems with snakes, cows and loose dogs roaming the walking trails.
- ▶ PRT – no lights at night. Lonely and creepy
- ▶ Bikers should be on the sidewalk for safety.
- ▶ It would nice to have a bike trail in Greeley similar to Fort Collins.

Parking

- ▶ Difficulty getting parking in the Walmart lot. Parking is cramped, and people are fighting over spaces. People want to get the closest space – the only time lot is full is on holidays. In nice weather, people should park farther away
- ▶ People do not always fit into parking spaces at Walmart and Avanza shopping centers.
- ▶ Parking at Northern Colorado Medical Center is bad. Parking in emergency parking for non-emergency can cause a vehicle to be towed. Pedestrian walkway from parking garage is nice.
- ▶ Would be nice to have another parking level for emergencies at Northern Colorado Medical Center.
- ▶ It's a hassle finding spots when there is parallel parking. Example: 8th Ave from 10th to 16th – 8 AM to 5 or 6 PM.
- ▶ Unsafe parallel parking near businesses.
- ▶ It can be scary parking far away
- ▶ Parking at Scott School, you can cause getting stuck waiting for cars to clear while going around circling waiting for kids.
- ▶ There should be a parking and loading monitor at schools – at MK Hyman some people park in school drop off zones which takes up time. Behind Home Depot there are issues leaving schools.
- ▶ Billy Martinez school has good parking and student drop-off and pick-up procedures for circulation.

Please describe how each factors affects your lifestyle today?

Time Spent in Vehicle / Traffic

- ▶ Sometimes the time spent getting to work makes you feel like this is time you should be getting paid. It's a long distance to traveling to my job . Greeley to Loveland takes an hour of the day
- ▶ My In-laws commute from Greeley to Ft. Morgan which can take 2 hours per day.
- ▶ Has to leave earlier because of the weather and distance.
- ▶ Feels like you should be working while spending time in car.



- ▶ Have to leave 15 minutes early to get to work, driving within Greeley, so I wake up earlier.
- ▶ Poorly timed traffic lights cause time delays.

Distance Needed to Travel Daily

- ▶ Distances needed to travel causes wear and tear on the car and burns up gas.
- ▶ Gas prices are up and costs more to travel. Travels out of town daily, a long distance
- ▶ Lack of jobs here in Greeley have caused people to drive out of town for work.
- ▶ Cities in the west are spread out – we need to rely on our cars.
- ▶ Will soon need to leave town for shopping, because the Greeley Mall is closing soon.

Overall Safety of Transportation System

- ▶ People are getting road rage from so much traveling and becoming impatient drivers.
- ▶ Speed limits are too low in many places and switches speeds within a street often. Example: 8th Avenue goes back and forth from 25 to 30 mph.
- ▶ 25 MPH feels too slow – so I will speed. But can see the point with narrow lanes.
- ▶ We need more safety crosswalks needed near schools
- ▶ Middle school students still need crossing guards. Older students will jaywalk – can be unsafe by not using crosswalks.
- ▶ Crosswalk at 9th St. and 20th Ave. have state law signs but drivers do not observe signs.
- ▶ Vehicles do not always yield to pedestrians at crosswalks.
- ▶ Older people might have difficulty seeing signs – better signage is needed.
- ▶ There are many accidents in construction zone near Loveland – reconfiguration of streets and roundabouts are confusing.

Availability of Options to Travel

- ▶ Fuel prices a limiting factor.
- ▶ We need more trains – cheap train to connect cities (Greeley, Ft. Collins, and Loveland). Would like to travel to malls and other shopping options.
- ▶ Train could lower road rage
- ▶ People who commute to Denver would really like a train connecting areas (90 percent seems supportive). Can work on trains and will save time.
- ▶ Would like to use Taxis to run errands (would be nice if area had a similar system to Mexico).

Cost to Commute

- ▶ Gas is too expensive now.
- ▶ Can still commute to and from work on \$10 worth of gas a week in his Mercury Tracer.
- ▶ His Jeep is gas guzzler and is expensive when speeding.
- ▶ Driving to Ft. Collins is expensive. Now her personal money gets used for gas.

- ▶ Budgeting is more now important to help figure in high gas costs
- ▶ She's now cutting back on life – and the money is spent on the kids.
- ▶ Time consuming with having to stop at the gas station frequently because she can only afford little amounts at a time on gas and can't fill up the gas tank at one time.

In the short term, how our transportation system might be improved to benefit:

- ▶ More taxis and the frequency– could be cheaper and faster than taking the bus. Will limit the number drunk drivers on the road.
- ▶ Improved traffic signals – improved timing for the limit waiting
- ▶ Would like a bus that picks kids up at schools to bring them to the Boys and Girls Club/Day Care – would be willing to pay \$10-\$50/year for that. It costs more to bring kids on your own.
- ▶ One woman depends on family due to transport kids from school to daycare do to the lack of other transportation options.
- ▶ Daycare transportation causes conflict.
- ▶ One wishes for more school bus routes to get kids to school. Unsafe to walk to school – even in groups . Parents are forced to pick up kids due to lack of bus routes.
- ▶ You need to be in school boundaries to have bus transportation provided..
- ▶ Greeley used to have better bus transportation for students.
- ▶ Crossing main streets can be difficult and unsafe.
- ▶ Would be nice to have a larger regional airport so you would not have to drive to DIA.

Long Term Greatest Concern Regarding Transportation System

- ▶ Better regional airport to prevent people from having to drive to Denver
- ▶ Would like transport like the Jetsons or Teleportation.
- ▶ Would like a Train to connect area cities – it would be safe and fast.
- ▶ How about Flying cars?
- ▶ We need more solar cars/hybrid cars.

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?

Jobs / Work (3)
Healthcare (3)
Education (2)
Transportation (1)
Water (1)



Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?

- Healthcare (3)
- Jobs / Work (2)
- Water (1)
- Personal Safety (1)
- Transportation (1)
- Air Quality
- Education (1)
- Housing (1)

Low Income Focus Group

Date: March 16, 2011

Time: 6:00pm to 8:00pm

Location: Northside Aztlan Community Center, CO

Staff Attendance: Aaron Fodge, *Facilitator*. Shawn Monk, *Recorder*. Mary Rogers, *Observer*.

Focus Group Attendance: 10

Recruitment: Food Bank of Larimer County, Project Self Sufficiency, Larimer County Workforce.

Observations

This was the largest attendance, most vocal and unruly group of all the Focus Groups we have done in the last two weeks. Unfortunately we have a few “uninvited” participants that know about the group but did not check in with me regarding their confirmation in the group. We accepted two of these people, but with limited food and Gift Cards available for those that had already confirmed, I had to turn away one person, and sadly refused one late arrival. We ended up with 10 participants.

This group consisted of family members with children, and a couple of seniors, but mostly single mothers. Most of their wants and needs were centered on their families. Safety issues, perceived or real were a big concern. Many of them were fixated on a few issues that were repeatedly brought up. The group fed off the energy of each other, causing spontaneous outbursts and confusion. Often one member would quickly express an opinion but after some animated discussion with others they would completely change their mind on their original view. Almost like they had not thought much about the issues before and were open to being educated and persuaded in another direction. We again gained a lot of insight to how families feel about the issues, as we did with the Hispanic group, but with more expressions of entitlement along with the needs and wants of each group.

Introductions

Explained this is part of the long-range transportation planning process

Speak freely; your comments will be anonymous

Dot exercise – Participants recorded where they live and travel most.

Map still needs to be analyzed. Most of the participants did not travel out of the region much for job commutes or other activities.

Discussion

Question: Where are the top three places of travel in an average week?

- ▶ Work (7)
- ▶ Children’s school and daycare (5)
- ▶ Their School (4)



- ▶ Grocery Store (4)
- ▶ Doctor (2)
- ▶ Children’s Entertainment (2)
- ▶ Exercise Facilities (2)
- ▶ Bank
- ▶ Library
- ▶ Resource

Question: What about existing transportation system? How does each component of the system affect your lifestyle today?

Roadway Maintenance and Repairs (e.g., potholes, sidewalks)

- ▶ Wear on vehicle because of poorly maintained railroad crossings.
- ▶ Pot holes are annoying. Potholes on Prospect Ave, are noted to be especially bad.
- ▶ Construction slows traffic down at rush hours and could contribute to road rage. It also Increases time on commutes, and sometimes they must reroute the trip or not travel.
- ▶ The lanes on North College Ave., between Vine and Willow are beat up.
- ▶ Lazy Construction workers are noticed at work sites.
- ▶ Half fixed road near Shields and Harmony at the daycare on Richmond Dr. there was damage their vehicle.
- ▶ Pot holes are notice while riding their bike, and there is no street sweeping in bike lanes.

Transit, Bus Systems

- ▶ No access to bus, has to borrow a car to travel
- ▶ FLEX is great – allows me to get to the Medical Center of Rockies
- ▶ Was once stranded at Aims College in Loveland due to no return service at time needed
- ▶ Buses do not running frequently enough, not good enough service hours
- ▶ Doesn’t take the bus because she has too many errands for kids that requires her to around town
- ▶ The buses are not time efficient
- ▶ Not enough long-distance services available, example, a bus to Denver for kid’s activities or jobs
- ▶ Would like to have extended local bus system hours.
- ▶ No Sunday service on Dial-A-Ride, unable to use it for certain jobs and for Church and extension of territory. Would be nice if there was a overlap of Dial-A-Ride with Larimer Lift services.
- ▶ Unable to go up to mountains on bus
- ▶ Complains about the Greyhound bus lack of safety

- ▶ Not enough bus stops in Loveland in general.
- ▶ Is cost effective, students ride free
- ▶ There needs to be more advertising/promotion to make people aware of bus services
- ▶ Bus has a reputation for being scary which may limit it's consideration by some people.
- ▶ Bus service is difficult to get to places in Fort Collins.
- ▶ The circle routes the buses us take too long for some
- ▶ Lack of bus stops limits a disabled sister's ability to access life opportunities.

Sidewalks and Walking Trails

- ▶ The trails are good in Fort Collins. They are plowed , well maintained and are fixed quickly.
- ▶ There is a lack of sidewalks, examples would be on Overland Rd, 7th Avenue in Loveland and on North College Ave.
- ▶ Walking trails are well mapped out.
- ▶ Overland Trail needs more visible crosswalks with lights installed.
- ▶ Extend cross walks timing, not long enough to cross street. Some don't function.
- ▶ There is a need for wider sidewalks in Old Town because of smoking ordinance have extended patios well into the sidewalks. She can't get her stroller through all the lingering bar customers blocking the reduced sidewalk space.

Traffic Signals

- ▶ Mountain Ave. and College Ave. have no turn signal
- ▶ Timing is wrong and noted at:
 - College/Prospect
 - Drake/College
 - Harmony/College
 - Laporte/College
 - Elizabeth/Shields
- ▶ US 34 in Loveland
- ▶ Turn arrows could be longer at Lemay and Prospect.
- ▶ At US 34 and Madison the continuous flow intersection doesn't work.
- ▶ Doesn't like round-a-bouts
 - College kids use carelessly at Vine and Taft Hill and at Centerra in Loveland.
 - People aren't informed on how they work
 - Many people are not yielding
- ▶ Do like round-a-bouts
 - Beautiful



- When used properly they work well
- ▶ No matter who careful, she always hits the curb at the North/East corner of Shields Ave. and Mulberry.
- ▶ Doesn't like new 34/I-25 interchange.
 - Expel lanes do not work
 - The lights timing is non-existent

Bike Lanes and Trails

- ▶ There is a lack of street sweeping on bike lanes. Beer bottles are seen in bike lanes.
- ▶ Smaller side roads are lacking bike lanes.
- ▶ Would like to be able to ride their bike in Old Town
- ▶ The bike trails are good when they use them
- ▶ There is a good bike path around Boyd Lake, wish it would continue to Fort Collins.
- ▶ We need more routes that are kid friendly for bikes and suggested routes are needed for slower bikers.
- ▶ It is hard and dangerous to bike around Fort Collins
- ▶ We need bike lands and trails to Grocery stores
- ▶ Widen bike lanes for people pulling kid carriers (trailers called "Burleys.")
- ▶ There are bikes on sidewalks on Shields Ave. because of the confusion where pedestrians and bikers should go.
- ▶ There should be a bike lane on North Shields.
- ▶ Believes there is a need for cross walks on the bike trails and the ones they have should be better marked.
- ▶ There is a need for designated cross walks on Willow Ave. by the Recreation Center. There is confusing traffic of people and cars.
- ▶ There should be a speed limit on the Spring Creek bike trail.
- ▶ The larger northern towns should have connected bike trail so you can travel from each town to another.
- ▶ Fort Collins is most bike friendly place they lived.
- ▶ There should be a visible ID on bikes.

Parking

- ▶ It's not bad in Northern Colorado.
- ▶ People aren't aware of the easy to use and cheap parking structures
 - Likes the free first hour.
- ▶ There should be a longer time than 2 hours to stay in Old Town.

- ▶ Leaving car overnight at the Old Town bar results in ticket.
 - Encourages driving home drunk
 - No buses from Old Town to get home at night
- ▶ Likes the free parking here.
 - Don't want it to get expensive
 - Discourages shopping if wasn't free
- ▶ Would like to eliminate parking in middle of Old Town.
 - Not safe
 - Can't get kids safely across the street
 - People circle illegally looking for parking
- ▶ It was pointed out to her that it doesn't say it's not illegal to u-turn in that area.
 - Likes parking in middle of Old Town
- ▶ There needs to be more patrolling of Old Town parking.
- ▶ More than one participant reported getting a ticket at the Court House while they were inside getting their expired car licenses renewed.
- ▶ More parking structures are needed around Old Town parameter and more it needs to be more pedestrian friendly.

Question: How does each of these conditions affect your lifestyle today?

Time Spent in Vehicle / Traffic

- ▶ Likes the Dial-A-Ride, service and the reservation system is excellent.
- ▶ Trains wastes a lot of time
- ▶ -at rush hours
 - through Old Town
 - Stuck behind train gates not working right
 - Doesn't like all the cars idling waiting for the trains to pass through.
- ▶ Doesn't like to go to south Fort Collins, takes too much time
- ▶ If transit was available, they would make time for it.
- ▶ They are canceling trips because it takes too much time.
- ▶ Bus takes a long time on trips and it makes it difficult.
- ▶ One woman moved to Loveland because she disliked the Fort Collins traffic.

Distance Needed to Travel Daily

- ▶ One person reports consolidating trips now.
- ▶ Another is making sure there lifestyle needs are local, so they need not travel as much.



- ▶ One is not able to see family as much that live out of town.

Short Term Transportation System Improvement

- ▶ One single parent wanted to be provided incentives for single mothers to ride the bus.
- ▶ Provide a Bus route up Taft Hill Rd.
- ▶ One person announced that she was glad gas prices are going up so that now people will focus on other transit choices.
- ▶ Many expressed the need for the bus system to offer more trips, more stops, and longer hours.
- ▶ Another wished for weekend buses to go out for entertainment, which would help produce public support for transit.
- ▶ One man wanted a grid route network for TransFort.
- ▶ A couple noted they would like later night operation on main routes.
- ▶ One person wanted guaranteed rides for drunk people, single parents, and to and from hospital.
- ▶ Don't cut service in summer and spring break.
- ▶ Bike routes need to also go to useful places such as shopping and services.
- ▶ Express a wish for intersections to have a cycle that lets pedestrians to cross in any direction such as the one up in Estes Park.

Long Term Greatest Concern Regarding Transportation System

- ▶ Funding the changes that should be made
- ▶ General funding concerns
- ▶ Shift funding to public transit system
- ▶ Improving the transit schedule
- ▶ Train that connects Fort Collins and other surrounding cities
- ▶ Multi model regional connectivity
- ▶ Trains
- ▶ Bikes
- ▶ Busses
- ▶ Bring trolleys back
- ▶ Affordability
- ▶ Tourism
- ▶ Less focus on cars
- ▶ Cleaner busses
- ▶ Cleaner fuels for transit

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the short term?

- Healthcare (7)
- Jobs / Work (6)
- Education (3)
- Transportation (2)
- Water (1)
- Air Quality (1)

Given our discussion today, how would you prioritize or rank, in terms of importance, the following regional issues in the long term?

- Jobs / Work (8)
- Education (4)
- Healthcare (3)
- Transportation (2)
- Housing (2)
- Other -Money (1)

Overall Safety of Transportation System

- ▶ Amount of Fort Collins traffic signals seems to agitate drivers.
 - Wouldn't go down College Ave because it is unsafe.
- ▶ Motorcyclists should avoid College Ave
- ▶ Avoids driving in Old Town Fort Collins
- ▶ One woman reverse parks in parallel parking in Old Town to feel safer.
- ▶ One will not bike her son to school because she has to cross Mulberry Ave and don't feel safe with the tag-along attached to her bike or pulling her Burley trailer.
- ▶ Will not bike to Walgreens on Lincoln and Highway 34 in Loveland because she doesn't feel safe.
- ▶ One avoids off bike trails due to no signs for pedestrian crossings.
- ▶ One avoids Madison and 34 in Loveland.

Availability of Options to Travel

- ▶ We need transit connections to provide access to Old Town Fort Collins
 - We need optional connections to other communities for entertainment, work, mountain access and education needs.
- ▶ Not able to get around on the available public transit and it doesn't go to right places.
- ▶ Lack of options prevents one from going out for entertainment.

Cost to Commute

- ▶ Staying home more because of the high cost of gas
- ▶ Tries to take the bus, if have time to use it.
- ▶ Now can't go son's school activities, and is cancelling trips because of gas prices.



- Canceling entertainment trips
- Canceling long distance and medium distance trips
- Not Shopping as much
- ▶ Some are consolidating trips when using their car
- ▶ Cutting down on their kids activities due to their low fuel efficiency vehicles
- ▶ One woman borrows vehicles from family and friends.
- ▶ Not enough gas money due to high car insurance payments.
- ▶ Not accepting temporary work assignment unless the time offered for the job makes it cost effective.
- ▶ Got a new job that's closer to home by starting their own business.
 - Is a one car family
- ▶ Single bus trips costs are very high, but passes are less expensive per ride.
- ▶ Moved in to Fort Collins from the Mountains to save money.
- ▶ One said they would get a car with better fuel efficiency when they get a job.

THIS PAGE INTENTIONALLY LEFT BLANK



2. Community Dialogue Raw Meeting Notes

THIS PAGE INTENTIONALLY LEFT BLANK



Town of LaSalle Community Dialogue

Date: May, 10, 2011

Time: 7:00pm

Location: LaSalle Town Board Meeting

Meeting Notes for LaSalle Community Dialogue

LaSalle – May 10, 2011

What transportation challenges face your community today?

Railroad is the main issue. There is a switch yard for UP in LaSalle and it blocks traffic significantly around 8:00 a.m. every morning. Most residents (90%) live west of the tracks but the Fire House is east of the tracks. Kids go under the trains to get across. Alternate roads to cross the tracks are needed with some needing roadway improvements. Ultimately and overpass is needed.

CR 394 has seen an increase in truck traffic since Ensign Co. has moved in. An acceleration lane going north is needed.

35th Avenue out of Evans connecting across the Platte River going south would be a great improvement and offer options to US 85.

Where does transportation rank amongst other local issues facing your community?

Transportation is in the top 5% of people's concerns.

Maintenance of the existing roadway system is important – 10% of the budget is used for street maintenance and the public works department does an excellent job.

School bus pick-up and drop-off locations has been altered and it is taking some adjustment.

1st Ave and 4th St – the sight distance at the stop sign is impaired due to the angle of the roadway. Traffic needs to creep out a good distance before they are able to see clearly.

1st Ave and US 85 turn lanes are needed for East/West traffic flow.

Over the next 25 years, what long-term transportation improvement would benefit your community?

Roundabouts (don't know that this was a serious comment)

Traffic on US 85 is a huge concern especially as it grows. Difficult on commuters and biking is not an option. Need to alleviate pressure on US 85.

Bike and pedestrian trails that would connect with the Platte River Trail, much like the Poudre River Trail.

Fix the disconnect with the Railroad in town

What outside assistance/expertise does your community lack that would significantly help your community at this time?

Have meetings like this (MPO staff) on a regular basis, perhaps semi-annually.



Town of Berthoud Community Dialogue

Date: May, 17, 2011

Time: 7:00pm

Location: Berthoud Town Hall

What transportation challenges face Berthoud today?

Mostly a commuter community, so most transportation issues are State Highway related (since Berthoud is next to highway) – those are what get congested.

Question about MPO funding and one seat at the table. (Is the “seat bigger” when it is Fort Collins or a county and smaller when it is Berthoud?) What is in place to balance project dollars, so that smaller communities get more dollars? Also, of the other funding options being considered – what are they?

Berthoud has actually been treated pretty well by the MPO, on a per capita basis. Experience with the MPO is the list goes out pretty far and gets prioritized as objective process.

In town, the roads are woefully short on maintenance. Taxes are way down. The town can't do chip seal, fix cracks, etc., to get ahead of bigger costs. If state highways became local, that would be devastating for Berthoud; the town can't afford to maintain those roads. The town doesn't have a revenue source to help with maintenance. Impact fees help with new improvements. The town has annexed out to the highway to capitalize on potential revenue – and absorbed Weld County roads that are now town responsibility. Now the town is maintaining roads in the rural areas where development (and revenue) hasn't happened. Also, potential development west of town is impossible because the 287 bypass was designated a parkway with no access starting one mile south of Berthoud. That makes that property much less marketable. The town needs economic development, but three miles of road has no access. Even at SH 56, there is no right-in/right-out allowed by CDOT within 1,000 feet. Retail commercial won't go 1,000 feet west. We need to revisit access to the SH 287 parkway.

Local streets in town aren't as much of an issue as state highways for Berthoud.

Vast majority of citizens commute. Connections between communities very important (more than within the community). Revenue – Berthoud has yet to reach critical mass to be self-sustaining due to state sales tax. Not a retail base – major disadvantage. Basic infrastructure upkeep is a challenge. Ability to share into revenues that citizens put into other communities would be a help.

Berthoud was a supporter of RTA because they would have gotten some of the leakage back. Will always be on the short end of the retail stick with Wal-Marts just outside the borders north and south.

Biggest problem is loss of traffic downtown due to the bypass building. Lack of transportation planning occurring for the graying (aging) population. On Embrace Colorado task force. Traffic jams – don't have. Would like to see more public transportation. Do infill building in town to accommodate walking and biking.

Where Does Transportation Rank Amongst Other Local Issues Facing Berthoud?

Maintenance issues are in the top 3 (e.g., asphalt, chip sealing, etc. before costs increase) (that is with economic development and water).

Average citizen might not think transportation as a highly ranked issue, because you can get out of town pretty quickly. Berthoud citizens may be driving more miles – gas tax increase or adjustment for inflation might pop up as a big issue because the citizens drive more per year.

Redoing overpass, for instance, is not on top priority list.

Economic development is a top issue, but that is because it is the revenue to do all the other things that people want (e.g., maintain roads). Congestion is so low in town. Out – 287 and 56 – if those roads start to go bad, it is obvious right away. The local roads O&M needs to be addressed.

Agreed

More regional connections needed. (e.g., County Road 1 connected from Loveland to Longmont, County Rd 23 western relief valve). In town pretty blessed, except for O&M. grid and network is there, but interconnections needed. Rail station – want to begin planting seeds for future standpoint for a TOD and get densities up in town.

What Long-term transportation improvements (over 25 years) would benefit Berthoud?

Think outside the box – Each town's primary transportation mode is the car. We like flexibility. The challenge is to transport the car quickly without the use of highways or roads. If we can contain vehicles (e.g., onto arteries and easily travel via a controlled area such as tubes – without animals, dogs, and other items – and human error gets taken out of driving). This would work well for long-distance transportation. The first step would be a trial basis with trial models. Get around the process we have today and find a different way of getting around in the car. Jetsons-like. Sit back and relax for the long distance hauls. Looking for self-containment with a tube. Do it with a good price.

Google has an example of self-guided self-driven car.

Berthoud supports commuter rail. (e.g., Metro system in D.C. spurred economic development at each station. Metro drives the density and property values within communities with shopping and retail.) People would use commuter rail if available, especially if was in downtown Berthoud. Berthoud would support joining RTD – to extend rail from Longmont. In Colorado, we should have rail from Colorado Springs to Fort Collins. It is not that expensive, considering how much it costs to build roads.

Northern I-25 needs improvement – it is way behind schedule. Not that far into the future the SH 56 overpass will need to be improved.

40 years ago, we had the same types of conflicts with building the interstate system that we have with commuter rail now, because towns were precluded from exits. Hate to compare US to Europe because we are different, but we should look at the technology they use, not how they use it. We are different in the US. We need the corridor and trains, but there will be a problem with lack of ridership. There are



times when flexibility is needed to stop elsewhere – need stops along the way and need flexibility for people to use cars, too. The transportation system needs to be a mixture (including something like the Jetsons idea) to allow for individuality. We can't build a train route to every town that allows all towns to compete economically.

Rail travel is an old way of travel. Older generation in Berthoud used to hop on a train to go to Denver for the evening. The train should and needs to come back. A train station would be a great hub to get in town for economic development. There would be a lot of activity around the station. That can only be pursued if it is balanced with how roads are handling people. A lot of people still want to get in their cars. Pushes to rail beyond the Denver metro area needs to be balanced with making sure roads are adequately sized.

Let's compare Berthoud with Longmont where 50% of the people work within city limits. It has a lot of industry. Two major changes need to be made in Berthoud to become less of a commuter town: (1) Provide more jobs in town (economic development) to cut down on the commuting (vs. getting to the point of trying to commute with expensive gas (e.g., gas that was \$8 gallon in Europe recently)). (2) Improve technology infrastructure for knowledge workers who work at home or telecommute.

Recognize where Berthoud has been. It is a bedroom community. The jobs to housing ratio is different that surrounding communities. Our modes need to be interconnected to work with the three big counties around the town (Larimer, Boulder, and Weld). Transportation planning will not be just with Larimer County. Also, the I-25 overpass is Berthoud's statement along Colorado's "main street." Berthoud would like to reserve the opportunity to make a statement there and not lose its identity. Right now we have a pretty blank intersection, so there could be regional ideas to increase the economic benefit.

Question 4. What outside assistance or expertise does Berthoud lack that would significantly help?

Expertise among a larger group of players about financing. Berthoud subsidizes other communities (because of leakage outside of the town) and lacks an ability to remedy that to get a more equitable share of those tax dollars.

Funding! It could be a RTA. There is a lack of leadership at state level to address this issue. Citizens probably would have passed the RTA a few years ago, but elected official didn't. Now there is a reluctance to talk about increasing taxes. Nothing is happening because the issue is so partisan. There is nothing happening to fund the current level of service for anything (roads, schools, etc.). Need statewide initiative.

Regionalism is becoming a bigger word – and will become more so in the state. Funding. RTA was a great idea but politics got in the way. Regional concepts (e.g., water) are driving a lot of discussion. Reading, PA, for example is pushing that concept. They are asking, why does every small town need their own police, etc.? Shared resources could work. When you raise taxes where does the money go? That is always an issue with constituents. Need to show that revenues will be proportionately distributed.

What percentage of funds from CDOT go to local jurisdiction versus CDOT roads? CDOT roads are in pretty good shape right now.

CDOT reply: Before CDOT gets money from the Highway Trust Fund, a portion goes to counties and then towns. Not only has federal gas tax been stagnant, but so has the state tax. The fund is divided out by formula. To add to that FASTER – before CDOT receives, a portion goes to the community. Towns get a bit of registration and gas tax. It is supposed to be used for the transportation system, but it often gets thrown into the general fund.

CDOT does not receive general fund dollars at the state level. The budget battles at the state are not about transportation, because other areas need the general fund. So, CDOT is surviving on gas taxes alone. Revenues have gone down: \$1.5 billion (2007) to \$1.1 billion (2011) in a few years. CDOT is trying to stretch dollars and make wise investments.

Trying to hear ways to partner on a project that would make a big improvement for Berthoud and CDOT. Berthoud has received funds from the MPO and state (e.g., roundabout). Are there ways to do more joint efforts?

Two grant opportunities to consider:

Hazard Elimination Funds – for intersections or areas where a traffic signal is really needed or changing how and intersection is needed. CDOT can write those applications. There may be an opportunity to do the interstate improvement without a match since it is a state highway. Project needs to meet warrant. Location must have a chronic issue. With a non-complex solution.

Safe Routes to School – can be programmatic or educational or construction. E.g., Loveland – tennis and tires Tuesday to encourage kids to walk to school, or a trail to school. More of a cooperative effort between school district and town. They need to do pre and post survey. Partnership has to go on, but it is a good opportunity.

Berthoud has some inactive projects that need to be closed out: (1) pedestrian and landscaping components of the roundabout. If there hasn't been a billing or any kind of discernable activity. (2) state highway 56. Mayor Patterson has the list. Need paperwork to finish them out. Touch base with staff to clean the books. Roughly \$20 on each project needs to be spent. KS can provide contact people. Be aware of the bridge replacement project east side of I-25 on the frontage road. Once a bridge scores 50 or lower it is eligible for replacement. That bridge is funded through FASTER dollars through the bridge enterprise fund.

Wrap up: Summarizing public input, open houses, wrap up the RTP by September. Will notify the papers for the Loveland open house.

To get back to the questions about funding options and MPO process:

General authorization – different environment about funding sources – raising money locally, at national level it is being based on the user of the system (like gas tax, HOV, toll lanes, privatize roadway, tax



commuter by miles). Add to the list – local list (regional or local fund raising). Let voters decide (if it is a good plan).

MPO Call for Projects and apportioning funds with local communities. The Rules decided on by whole TAC and Council. Partnering with other governments helps elevate small communities. The process is democratic. But bigger problems and size of project could win out in a bigger community.

Town of Evans Community Dialogue

Date: May, 17, 2011

Time: 6:00pm

Location: Evans Community Complex

Question 1: Transportation related challenges facing the community?

Being able to maintain current roads and facilities, there simply isn't enough money to adequately achieve this;

Finding funding for a bridge over the Platte river at 35th street;

No funds to build out street network and improve/widen existing streets or roads;

Facilitating/funding improvements in the 85 Corridor – not good access to commercial and other business areas of town;

Lack of a taxi service in Evans (or at least limited service and the perception that it isn't a viable option for residents);

Lack of mobility options in the 85 Corridor (transit).

Question 2: How does transportation rank among other local issues for your community?

The Council has gone through a visioning process and identified 4 priority areas – development of infrastructure, community safety, developing regional leadership, and economic development. Transportation is seen to be a piece of “development of infrastructure” so it is one of the highest priorities for Evans.

Question 3: What kind of long term improvements would you like to see implemented?

35th Avenue extension with a bridge over the Platte river;

US85 Improvements, including those elements related to the US85 Access Control Plan and ancillary safety improvements;

Re-configuration of the 34/85 interchange;

37th Street west of town improved to a higher functional classification (not sure if they meant widening, some sort of access control, addition of shoulders, multi-modal improvements, or otherwise) clues to the nature of desired improvements might be in the US34 Corridor Optimization Plan which identified this road as a parallel facility;

Consideration of Commuter Rail service on the existing UP line which parallels 85 and might be a good alternative in that corridor.



Question 4: What kind of assistance might you need in achieving community goals and objectives?

Input or research that could augment the economic/land-use decision making model that Evans is developing;

Currently “ok” with staff capacity with regards to grant application preparation, but if activity stepped up in this arena, they could probably use some assistance;

Planning or development of alternative fuel infrastructure.

Town of Eaton Community Dialogue

Date: May, 19, 2011

Time: 7:00pm

Location: Eaton Town Hall

Meeting Notes for Eaton Community Dialogue

What transportation challenges face your community today?

There is a lack of funds, even just for maintenance, let alone building new.

At the intersection of 10th Street and US 85 there is no space for stacking of (roadway) traffic between the highway (US 85) and the railroad tracks, which creates an accident hazard. A signal warrant study did not indicate that signalization would be warranted, however.

Pedestrian traffic across US 85 and the railroad is a concern: Davidson pointed out CDOT's Safe Routes to Schools program as a possible funding source. There was discussion about Eaton preparing an application for a different crossing for bikes and pedestrians. The Hawkstone and Eaton Commons areas were mentioned as areas of concern.

There is a "US 85 Coalition" that will be meeting in Eaton; this group discusses the US 85 Access Control Plan. Gloria Hice-Idler is CDOT's participant at these meetings and addresses plans for new developments and access matters.

Where does transportation rank amongst other local issues facing your community?

Transportation is a high priority but town board members don't receive a lot of calls about it. A board member pointed out how "a lot of traffic comes through" Eaton, considering US 85, WCR 74, traffic to and from Cheyenne, and so on.

Home building in Eaton has been the main growth activity. It has been slow lately but as it might resume, there would be more concern.

Traffic becomes more of an issue on a seasonal basis, referring to agricultural freight and equipment using the roads/streets.

Eaton anticipates redevelopment for commercial/retail/industrial once the sugar factory site (termed a "monstrosity") gets removed. This is likely to prompt more rail traffic and additional truck (big, semi-truck) traffic.

There is a concern that existing revenues for transportation are not even adequate for maintaining the existing system. There is an impression that Eaton is so small in relation to other participants in the



planning processes that bigger entities are in line for funds first, leaving very little if anything to reach Eaton.

A board member expressed how the Eaton area should not have to be going through the testing (vehicle inspection and maintenance) requirements associated with ozone nonattainment.

A board member said “planning’s great but we need to build and maintain” the system. Other sources of funds have been used for local transportation planning, like the Orton Community Foundation.

Davidson pointed out the most recent “Call for Projects,” which had been an opportunity for funding projects in Eaton. The town’s staff said that Eaton had not submitted an application for funding of any projects. (Eaton has only been a member of the MPO since 2007.) However, as redevelopment activities start, for example around the sugar factory site, Eaton might be in a more competitive position to apply for funding.

Over the next 25 years, what long-term transportation improvement would benefit your community?

When will there be light rail to Denver? The upcoming completion of the North I-25 EIS was mentioned.

Eaton foresees increased importance of Weld CR 74, which connects the town to Interstate 25. This may need to become a 4-lane, higher speed arterial in the future. There was mention of the slow speeds (average of 30 MPH) through Severance and the idea of a “Severance bypass.”

There are maintenance issues on both US 85 and SH 392—particularly during wet weather (implying drainage concerns and possibly rutting of the pavement for extremely heavy oil well rigs moving along the roads and highways). As growth resumes, there will be a need for improvements to the grid of county roads.

Truck traffic coming through Eaton’s downtown area is a concern that might spark interest in some kind of truck route to the east for US 85 traffic.

What outside assistance/expertise does your community lack that would significantly help your community at this time?

There is a perception that Eaton is “too far down on the pecking order” to expect much to come from the “outside” in terms of funding for transportation.

There may be smaller things that can be done with outside assistance (like the bike/ped crossing of US 85, which would need investigation with CDOT).

There are drainage issues at the US 85/WCR 74 intersection that would also need to be reviewed with CDOT.

Better communication with/from the MPO was of interest. There may be more time devoted on the town board's meeting agendas for reports to the town board from their representative on the MPO Council, Verniece Thomas.

Karen Schneiders (CDOT) said that there might be possibilities for "partnering" with CDOT to address concerns like the drainage issues (noted above).



Town of Milliken Community Dialogue

Date: June 8, 2011

Time: 5:45pm

Location: Milliken Police Community Room

Town of Milliken Community Dialogue Notes

June 8, 2011

Comments from Julie Cozad:

The economy has changed how the MPO budget for planning is perceived. It is difficult to look out 20 years when there are immediate issues. The MPO does give small communities a place at the table in the regional discussions. Small communities are more regional and they understand how regional project can benefit Milliken even if not located in Milliken. The small communities can't be as competitive as the large communities in the call for projects.

She would like to see more trails and transit in Milliken as well as truck bypass for downtown.

Question 1: What transportation challenges face your community today?

- ▶ Bike trails between Johnstown and Milliken that are ADA accessible
- ▶ Remove truck traffic from downtown – realize that trucks to stop at stores and do not want to stop commerce but are concerned about pedestrian safety and noise
- ▶ Other commute to Denver options than driving
- ▶ Maintenance of infrastructure – difficult to keep up
- ▶ No devolution of Highway 60 – it needs more maintenance
- ▶ Railroads do cause conflicts with truck traffic

Question 2: Where does transportation rank amongst other local issues facing your community?

- ▶ Very little feedback from constituents on transportation except on local projects
- ▶ When gas prices go up people want another way to get to work, but not much input
- ▶ Trails are important to connect to other communities
- ▶ Biggest challenge is revenue and growth
- ▶ Water is an issue both quality and quantity

Question 3: Over the next 25 years, what long-term transportation improvement would benefit your community?

- ▶ Public transportation options on the US 85 corridor
- ▶ A public transit option with a potential hub in town
- ▶ Bike paths everywhere – seems to be the biggest issue
- ▶ Transit needs to be convenient or people won't use it
- ▶ If money was no object, transit would be great
- ▶ Cost of transit trips is a factor as they are more heavily subsidized with lower ridership
- ▶ Trails would allow more mode flexibility and contribute to a healthier lifestyle and safety for kids
- ▶ A truck bypass along the tracks north of town from the Milliken transportation plan
- ▶ South Platte development is a balance between preservation and developing a bike/ped corridor
- ▶ Connections to DIA
- ▶ Development of alternative fuel vehicles and the infrastructure necessary to support them

Question 4: What outside assistance/expertise does your community lack that would significantly help your community at this time?

- ▶ Small towns don't have engineers or resources to fill out applications for funding
- ▶ Too small to have staff on the new air quality committee
- ▶ Want to know what grants are out there and when they are due
- ▶ HES, CDOT Hazard Elimination Safety funds, can be used to crossing on Highway 60



Town of Timnath Community Dialogue

Date: July, 5, 2011

Time: 6:00pm

Location: Before the Timnath Town Board Meeting

Timnath Community Dialogue

July 5, 2011 – Timnath Administration Building

Attendance

Jill Grossman-Belisle, Mayor
Paul Steinway, Councilmember
Bill Neal, Councilmember
TJ Dlubac, Town Planner
Russell Connelly, Office of Senator Udall

MPO and CDOT Staff

Aaron Fodge, Lesli Ellis, Mary Rogers, MPO
Karen Schneiders, CDOT

Questions and Discussion

General discussion:

Gas tax hasn't changed or kept up with the maintenance and funding needs for the transportation system. Question: Is the gas tax a flat rate? Yes – Federal and state tax is \$.40/gallon – Federal level (\$.18) hasn't changed since 1991 and state level (\$.22) since 1992. Gas tax funds are divided between cities, counties, and CDOT.

FASTER – (Funding Alternatives in State Transportation for Economic Recovery) is tied to vehicle registration – for all vehicles. It is a fee rather than a tax. FASTER funds also go to cities, counties, and CDOT.

Question 1 – What transportation challenges face Timnath today?

One councilmember who has lived in the community for 3 years and travels a lot hasn't heard much about transportation in the town. Mostly, the challenges are transportation to and from DIA (e.g., cost of parking and challenge of finding parking has become more difficult). Alternatives means of getting to/from the airport are challenging.

Harmony Corridor is a challenge from the Timnath side. It has heavy flows in evenings and mornings. It is the main corridor into Fort Collins. It takes 30 minutes sometimes to get from Timnath to Harmony and Boardwalk. For Timnath, it is the sole corridor east/west. Mason Corridor provides north/south access points, whereas Timnath needs a diagonal access (e.g., light rail or bus system or some other way to go to downtown Fort Collins). It is not efficient to go to Harmony/College first and then north.

The transportation Center has limited options for Timnath with its location on the east side of the interstate (e.g., Super Shuttle across I-25 – cannot get a cab across the other side of I-25). Available commercial options to airport are limited for Timnath. Primary employers, etc. should be able to use the Transportation Center.

Harmony widening is a key project for Timnath.

Bicycle pathway is another important project. It is the last (missing) link in the Poudre River trail system. There are some challenges with the highway and river crossings.

Ultimately there are plans for community-wide bicycle lanes in Timnath, but most of the system is not completed yet.

Main Street (Cty. Rd. 5) is the north/south corridor, which won't be able to handle the growth of traffic as more grow occurs in the town. The town has plans for a bypass to go around Main Street -- where there is residential on Main Street. There is a school crossing, but fast traffic makes it unsafe in front of the school.

Signal timing on the Harmony Corridor and inability to turn left on Harmony are two other issues. As traffic counts increase, it is difficult to turn left onto Harmony anywhere that is not signalized (County Roads 3 and 3F especially). It takes a long time to go a short distance because of that. The town needs to coordinate with CDOT and Fort Collins on signal timing. One can hit four lights in a row, or you can get lucky and avoid them all.

Question 2 – Where Does Transportation Rank Amongst Other Local Issues Facing Timnath?

Question: Can this also mean multi-modal? Yes – it can mean getting from Point A to Point B with any form of transportation.

The town is about to adopt a Strategic Plan that will contain eight bullet points within the strategic vision. Two relate solely to “connections” – roadway, trails, transit, etc. Timnath wants to be connected. Transportation is definitely in the Top 10 important issues. But, infrastructure has to be there, whether the town thinks it is important or not to achieve the rest of the objectives. Currently, Timnath residents can almost drive to Denver faster than to other areas within the region. We need to correct transportation within the region. As we become more of a region where we work, play, and live within different parts of the region, we need connectivity and many modes of transportation to get around.

In our growing community of Timnath, the perception is there is a great deal more push for recreational facilities than for transportation. The community wants more community and neighborhood parks.



They are more mindful of the need. People are very interested in the bicycle path. People would likely spend dollars on bicycle trail and community parks.

Timnath is very lucky to have the gorgeous intersection and bridge and access to the interstate.

The first dollars should go into infrastructure and transportation to increase revenues to be able to spend more revenues on parks and other facilities.

Question 3 - What long-term transportation improvements (over 25 years) would benefit Timnath?

Fairly Immediate Needs:

Harmony widening.

Bypass Main Street.

Multi-modal connectivity (e.g., bicycle path to Greeley and Fort Collins).

I-25 widening of north section must happen. The volume of traffic on I-25 at times is scary. Traffic backups can happen anytime. When I-25 narrows down from three lanes it is dangerous.

Longer-Term Needs:

Better use of the whole regional transportation system.

Be mindful that a grid pattern isn't necessarily the best pattern given where Timnath is located. Long-term maybe a beltway type pattern might best serve Timnath. Ultimately the main street patterns might be too congested and would take a very long time. (The old rail lines are diagonal).

South Denver is proof that people will use rail if it is convenient and gets people to destinations. In a major city – a lot of people points south will use it. This community is different, because a lot of people commute to Denver. That will increase in the future.

Other ideas:

Mason Corridor is a great concept but it is not in the right place for Timnath. That future plan doesn't quite reach out in a way that addresses Timnath's questions.

The Transportation Center at Harmony could be the nucleus for this area.

CDOT - There's no one silver bullet that will solve all the transportation problems (e.g., I-25 EIS has tolled express lanes, widening, and other features along with other systems). We have to find a balance between the different kinds of transportation. Mason Corridor is very localized, but it will take cars off College and it will create secondary benefits because of that.

Timnath – the percent of commuters out of town is very high.

Timberline Road volumes have increased in a huge amount. In California, they built expressways, but those got crowded. Improvement is a continual thing. We have to mitigate by using different forms of transportation. Could see this area becoming more difficult to access Fort Collins as growth occurs.

Question 4 - What Outside Assistance and Expertise Does Timnath Lack that would be a Benefit?

MPO does provide the assistance. There is currently good open dialogue. The town is not seeking anything in particular currently, unless you mean financial assistance. TJ would be the best person to answer that question.

CDOT noted two available programs: (1) **Safe Routes to School** – CDOT can provide local expertise on this. The program has two goals: (a) build infrastructure improvements and program and (b) provide an education component. There are requirements. The effort needs to come from the school district rather than the town. (2) **Hazard Elimination Program** – CDOT has experts that can help apply for this also.



3. Open House/ Public Comment Form Raw Data

THIS PAGE INTENTIONALLY LEFT BLANK



1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

FROM GREELEY OPEN HOUSE 7/13/11

Need more funding directed to road maintenance and new roads to meet growing demand.

Continue to obtain public comments. Suzette sounded great on the radio and that is one way to let people know about the different ways to participate.

The update captures the dire straits of transportation funding really well.

Hopefully Greeley puts a transportation bill on the next ballot and it passes

The plan does a great job looking at need. It is also important to look at vision.

I think that more should be done to improve Greeley transit system which could also help very much cities like La Salle. Also, possibly Windsor, Johnstown, and Milliken. On top of that, we need to be more focused on mobility regionally as well as resurface a lot of roads that are in bad shape. Also, we need more pedestrian friendly intersections and bike lanes as well as educate the drivers to "yield to pedestrians it's the law." Plus, the identities and organizations need the community more involved in the process.

They need a new 34 x to be able to go to Loveland from Greeley.

FROM FORT COLLINS OPEN HOUSE 7/14/11

The influx of residents overburdening the existing infrastructure. The cost of making comfortable mobility has to increase the tax rate far beyond of what is acceptable. Stop the growth or TAX.

Concerned that smaller communities are promoting low density sprawl (large lot single family) without considering transportation implications. Fort Collins understands the land use/trans connection. What can the MPO do....I don't think "education" will suffice.

No more widened roads. A greater focus on transit projects would be a wiser investment. CDOT is ignoring the majority of comments by giving Fort Collins an 8-lane mega highway before rail, even though ~90% of the 2000 comments were in favor of improved rail service.

Would have liked a hard copy of the plan here. Great information well presented. The staff and charts were helpful and informative and I appreciated getting snacks and water.

Good information. I like the idea of being able to allocate money to different categories. Recommend more information on how the RTP meshes with local plans and CDOT's North I-25 EIS.

I am going to review the plan details on-line before I make any general comments about the plan.

Great to see new demographic data - glad there were no major vision/philosophy changes. The transit updates were very thoughtful and common sense.

Would like to see more emphasis on rail systems particularly joining communities. Also need dedicated service to medical locations and affordable paratransit systems.

I would like to see an emphasis on connectivity among multi-modal options: bike-bike, bike-transit, transit-transit, car-transit, etc. throughout the region. I'd also like to see a focus on commuting options from Fort Collins to Denver.

Thank you for requesting public input. My frustration with what seems like all transportation plans is the emphasis on increasing the lanes on freeways for more car travel. In reality, cars will become less a part of our lives because most will not be able to afford to pay for gas. We will be in a crisis situation before the US and the state start funding mass rail transit.

1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

I use I-25 extensively what is being projected for 2035 will in fact happen within 5 years!!!!

Was informative,

Short sighted, unmindful of the possibility that transportation fuels may be so economically scarce before 2035 as to render all current planning meaningless.

There is a need for Dial-a-Ride service south of Harmony and east of Lemay, down to Trilby. We are tax-paying seniors. Seniors north of Harmony have Dial-a-Ride from 6:15 am - 10:30 pm. We have no such service. How can this inequality be justified?

Fort Collins is a wonderful place to live, but as I get older I fear being house-bound when I can no longer drive (asking for favors from neighbors who are too busy for giving help). It is demeaning to constantly have to ask. Cost now is \$50 to get a Taxi ride- from my home in south FC to Riverside for example. Consider your trips for food, clothing, etc. How many \$50 trips would eat into a S.S. check? My brain power is very good and I am not ready nor do I have money for assisted living in the extremely expensive senior living.

An Exec Summary (missing from the online plan) or shorter version of the document would encourage public reading. 200+ pages does not. Open house well-organized. Public needs to understand funding constraints, shortfalls vs. desired improvements and that gas tax falls far short of needs.

I really need more time to study the plan in order to make concrete suggestions. I really favor the regional approach and working cooperatively.

Dial-a-ride is gone. Would like a shuttle service. Especially for seniors and disabled seniors. Takes \$-sponsor and equipment for a shuttle service. In Fort Collins, south of Harmony, a lot of people who live in that area don't have a city bus.

Need to get transit going between towns, especially for job commuters. Encourage more van pools and car pools. Faster transit between FC/Loveland/Greeley and Denver. Present bus service is slow. What about train commuting from N. Colorado to Denver and Cheyenne? Doesn't seem to be in the present plan.

We need bus service and Dial-a-Ride. Services for the growing senior population. East of Lemay and south of Harmony- the southeast corner of Fort Collins. Many new senior living accommodations are there!

I am an energy economist. Oil prices will continue to rise. Put as much effort in mass transit as possible. Money spent on I-25 will be wasted.

FROM LOVELAND OPEN HOUSE 7/21/11

287 to Interstate- would like to see it finished all the way to Fort Collins.

I would like to see this region plan for more transit, including commuter-type rail, and bicycling. A good opportunity for a bus route is Timnath to 287 along Harmony. I'm surprised this didn't surface during the recent regional Transit plan development discussions.

Not much to it . . . disappointing!

I hope a rail system will be considered to tie in with fast track in Denver area.

Online / Phone / Written Submission

Is this a question?

Please do not provide information en Español. If someone wants to get the information, please let it be in ENGLISH, our language in these United States. Where is the incentive to learn English? Thank you.



1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

Very good work! Understandable to take an incremental approach considering unknown budget realities.

Added congestion is currently and will be the problem in the coming years. Confusion with off-ramps going both left and right are a problem. Calif. every off-ramp to any destination on the freeway system is a right. And these roundabouts are a total curmudgeon! Light rail is not even worth the attempt either. RTD was supposed to have finished their plan in 1973. And even then, when the railroads were willing to let them use existing lines for northern routes, they did not accept. Now those lines don't exist! RTD wants to expand, and burden taxpayer's once again, but it's not efficient, no one uses it, and it's cheaper and faster to drive. Add lanes, and keep them simple!

As the nation's third largest craft brewery, we are writing to express New Belgium's strong support for a safe, balanced, and environmentally sensitive transportation system. Environmental stewardship has been a core value of New Belgium's since our inception. Our coworkers utilize the I-25 corridor quite often and we would be pleased to have the option to travel by rail as we feel it is the only solution on the table that will benefit our environment and our health. After careful review of the regional transportation plan, our concerns grew in terms of its priority to expanding roadways prior to implementing a passenger rail system. Due to the \$3.63 billion dollar shortfall in revenue to complete the entire plan, we believe it would be wise to implement the passenger rail system before investing in the expansion of roadways. Having an environmentally friendly alternative to single occupancy vehicles on roadways might alleviate the need to expand the roadways, reducing or eliminating the financial shortfall. On behalf of the 400 coworkers employed by New Belgium, we urge you to implement environmentally conscious and sustainable practices in the transportation plan, leading to higher air quality and minimal environmental impact.

Chapter 2: Table 2-4 - Although surface conditions have improved, why are the surface conditions in the North Front Range in worse condition than the Statewide State Highways? Should there be funding priority changes?

Table 2-6 and Table 2-10 - We must have more current crash data than for 2006. This "update" plan should update!

Table 2-8 – What is the real impact to our highway system with truck traffic, and how does it compare to light duty vehicles? How does truck traffic impact our air quality planning?

Section E – Transportation Demand Management Program. Over the years, the NFRMPO has spent several millions of dollars on TDM programs, with NO tangible improvement to our transportation system or air quality planning. With so few dollars available, it is time to look to those programs which provide the greatest benefit to the greatest number of citizens, and not continue to spend our Federal fuel tax dollars on wasteful programs. If the CSU students ride Transfort at no cost, who pays for this transportation and what is this teaching the students?

The more freedom individuals have in exercising responsibility for their transportation choices, the greater opportunity there is for an improved economy, job locations and general quality of life.

1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

Figure 2-15 – It is not clear how a “passenger” or “ridership” is defined when using transit. Can passenger miles travelled be used for easy comparison with vehicles miles travelled? It should be explained who pays the subsidy, or the fares vs. cost difference if the users don’t pay. Do we expect users to pay a user fee for their transportation?

Chapter 3:

Environmental Justice: It is not surprising that those who don’t pay for things such as high speed, commuter, or light rail, want to have it; however, those of us who do the paying know how “gold plated” those systems cost. An example is the I-25 EIS improvements showing approximately \$2 Billion for highway improvements for the 98% of users, and another approximately \$2 Billion for buses and commuter rail, for about 2% of users. I don’t see how anyone can justify those costs for transit.

Chapter 5:

Safety: I am amazed at the lack of any information detailing the safety issues on our roads/highways. Why is there no list of safety projects, where citizens might request additional or priority requests?

Security: It is of note that when government is involved in anything, the issues and costs expand exponentially. Security concerns appear to apply mostly to government involved transit/railway and airport security. Independent vehicles users are not typically a target for those wanting to do great harm.

Chapter 6:

As with the costs of modes versus the usage, I seem to find with this document that there is more coverage and detail for non-motorized elements making up less than 10% of trips versus the 90% of motorized elements.

Greenhouse Gas Emissions: The Federal Government may, at this time, be interested in reducing GHG’s; however, we must question the amount of human control there actually is. I attended a seminar at CSU this week and learned from professionals that humans have very little control over GHG’s. Do we really want reduction in CO2 (less plant life, with direct impact on human life)? It is not clear how you’ve decided how many fuel combustion vehicles will be on the road in 2035. I suggest you simplify this section, if it is truly related to our transportation plan, with just the first paragraph and the tables, if you can assure the numbers are factual.

Chapter 8: Fiscally Constrained Plan

Table 8-1 – How is it justified that \$610.3 million (44.1%) is available funding for transit, which provides 0.6% of the travel trips? And, several million more from our Federal Fuel Tax program for Enhancement, CMAQ, and STP will not be spent on roads/highways if future expenditures mirror the past.

I cannot find any information regarding Strategic Project SP4028 on the I-25 Corridor.

Table 8-2 – I thought the MPO staff had agreed to use less than 50% of the STP money for MPO operations. What is the actual amount? Also, I don’t think CMAQ is restricted to “Highway capacity



1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

projects.”

Table 8-3 – The STP Metro (half) in this table does not match the “flexible funding” in Table 8-2. What does “constrained” mean when discussing the shift of \$50 million in flexible funds to the I-25 EIS. Can those dollars be spent anywhere else in the future, or is this a hard constraint regardless of future circumstances?

Table 8-5 - Tolling express lanes for 3 miles does not appear to be a good plan when adding only one lane in each direction.

Page 8-9 – The website listed for the CDOT I25 EIS information does not work.

It doesn’t make any sense at all to fund “bus stations” and “park and rides and transit priority features” when it does not appear there is a plan to operate or maintain and buses. If the \$12 million to preserve right-of-way for proposed commuter rail is part of the \$50 million shifted from NFRMPO flexible funds, those funds would have much higher utilization and need from even just one grade separation project along US 34 or 287.

F. CDOT Programs – Where are the NFRMPO comparable measurable goals for our surface treatment, bridge and safety need?

Chapter 9:

Introduction: The FHWA requires that we first look at reducing SOV travel and all other reasonable strategies before capacity improvements. We have completed that requirement by all the money that has been spent year after year in attempting to do so, but with failure.

Page 9-1 CMP Structure – The structure as shown CANNOT possibly work if the projects are not integral to the overall process of Goals and Objectives, Definition and Identification of Congestion with Projects Planned to Remedy, followed by Measurements to see if the Plan worked. The projects are what are supposed to create the reductions in Congestion.

Page 9-4 – Vision –“Manage the increase in congestion levels on the regional transportation system.” All the Goals and Objectives should relate to the Vision.

E . Causes of Congestion

1. Lack of Parallel Facilities. Many parallel roads are available; but, they do not provide similar mobility (speed) and are not used for that reason. We do not have a list detailing this problem or the extent of it (Definition and Identification). And I find no measurement for success.
2. Lack of Other Modes – The other modes have been tried, at great cost, and have not proven here, or in other similar locations, to be of any benefit towards congestion reduction. Even FasTracks in Denver is recognized for doing little to relieve congestion. Where is the supporting data (Definition and Identification)?
3. Need for HOV – Again, this has been tried year after year, with even less success than Other

1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

Modes. Where is the supporting data (Definition and Identification)?

4. Operations – I agree this may be a issue area causing congestion, but we have no idea (Definition and Identification) what the regional extent of the problem is because there is no focus on a desire to find out. What is the measurement for success?
5. Capacity – I agree this is definitely a possible problem for congestion; however, we have no priority list to know where to focus (Definition and Identification). What is the measurement for success?
6. Other (Land Use) – What is the Definition and Identification? Communities generally are allowed to develop as they choose, and I wouldn't advocate for government interference in their choices. Individual workers also choose where they want to live versus where they want to work, and they will change jobs during their working career. There is good evidence that impact fees, which drive up the costs of housing, are an element in forcing citizens to locate where housing is cheaper. The MPO requires transportation impact fees, which force citizens to seek cheaper housing and to drive farther. What is the measure of success?

Page 9-6 - Our region can easily document all the programs and costs over the years that have failed to relieve the congestion problem. It is useless to continue the same process and expect a different result.

NOTE: The following items ALL need "Definition and Identification" for an input into the CMP system; they should NOT be assumed as beneficial.

- I agree Access Management is important. We need to have a priority list of locations where there are problems, and a measurement for congestion improvement.
- Alternative Travel Modes – These should not be listed as ways to improve congestion until there is knowledge about the amount of congestion that would be reduced, and then these can be compared to other means to determine priority for congestion reduction. What is the measure for congestion improvement?
- Travel Demand Management/Congestion Pricing – These should not be listed as ways to improve congestion until there is knowledge about the amount of congestion that would be reduced, and then these can be compared to other means to determine priority for congestion reduction. What is the measure for congestion improvement?
- Land Use Considerations – All of the items listed simply increase the cost of housing, driving home buyers to communities farther and farther out. I suggest the measure of success might be "the degree to which we wish to mess in our own nest."
- Operational Improvements – All important items, but I have not seen a prioritized list of need for any of them. What is the measure of success?
- Capacity Expansions – I have not seen a prioritized list of need. I need not repeat regarding the notation about deeming as ineffective and infeasible all the strategies we've tried, but they have failed to reduce congestion to any degree. Been there, done that! What is the measurement goal for Capacity Expansions?

Page 9-8 – Annual CMP Performance Measure Reports: In reviewing the 2007-2009 Report, I am most



1. Question 1 - Please use the space provided below to input your comments and suggestions regarding the 2035 Regional Transportation Plan (RTP) Update.

disappointed to find absolutely no measurements for congestion reductions. There simply are lists of activities, without any plan associated with the activities to accomplish any improvement in our transportation system. We will NEVER have an effective transportation planning "system" until measurements are established for the goals established to improve our system and the results are evaluated for effectiveness; then, any needed corrections are made and the cycle is repeated.

This 2035 Update should not simply repeat all the measures that should be made, but include some real measures for success. A list of a bunch of projects should not be assumed to be measurements if there is no connection to any specific purpose (Definition and Identification) for the projects, and then actual measurement of their success. Proper measurements should show if the goals set are the right goals, or if they need changes; should show if the right strategies have been selected, or if they need changes; and, the measurements also need to be evaluated to see if they are providing the correct focus for projects and spending to accomplish the mission/vision statement.

The 2007-2009 CMP Report and Chapter 9 of the 2035 Update are quite useless in understanding our congestion situation, or to know where we might find needed improvements.

2. Question 2 - What transportation challenges does your home city/town/county face TODAY?

FROM GREELEY OPEN HOUSE 7/13/11

Transit doesn't meet the needs of the people. Roads are in bad shape in most cases.

Road maintenance - improvements.

Funding

Road conditions safety

Not enough resources to adequately maintain the transportation system, let alone expand to meet citizens' needs. More opportunities are needed for mode choices.

There are not enough bike paths connecting our cities

In Greeley, there are difficulties for many people with the bus system. It needs a great deal of improvements.

FROM FORT COLLINS OPEN HOUSE 7/14/11

Roadway congestion - additional lanes reach capacity too soon - people want transit options but it's so expensive

I'm retired and avoid rush traffic.

Undersized interchanges at Prospect and Mulberry. Intercity bike trail connections need to be completed. North-south connections between communities.

Lack of safe bicycle facilities. They are often next to fast moving traffic with no buffer. Large, fast roads only meant to move cars as quick as possible. Results with dangerous conditions for pedestrians and bicyclists. (Harmony Road)

2. Question 2 - What transportation challenges does your home city/town/county face TODAY?
Maintenance and improvements to existent roads and streets to enhance mobility for cars and trucks. Stopping the east and west coast congestion subsidized mass transit is okay as long as the federal government pays for the absurdity of fixed passenger rail. Trying to cram 19th and early 20th century anachronistic (and expensive) plans on a 21st century freedom grid. We are not now, nor will we ever be, Europe, Japan or New York City! FUNDING. Communicating to build public support for some excellent plans, educating people to what a friend of mine calls "stark raving reality," in terms of particularly funding realities. The LC 101 program does an excellent exercise on applying limited dollars to maximum needs.
Need more transit - local & regional - as well as bicycle and pedestrian facilities. Should incentivize allocating resources to areas that promote infill and redevelopment along primary corridors rather than enabling/facilitating sprawl
Maintenance is the biggest issue that I see. We need to maintain what we have before we think about building anything new. Our roads are falling apart. This creates safety and congestion problems.
Road maintenance; dollars for new projects
Fort Collins has transit issues particularly paratransit systems. I live in Windsor where it is impossible for low income or others who cannot drive to get to jobs or other services.
Transit options that don't significantly increase overall travel time in Fort Collins, and between Fort Collins and other communities. Safe bicycling options, and reducing car-bike conflicts in Fort Collins.
No reasonable way to get to Denver from Fort Collins unless you are in a car. I support a train from FC to several Denver locations.
Poorly timed traffic signals
Traffic lights needs to be timed more efficiently.
Move people and goods efficiently and safely
Poor regional transit options. Notably, transit options to the metro area are limited and to me consuming, but at least we now have something.
To obtain \$\$ for Dial-a-Ride for seniors- or at least cut service north of Harmony and give us some of that service.
Congestion is getting worse while poor driving increases through frustration waiting for "lengthy" red lights. I don't know where more roads in FC can be built to relieve congestion.
Congestion on College Ave., Ft. C. Lack of quality regional transport- i.e. rail - for today's use and to focus transportation and land use in the future.
Moving seniors who no longer drive (or should not be driving) to medical facilities, recreational opportunities, and necessary activities (shopping, etc.). Dial-a-Ride (as limited) and SAINT are not adequate for this population now- and the population is expected to explode.
Need someone to start a shuttle business for seniors. Not so much for the public in general.
1. Need safer areas for biking in streets. Too close to cars. 2. Could lights be better set to allow less stops for gas mileage increase? 3. Speed limits quite high for safety- people go 5-7 mph more than posted limits. Need to set limits with this in mind.
1. Maintenance of existing streets in Fort Collins is way behind. 2. Services for Senior Citizens.



2. Question 2 - What transportation challenges does your home city/town/county face TODAY?

FROM LOVELAND OPEN HOUSE 7/21/11

Co. Rd. 7 possibly being made into an expressway. Lack of clarity on whether that will happen or not. People are avoiding the intersection of Madison and Eisenhower (it's a mess). People are avoiding the corner altogether and using other roads. Has been described as an area where engineers had too much time. People are not yielding and it's dangerous.

In Loveland, our bicycling infrastructure is fractured and disjointed; however the city is developing a long term plan. The bus system operates hourly which is not frequent enough, nor does it operate long enough into the evening. Also the newspaper does not give enough coverage to transportation innovation - although they are better than they used to be. One of my top two concerns for this region was jobs. And one of the transportation challenges in this region is bicycle facilities. As good as facilities are inside each town, regional movement is limited by lack of all the following in the county jurisdiction: wide-enough road shoulders, off-road bike paths between cities and towns and along railways, bike racks at bus stops, shelters that provide protection from wind, rain and hail until the squall blows over and signage.

On the plus side, the weather is terrific for bicycling most of the time and bicycle infrastructure is already good enough to encourage a higher-than-average number of people to consider bicycling for short trips first, then progressively longer trips.

This morning I saw a report from Political Economy Research Institute, published in June 2011
Pedestrian and Bicycle Infrastructure- A National Study of Employment Impacts

Please see page 11. 11.4 jobs created for \$1 million spent on bicycle infrastructure versus 7.7 jobs created for \$1 million spent on roads.

\$1 million of bicycle infrastructure would bring a huge percentage increase in regional infrastructure. When I add the jobs benefit to the health benefits of bicycling that the MPO included in the July Council meeting packet, and to congestion and air quality concerns, then in my opinion (admittedly biased toward health, air quality and conserving finite resources), I think the time has come for a strong regional bicycle plan.

I live on Johnstown Corner and I own a car wash business. I was never notified about intersection change. Madison and 34. Looks like they're doing 1st and Madison but we don't know what they're doing and we own a business. Nobody ever mentions what is going on with the water either. Seems like there is misinformation in the paper about water (ex- a farm irrigation with a about \$180,000 worth of water that never happened but the paper said it did). The City of Loveland doesn't get things done. Pot holes can be around for years. Stop lights cause a lot of problems. Maybe change the speed limit from 45 mph to 35 mph.

Level of service issues (highway 392), Harmony Rd, US 34. I-25 to and from Denver will not be far behind given current growth trends.

2. Question 2 - What transportation challenges does your home city/town/county face TODAY?
Loveland challenges include efficiently moving traffic along US 34 and US 287. We're also looking to complete our shared-use path throughout town and connecting it to paths into neighboring communities. Our transit system is trying to gain traction, but our land use patterns don't seem to support it. Making the most of existing capacity is important in Loveland, as well as maintaining that capacity.
Need mass transit to get people out of cars -need improved bike/pedestrian systems to get people out of cars -stop widening roads and building new roads; maintain the ones that are already there
High speed to Denver and beyond.
Online / Phone / Written Submission
My home town, Fort Collins, does a decent job. But I would like to see more bicycle commuting options.
Street maintenance. Congestion is not too bad currently but probably a constant challenge to adapt technology to keep traffic moving.
Train tracks dividing east and west portion of city
No way round Loveland going west. US34 only way. New developments along I-25, confusing, and congested. Going to Denver in any weekday morning is congested already! The Windsor exit so bad, it's dangerous! Mulberry, and US34 are before Windsor on the list of exchanges to be re-vamped. Snow removal a problem at times too.
We could greatly benefit from a more widespread public transportation system that services the larger community with more frequency and extended service times. There is a lack of convenient, environmentally friendly, long-distance core-city public transportation.
Larimer County has a very good handle on how to set goals for determining the desired transportation system, for identifying the most important projects needed, and for measuring their accomplishments; and, then repeating the process.
Funding is a challenge; however, the County does a very good job with the vast expanse of roads in their domain.
As a citizen of Larimer County, I believe the top priority for the County in the next 4 years is to decide to complete water storage plans. These plans are important to agriculture and the cities.



3. Question 3 - In your opinion, please rank the top two (2) local issues facing your town/city/county IN THE NEXT 4 YEARS. If you don't find the issue on the list, please enter the Issue in the "OTHER" box. You may only select two choices.

Water		11	26%
Personal Safety		4	9%
Transportation		24	56%
Air Quality		1	2%
Education		8	19%
Healthcare		7	16%
Housing		3	7%
Jobs / Work / Employment		23	53%
Other, please specify		5	12%

4. Question 4 - What long-term transportation improvements (next 25 years) would benefit your city/town/county?

FROM GREELEY OPEN HOUSE 7/13/11

Additional lanes on I-25 between Fort Collins and Mead.

Maintenance and many towns added

That the transit system would grow as the city grew. That would have basically a grid system most routes every 1/2 hour from 6 am- 10 pm. And re-surface a lot of roads in the Greeley area.

Interchange at I25 and Hwy 60 (Johnstown); long term maintenance of Hwy 60 through Milliken; widening of Highway 257 and bridge improvements from Milliken to Windsor

Interchanges on US 34 in Greeley Improvements to the intersections on US 85

More investment in bike/ped and transit.

More bike paths that do not allow access to cars, like the ones with a lot of landscaping and trees providing shade. this will encourage commuters to walk and use bikes,

FROM FORT COLLINS OPEN HOUSE 7/14/11

Regional rail in conjunction with the approved Mason Corridor

New methods of transportation. I am going to suggest tubes for bicycles that generate watts.

Improvement of the prospect and mulberry interchanges at I-25; grade separated railroad crossings; railroad quiet zones; gaps in bike lanes along arterials and highways

Improve local bus service before jumping to BRT. Widening roads should NOT be the first priority. The BNSF railway needs to be double track in order to support S-Bahn service levels for regional rail.

Move the trains east of Ft. Collins and Greeley and quit running them through town. Better maintenance and improvements of existing streets and roads. Truck bypass north of Ft. Collins, but not disruptive of agriculture, environment, etc. Develop better education of all-- pedestrians, bikes, motorized, pedal and ebikes and drivers of all motorized vehicles. William Wilberforce had a second great passion along with ending slavery in the British Empire and that was the restoration of manners. I think that if we emphasized that, a lot of the other problems would disappear.

Local and regional transit - bus & rail - as well as bicycle connections via on-street bike lanes and trails and pedestrian/trail connections to transit stops and trails.

Again, maintenance. See #2.

Additional through roads in community (i.e. - College Ave, Harmony Rd, etch) - need to maintain as key

roads. Dollars to maintain what we have for the benefit of all modes. Better access to I-25 - Prospect has to be improved.
Affordable transportation to surrounding communities with focus on healthcare, jobs, and shopping.
Improved, more time-efficient connectivity between Fort Collins and other communities, particularly Denver. A realistic (faster) transit option connecting Fort Collins to Denver, Wyoming, etc. along I-25.
Rail transportation within the state of Colorado, and rail transportation to compete with I-25 from Cheyenne (or Casper, WY) to Albuquerque, NM. The entire US needs to be linked by reasonable rail transportation.
I-25 should be three lanes border to border
Bus systems, should have longer hours
6 lane I-25 highway 66 - WY state line. Truck bypass north Fort Collins
Shift the entire Federal and state funding for the Mason BRT into regional transit.
Dial-a-Ride south of Harmony for seniors.
Dial-a-Ride should be expanded to Lemay and Trilby or Carpenter to keep us in our homes where government surveys suggest is the place to be.
I-25 widening. Regional Rail. Continued development of bike trails and bike commuter corridors. Also, can't spend this problem away. Need lots more transit, land use and bike solutions. Need to get non-transportation planners and politicians more involved in changing things that underlie travel demand.
City- options in public transit to move in and about my city- i.e. grid system. Options in transit for moving about regionally- i.e. bus, rail, etc. In response to question 3- Addressing needs of changing demographics. This influences my choices of the 2 issues (healthcare and transportation)
PVH hooking up w/ University of CO. How are seniors supposed to get there if they can't drive? How can seniors get to church if the buses don't run on Sundays?
Train/Commuter train to Denver/Colorado Springs- also Cheyenne.
Bus service on South Lemay and Dial-a-Ride service that comes along.
Electric Rail
FROM LOVELAND OPEN HOUSE 7/21/11
Do not want Co. Rd. 7 made into an expressway. Has not been any clarity of whether it will be Co. Rd. 9 or 7. Already have an interstate, frontage rd., 287. Want a 4-way stop at co. rd 7 and E. Co. Rd. 16. A petition has been signed for this with 75 signatures for no CO rd. 7 as exp way.
Commuter rail system along the BNSF rail, connecting these towns with Denver, Boulder and Cheyenne.
Widened main roads. Highway 34 going out east- people aren't seeing the speed limit sign of 55 and they're going 25-35. Police in Loveland don't seem well-informed. Shorten 2 minute red lights. Make speed signs on E. Eisenhower relevant to public use and time them accordingly.
Road widening, transit, & maintenance.
> US 287/US 34 roundabout > Maintenance of sufficient right-of-way along SH 402 as it builds out between US 287 and I-25 > Efficient signal coordination along US 34 Proliferation of interchanges > Improvement of access management whenever possible
Mass transit; bike/pedways
Rail



OTHER
Passenger rail service
Next 25 year transportation improvements would be to add capacity to I-25, to add capacity to 402, and to add capacity to US 34 out to I25. We also need improved long-term planning: 1) Considerations of new technologies, such as driverless vehicles and their impacts on our transportation system. We may not need as much additional capacity as we think we do. 2) Financially plan to provide funding for grade separations on major highways, which could become expressways. We can't tolerate an increasing number of stop lights. 3) Work to get rid of the Federal Fuel Tax, and put in place a user fee system specifically for highway users.
Innovative systems to keep automobile traffic moving efficiently.
Rail connections of FC/Loveland/Greeley to Denver.
Adding lanes, HOV and conventional. Simplifying the road structure, i.e. right turn exits, fixing bridges and resurfacing bad roads.
Front range train - Cheyenne to Colorado Springs

5. In what town/city/county do you live/reside? If you don't see your community, please enter it in the box labeled, "Other".		
Berthoud	0	0%
Eaton	0	0%
Evans	0	0%
Fort Collins	22	51%
Garden City	0	0%
Greeley	4	9%
Johnstown	0	0%
La Salle	0	0%
Loveland	9	21%
Milliken	1	2%
Severance	0	0%
Timnath	0	0%
Unincorporated Larimer County	3	7%
Unincorporated Weld County	1	2%
Windsor	2	5%
Other, please specify	1	2%
Total	43	100%

THIS PAGE INTENTIONALLY LEFT BLANK



4. 2011 North Front Range Transportation Survey - Executive Summary

THIS PAGE INTENTIONALLY LEFT BLANK



North Front Range Survey

Executive Summary

Overview

Purpose. ETC Institute conducted a transportation survey for the North Front Range during April and early May of 2011. The purpose of the survey was to gather input from residents regarding transportation issues and to facilitate long range planning.

Methodology. The survey was administered by phone to a random sample of residents. Two-hundred surveys were completed. The overall results for the 200 surveys have a precision of at least +/- 7% at the 95% level of confidence.

Contents of the Report. This report contains:

- an executive summary of the methodology and major findings of the survey
- charts depicting the overall results of each question
- tables that show the results of the survey
- cross-tabs that show the answers to questions 1, 8, and 11 by City
- a copy of the survey instrument.

Major Findings

- **Resident Rating of Current Transportation System Where They Live.** Those surveyed were asked to rate the current transportation system in the community where they live; 10% rated it as excellent, 41% as good, 23% as fair and 9% as poor. Thirteen percent (13%) were not sure.
- **Resident Rating of Current Transportation System in Weld and Larimer Counties.** Those surveyed were asked to rate the current transportation system in the 2-County region of Weld and Larimer Counties; 7% rated it as excellent, 38% as good, 22% as fair and 15% as poor. Eighteen percent (18%) were not sure.
- **Satisfaction with Various Transportation Issues in Weld and Larimer Counties.** When asked about levels of satisfaction with various transportation issues in the 2-County region, the highest levels of satisfaction (very satisfied and satisfied) were with the ease of travel by car on State highways (66%), the ease of travel by car on 2-lane County roads (64%), and the ease of North/South travel in Weld and Larimer Counties (54%). Least satisfaction was with travel options other than by personal vehicle (29%).

When asked about the relative importance of transportation issues in the 2-County region, two issues clearly were the priority; 1) Availability of public transportation, and 2) Travel by car on I-25, US 287, and US 34.

- **Safety Ranks Above Traffic Flow and Road Conditions.** When asked to rate safety, traffic flow and road conditions in the 2-County region, the highest ratings (excellent and good) were given the safety of highways where residents live (63%), and the safety on highways in other parts of the 2-county region (56%).
- **Ease of Travel in the Region.** The communities in the area rated as easiest (very easy and easy) to travel to, were the Loveland Area (79%), Cheyenne, WY (76%) and Windsor (74%). The Denver-Metro area rated last (37%).

When asked to indicate the communities that will be the most difficult to reach **over the next 25 years**, the Denver-Metro area was the top choice by 73% of the respondents, followed by Fort Collins, 27%.

- **Importance of Various Transportation Priorities.** Those surveyed were asked to indicate the most important transportation issues **over the next 25 years** and 92% of residents selected maintaining existing roads and highways as very important or important, 76% selected improving services for elderly/children, and disabled, and 74% selected improving public transportation.
- **Funding.** Residents were asked how they thought the current level of funding should change **over the next 25 years** in Weld and Larimer Counties, in the areas of;
 - **Road Improvements:** 21% felt that funding should be much greater than now, 40% felt it should be somewhat greater than now, 19% felt it should stay the same, and 5% felt it should be reduced. Fifteen percent (15%) did not have an opinion.
 - **Public Transportation Improvements:** 30% felt that funding should be much greater than now, 33% felt it should be somewhat greater than now, 20% felt it should stay the same, and 3% felt it should be reduced. Fourteen percent (14%) did not have an opinion.



APPENDIX C

AIR QUALITY CONFORMITY



A. Overview

The NFRMPO is required to conduct an air quality conformity determination on the Fiscally Constrained Regional Transportation plan to determine conformance with the State Implementation Plan (SIP) for the following maintenance and nonattainment areas

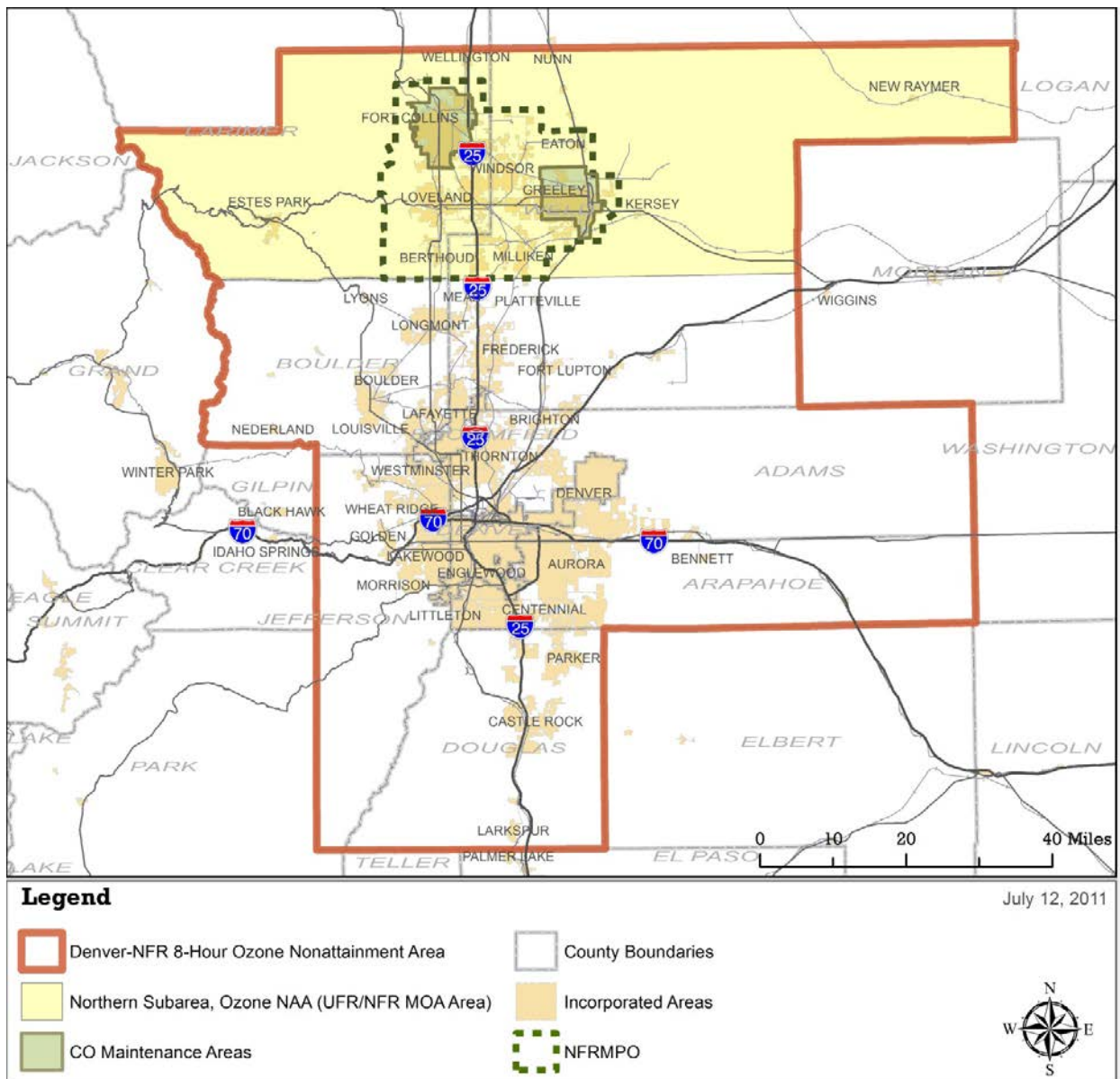
- ▶ Fort Collins carbon monoxide (CO) maintenance area (designated July 2002),
- ▶ Greeley carbon monoxide maintenance (CO) area (designated December 2002),
- ▶ Northern Subarea for the Denver/North Front Range ozone nonattainment area.

Conformity determinations are performed through the use of a mobile emissions model – in this case, Mobile 6.2. The North Front Range Regional Travel Model provides the necessary inputs of vehicle miles of travel (VMT), travel speed by area type and time of day, and roadway function class. The NFRMPO's technical committees reviewed the data.

The Air Pollution Control Division runs the emissions portion of the model and prepares emissions tables for CO and ozone. The emissions are compared with the allowable motor vehicle emissions budgets to determine if the NFRMPO passes conformity for the two pollutants.

Based on the quantitative conformity analyses, the NFRMPO 2035 RTP Update demonstrates conformity with the SIP, as described below for CO and ozone.

Figure C-1 Carbon Monoxide Maintenance Areas and 8-Hour Ozone Nonattainment Area



B. Fort Collins and Greeley Carbon Monoxide (CO) Conformity

The CO conformity determination for Fort Collins and Greeley can be found in the document entitled: **“Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas: Conformity Determination for the NFRMPO Fiscally Constrained 2035 Regional Transportation Plan Update and the Amended FY 2012-2017 Transportation Improvement Program (TIP),”** adopted on September 1, 2011. The conformity determination document is available on the NFRMPO website at: <http://www.nfrmpo.org/AirQuality.aspx>



The emissions tests show the budgets for Fort Collins and Greeley from the latest approved SIP (as described in 40 CFR 93.118) for the horizon years and the results of the conformity tests, which passed in all years.

Table C-1 Fort Collins Emissions Test (Tons per Day)

	2013	2015	2023	2025	2035
Emissions	61.9	58.3	52.6	52.1	55.2
Budget	98	94	94	94	94
Pass/Fail	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>

Table C-2 Greeley Emissions Test (Tons per Day)

	2013	2015	2019	2025	2035
Emissions	39.0	37.9	36.6	37.8	41.1
Budget	62	60	60	60	60
Pass/Fail	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>	<i>Pass</i>

C. Ozone Conformity

The CO conformity determination for Fort Collins and Greeley can be found in the document entitled: “Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination for the NFRMPO Fiscally Constrained 2035 Regional Transportation Plan Update and the Amended FY 2012-2017 Transportation Improvement Program and the Upper Front Range 2035 Regional Transportation Plan (2007) and the FY 2012-2017 State Transportation Improvement Program for the Upper Front Range Transportation Planning Region,” adopted on September 1, 2011. The conformity determination document is available on the NFRMPO website at:

<http://www.nfrmipo.org/AirQuality.aspx>

Based on the quantitative conformity analysis, the NFRMPO 2035 RTP Update demonstrates conformity for the 8-hour ozone standard using the 8-hour ozone emissions budgets for the Northern Subarea.

Table C-3 8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea) (Emission Tons per Day)

	SIP budgets	2015	2025	2035	Pass/Fail
Volatile Organic Compounds (VOC)	19.5	12.46	8.70	9.93	Pass
Oxides of Nitrogen (NOx)	20.5	11.48	7.01	6.72	Pass



APPENDIX D PROJECT PRIORITIZATION PROCESS FOR AIR QUALITY CONFORMITY



A. Introduction

The purpose of this report is to document the project prioritization process for development of the 2035 Regional Transportation Plan (RTP). Only those projects that affect the air quality conformity determination will be prioritized within the RTP. The remaining projects will be prioritized at the Transportation Improvement Program (TIP) level.

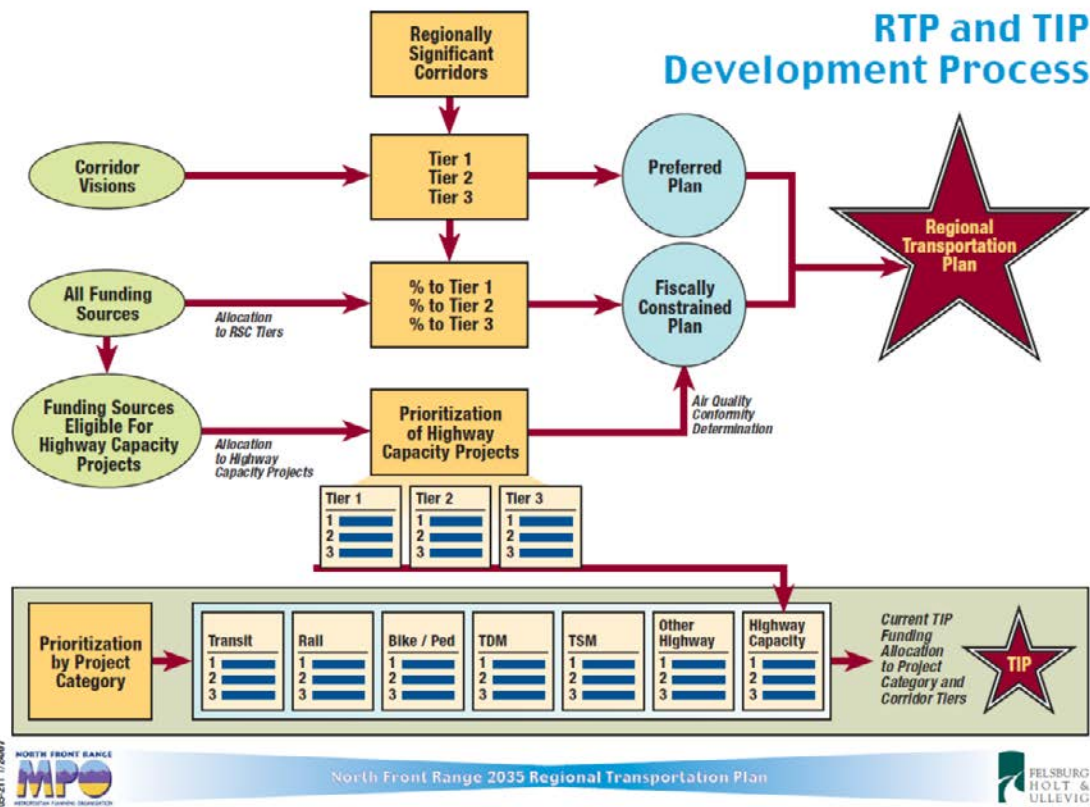
A project prioritization process for the NFRMPO was originally developed in 1994 as a part of the first Regional Transportation Plan (RTP). The process has been refined in each successive regional planning process; however, the original intent and structure have largely been maintained. The 2035 RTP represents a significant departure from previous RTPs; the 2035 RTP is a corridor-based plan, rather than a project-based plan. The 2035 plan will include a series of corridors which have been prioritized into three corridor tiers. The estimated available resources will be allocated to the corridor tiers rather than to specific projects, allowing flexibility in allocating monies as they become available. Under this corridor-based plan approach, the prioritization of projects will occur at the Transportation Improvement Program (TIP) level, rather than within the RTP. However, the NFRMPO is required to conduct an Air Quality Conformity Determination on the Fiscally Constrained RTP. This document, therefore, provides an overview of the RTP and TIP development processes and presents the project prioritization process for air quality conformity. The following page provides a diagram of the RTP and TIP processes.

A key premise in the development of the original project prioritization process was that projects should be prioritized against projects of similar nature; for example transit projects were prioritized only against other transit projects. In this manner, a set of evaluation criteria could be uniformly applied to projects for comparative purposes. Although these criteria are applicable to all project categories, it is clear that the assessment measures for a criterion may change for each project category. Further, the relative importance of each criterion could be different for the various project categories. Therefore a scoring and weighting system was developed for each project category.

The premise of the project prioritization process remains the same for the 2035 RTP; however a separate project category, entitled “Highway Capacity” has been created for those projects that can be modeled in the travel demand model for the air quality conformity determination. As shown on the following page, the prioritized list of Highway Capacity projects (as developed in the RTP) will join the remaining project categories in vying for funding in the current TIP. Therefore, the prioritization of Highway Capacity projects will be used for both air quality conformity and for developing the TIP.

The air quality conformity determination will be based on four sources of projects:

- ▶ Projects that have committed funding in the North Front Range TIP and CDOT’s STIP
- ▶ Projects for which local governments are providing 100% of the required funds
- ▶ Projects with a dedicated funding source (i.e. Strategic Programs)
- ▶ Highway Capacity projects selected from the prioritized list of individual projects that fall within the Fiscally Constrained 2035 RTP



B. Definitions of Project Categories

Air Quality Conformity Project Prioritization

As described in the introduction, only Highway Capacity projects will be prioritized as part of the 2035 RTP for the air quality conformity determination. This project category is defined as follows:

Highway Capacity

Projects in this category have a primary objective of improving the capacity and mobility of roadway facilities usually through the addition of through travel lanes. Such projects could include new roadways or new roadway segments, roadway widening (such as general purpose and HOV lanes), and new interchanges.



TIP Project Prioritization

The remaining seven project categories are described below. The prioritization of projects in these categories will occur at the TIP level rather than within the RTP.

Aviation

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

Bike/Ped

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

Highway – Other

This category would include all projects which have a primary objective of improving the infrastructure for safe and efficient vehicular movement other than Highway Capacity projects (as defined above). Such projects could include interchange improvements, intersection and access improvements, shoulder widening, geometric/safety improvements, operational improvements, park-n-ride lots, and improvements at rail/highway grade crossings.

Passenger & Freight Rail

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

Transit

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

Transportation Demand Management

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

Transportation Systems Management

This category should remain flexible and would include studies and projects which provide support to the infrastructure system. It could include projects and studies related to issues such as intelligent transportation systems (ITS), access management, traffic signal systems, etc.

C. Project Eligibility– Highway Capacity

- ▶ The project must be on a regionally significant corridor
- ▶ The project must be a capacity project (roadway widening, new roadway segment, new interchange)
- ▶ The project must be consistent with the vision for the corridor
- ▶ The project must be in an area covered by an Adequate Public Facilities ordinance
- ▶ Large local agencies (Fort Collins, Greeley, Loveland, Larimer County, and Weld County) are limited to **six** project submittals, all other local agencies are limited to **two** project submittals

D. Definitions of Evaluation Criteria

The following definitions are sufficiently broad to be applicable to all project categories. The definitions as related specifically to Highway Capacity projects are further refined by the more detailed scoring guidelines that follow.

Congestion Mitigation

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

System Continuity

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

Safety Enhancement

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

Multi-Modal Enhancement

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

Land Use and Regional Planning

Projects should work in conjunction with the applicable land use plans in the region and should be consistent with current corridor studies.



Environmental

Project clearly identifies environmental resources and avoids, minimizes, or mitigates those items. Any impacts to the resources identified in relevant environmental documents should be addressed by the project.

Local Match

The purpose of this criterion is to allow those projects which have significant funding sources beyond the required local match to score higher. The local overmatch is any funding committed to the project beyond the normally required match.

E. Scoring Guidelines – Highway Capacity

Congestion Mitigation

Projects should reduce congestion and improve travel time by providing additional capacity.

Assessment	Score
Congestion (LOS E or F) is currently experienced throughout the peak periods and project will measurably improve capacity and/or travel time for passenger vehicles and/or freight movement.	3
Congestion is currently experienced periodically at peak hours and project will measurably improve capacity and/or travel time for passenger vehicles and/or freight movement.	2
Congestion is currently experienced but project might only moderately improve problem.	2
Congestion is not currently experienced but is predicted to occur by 2035 and project would improve problem.	1
Congestion is not experienced or predicted; project would improve capacity or measurably improve travel time.	1
The project would not measurably improve any congestion problems.	0

System Continuity

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

Assessment	Score
Project will complete a segment which helps to provide a continuous link between two points of inter-regional or regional significance for either passenger travel or freight haul movement.	3
Project will partially complete a gap between two points of inter-regional or regional significance.	2
Project will bring to standards an existing segment which is of inter-regional or regional significance for either passenger travel or freight haul movement.	2
Project will complete or bring to standards a segment which enhances continuity of a local system.	1
Project is on a segment which does not enhance continuity of either a regional or a local system.	0

Safety Enhancement

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

Assessment	Score
Location is listed from a safety evaluation as a “high hazard” situation; project is clearly expected to improve problem.	3
Location is of substandard design and has a higher than average accident rate compared to similar facilities in the region but is not a “high hazard” location; project would bring facility up to current standards, for a long distance.	3
Location is of substandard design and has a higher than average accident rate compared to similar facilities in the region but is not a “high hazard” location; project would bring facility up to standards for a short distance or at a spot location.	2
Location is perceived by the public as highly hazardous but has not experienced large numbers of accidents; project is expected to help avoid “near misses” or to bring facility up to current standards.	2
Location is a “high hazard” situation; project is expected to have only limited success at reducing accidents.	2
Location is of substandard design, not higher than average accident rates, not perceived by the public as hazardous; project would bring facility up to current standards.	1
Project would not provide any beneficial effects on safety.	0



Multi-Modal Enhancement

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

Assessment	Score
Project will accommodate and create significant benefits to at least two additional modes of travel, or will complete a link to an intermodal facility of regional significance.	3
Project will accommodate and create significant benefits to one other mode of travel, or will bring to standards an existing segment which connects to an intermodal facility of regional significance.	2
Project will accommodate other mode(s) of travel, but benefits are expected to be limited; or project will enhance a connection to an intermodal facility of local significance.	1
Project will accommodate no other modes of travel and will not improve a connection to any intermodal facility.	0

Land Use and Regional Planning

Projects should work in conjunction with the applicable land use plans in the region and should be consistent with current corridor studies.

Assessment	Score
Project will work in conjunction with applicable land use plans, and project is consistent with current corridor studies.	3
Project is consistent with current corridor studies, but project will not work in conjunction with applicable land use plans.	2
Project will work in conjunction with applicable land use plans, but project is not consistent with current corridor studies.	1
Project will not work in conjunction with applicable land use plans, and project is not consistent with current corridor studies.	0

Environmental

Project clearly identifies environmental resources and avoids, minimizes, or mitigates those items. Any impacts to the resources identified in relevant environmental documents should be addressed by the project.

Assessment	Score
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and avoids impact or enhances the resource(s).	3
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and shows minimal impacts which will be mitigated.	2
Project clearly identifies environmental resources (such as air quality, energy consumption, noise, water quality) and shows substantial impacts, not all of which can be mitigated.	1
Project does not clearly identify environmental resources (such as air quality, energy consumption, noise, water quality) or project has negative impacts on identified resources.	0

Note: Environmental datasets are available through STEP UP for use in the project submittal process.

Local Match

The purpose of this criterion is to allow those projects which have significant funding sources beyond the required local match to score higher. The local overmatch is any funding committed to the project beyond the normally required match.

Assessment	Score
Project has a local overmatch greater than 15% of total project cost.	3
Project has a local overmatch between 6 and 15% of total project cost.	2
Project has a local overmatch between minimum and 6% of total project cost.	1
Project has minimum required local match.	0



F. Weighting Of Evaluation Criteria

Each of the seven evaluation criteria has a different relative importance depending upon the project category. The following table provides the weights assigned to the seven evaluation criteria for the Highway Capacity projects. Weights will likewise be applied to the evaluation criteria for the remaining project categories for project prioritization at the TIP level.

Evaluation Criteria	Weight for Highway Capacity Projects
Congestion Mitigation	25
System Continuity	18
Safety Enhancement	17
Multi-Modal Enhancement	11
Land Use and Regional Planning	11
Environmental	9
Local Match	9
Total	100

For each project, these weights will be applied to the score (ranging from 0 to 3) for each evaluation criterion. Each project will have a total score that ranges from 0 to 300.



APPENDIX E

YEAR OF EXPENDITURE



A. Inflated Funding Estimates

SAFETEA-LU requires that revenue and cost estimates that support the transportation plan use an inflation rate(s) to reflect “year of expenditure dollars.” CDOT supplied the NFRMPO with the inflated revenue out to 2035 by funding category as shown in **Table E-1** below. This format is the same as used in the Resource Allocation section of this document whose revenue projections include CDOT estimates (April 21, 2010), the 2012-2017 NFR Transportation Improvement Program (TIP), Transportation Impact Fees in the North Front Range MPO, 2002 Report, and local government estimates.

Funding estimates in this section are stated in inflated dollars. These numbers are derived from a CDOT spreadsheet from April 28, 2010, and from calculations made by MPO staff. The year of expenditure funds represent inflation rates that vary by funding source from less than one percent per year to as high as 2.25% per year.

It should be noted that local funds were not inflated due to the uncertainty of which year they would be expended. The determination of which projects would be fiscally constrained was made on the basis of the original estimates using Constant Year 2008 dollars.

Inflated funding estimates total nearly \$2.1 billion for the plan period. Federal and State funds account for \$1.27 billion, or 61% of the total. Local funding, including local government and private contributions, are projected to be \$0.83 billion, or 39% of the total.

The inflated project dollar amounts are different from inflated revenues. The year of expenditure project costs for the highway capacity projects have been calculated using a 1.5% annual inflation rate. The year of expenditure costs for the North I-25 Phase 1 projects were calculated as a part of the EIS; these costs have been included in this document.

Table E-1 Inflated Available Funding Sources

Funding Category	Federal/State (millions)	Local (millions)	Total (millions)
Regional Priorities Program (RPP)	\$29.3	\$0	\$29.3
Enhancement	\$15.3	\$3.8	\$19.1
Congestion Mitigation and Air Quality (CMAQ)	\$49.4	\$12.1	\$61.5
Surface Transportation Program Metro (STP Metro)	\$73.8	\$15.3	\$89.1
Congestion Relief	\$15.4	\$0	\$15.4
Transit – Local (1)	\$292.5	\$457.5	\$750.0
Transit – Regional	\$0.0	\$0.0	\$0.0
Senate Bill 1 – Regional Transit	\$8.9	\$2.3	\$11.2
Small Starts	\$59.4	\$3.6	\$63.0
Strategic Projects (2)	\$248.5	\$0	\$248.5
Strategic Transit A (2)	\$173.2	\$0	\$173.2
Strategic Transit B (3)	\$87.5	\$0	\$87.5
FASTER Safety	\$218.1	\$0	\$218.1
Local Impact Fees (4)	\$0	\$154.0	\$154.0
Other Local Funds (5)	\$0.0	\$178.0	\$178.0
Total	\$1,271.3	\$826.6	\$2,097.9

(1) Based on TIP 2007-2012, and CASTA information on FTA 5309, using FY'08 constant dollars.

(2) Limited to Strategic Project - SP4028 - I-25 North Corridor.

(3) Portion of the Strategic Funds that are used to complete the Post 7th Pot.

(4) Based on the Transportation Impact Fees in the NFRMPO, 2002 Report.

(5) These funds are used on specific projects, including \$15.8m from the City of Loveland for the N I-25 EIS.

Note: All allocations are subject to change based on performance measures and economic conditions. CDOT and the NFRMPO recognize that other funds may become available during the life of the 2035 RTP that include, but are not limited to, authorization and appropriation allocations, and FHWA discretionary programs.

B. Inflated Restricted and Project Specific Funding

A significant portion of the nearly \$2.1 billion total resources described in the previous section is either restricted with a separate allocation process or it has already been committed to specific projects and programs. Thus these funds are not available to be allocated to new projects in the RTP. **Table E-2** shows the funding limitations by funding category.



Table E-2 Inflated Funding Restrictions and Commitments

Funding Source	Amount (in millions)	Comments
Flexible Funding		
Regional Priorities Program (RPP)	\$29.3	Excludes transit operation
STP Metro	\$89.1	Up to half used for MPO operations. Other STP-Metro eligible projects may include construction, rehabilitation, resurfacing, and operational improvements for highways (23 USC 133) or a variety of transit capital costs including vehicles and facilities (49 USC 53).
FASTER Safety	\$218.1	
Strategic Transit B	\$87.5	Back fill the Post 7 th Pot program only
Restricted Funding Sources with Separate Processes		
Enhancement	\$19.1	Bicycle/pedestrian, transportation aesthetics, historic preservation, environmental mitigation only
CMAQ	\$61.5	Follows the CMAQ eligibility process specific to air quality
Congestion Relief	\$15.4	Tier 1 non-capacity projects only (per Congestion Management System)
Project Specific Funding Sources		
Strategic Projects & Strategic Transit A	\$421.7	North I-25 EIS Phase I only
Transit (FTA (\$292.5m), SB-1 (\$11.2m), Small Starts (\$63m), and Local funding (\$457.5))	\$824.2	Transit operations or funding to maintain current levels of service
Local Impact Fees	\$154.0	Must be spent within applicable benefit district
Other Local Funds	\$178.0	Tied to specific projects
Total	\$2,097.9	

C. Inflated Resource Allocation

Resource Allocation is a process that reflects how the NFRMPO Planning Council believes the limited funding that is available for regional transportation system improvements should be distributed in order to best achieve the vision and goals of the plan.

The NFRMPO Council used the above information to identify the amount of flexible funds, assign those funds to tiers (Regionally Significant Corridors) and then to further identify, within each tier, the split between highway capacity projects and all other projects.

The flexible funding comes from four sources: the Regional Priorities Program, STP Metro, FASTER Safety, and Strategic Transit B. Of these sources, half of the STP Metro (based on Council direction from April, 2006) and the FASTER Safety are flexible, with Strategic Transit B not being available until 2018. A total of \$379.4 million in flexible funding is available to the region as shown in **Table E-3** below.

Table E-3 Inflated Flexible Funding (2008 to 2035)

	Amount (in millions)
Regional Priorities Program	\$29.3
STP Metro (half)	\$44.5
FASTER Safety	\$218.1
Strategic Transit B	\$87.5
Total	\$379.4

Of the \$379.4 million of inflated flexible funding, approximately \$138 million is dedicated to completing the current TIP projects, and \$77.6 million is dedicated to the North I-25 Phase 1 projects. At the direction of the NFRMPO Planning Council, the remaining \$163.8 million shall be split 75% (\$122.9 million) to 25% (\$41.0 million) for Highway Capacity and all other types of projects, respectively. The result is a total of **\$260.9 million** for current TIP projects and Highway Capacity projects identified in the RTP.

D. Inflated Project Cost

Capacity projects were submitted, scored, ranked, and fiscal constraint was determined for those projects that were necessary for conformity determination purposes. TIP projects were also inflated to the proper year using a 1.5% inflation factor. The projects are listed in **Table E-4** below.

Table E-4 Inflated Prioritized Highway Capacity Projects

Plan ID #	Tier	Corridor	Project Sponsor	Roadway	Description	In Millions		Year
						Cost In 2008 Dollars	Inflated Cost	
TIP	1	US 34	CDOT Region 4	US 34 Business	SH 257 to 47th Avenue	\$2.5	\$2.7	2013
TIP		Various	CDOT Region 4	Various	FASTER Safety projects	\$16.5	\$18.3	2015
TIP	1	US 34	CDOT Region 4	SH 402	US 287 to I-25	\$29.5	\$44.1	2035
TIP	1	US 287	CDOT Region 4	US 287	SH 1 to LaPorte Bypass	\$37.4	\$55.9	2035
T1-1	1	US 287	Fort Collins	US 287	Harmony Rd to Carpenter Rd	\$24.0	\$35.9	2035
T1-2	1	US 287	Loveland	US 287	29th Street to 71st Street	\$7.2	\$10.8	2035
T1-3	1	US 34	Loveland	US 34	Denver Avenue to I-25	\$13.5	\$20.2	2035
T1-4	1	US 34	Loveland	US 34	I-25 to LCR 3	\$8.0	\$12.0	2035
T2-1	2	SH 14	Fort Collins	SH 14	I-25 to Riverside	\$11.3	\$16.9	2035
T3-1	3	Two River	Greeley	83rd Avenue	10th Street to US 34 Bypass	\$6.2	\$9.3	2035
T3-2	3	SH 392	Fort Collins	Harmony Rd	I-25 to US 287	\$5.1	\$7.6	2035
Total Costs						\$161.2	\$233.6	

The total inflated flexible funding for Highway Capacity projects (including the TIP projects) is estimated to be \$260.9 million and total inflated project cost is \$233.6 million. This analysis shows the anticipated revenues to be adequate to cover the project costs.



E. North I-25 EIS

The North I-25 EIS Phase I revenue and projects are also identified in this plan. **Table E-5** below shows the inflated revenue sources Phase 1 projects totaling \$544.6 million.

Table E-5 Inflated North I-25 EIS Phase I Funding Sources

Funding Source	Amount (in millions)
Strategic Projects	\$248.5
Strategic Transit A	\$173.2
Local funds – City of Loveland (1)	\$15.8
Flexible funds – RTP	\$77.6
Other Funds - RTP (2)	\$29.7
Total	\$544.6

(1) These funds are identified for use on the US 34/I-25 interchange.

(2) There is an anticipation that some portion of available funds may be used to account for specific projects on the corridor. Further, some of the projects are abutting the Denver Regional Council of Governments (DRCOG) border and the cost share portion may not be exact.

The North I-25 EIS Phase I projects were also fiscally constrained and inflated and are shown in **Table E-6**. The inflated costs shown in Table E-6 correspond to the estimated year of expenditure, also shown in the table. This information (both the year of expenditure and associated inflated costs) is from the North I-25 EIS. With total inflated funding estimated to be \$544.6 million, and inflated project costs of \$518.3 million, this comparison shows more than adequate revenues to cover the project costs. The year of expenditure for the Phase 1 projects may be optimistic in some cases, but with inflated revenues in excess of the project costs, the difference should cover any potential lag in project schedules.

Table E-6 Inflated North I-25 EIS Phase 1 Projects

Tier	Corridor	Description	In Millions		Year
			Cost in 2009 Dollars	Inflated Cost	
1	I-25	I-25 - WCR 38 to SH 56: Add tolled express lanes	\$35	\$50.8	2020
1	I-25	I-25/SH 56 Interchange	\$48	\$69.4	2020
1	I-25	I-25 - SH 392 to Prospect Interchange: Add auxiliary lanes and Reconstruct Prospect interchange	\$134	\$194.2	2020
1	I-25	I-25/SH 14 Interchange and associated mainline reconstruction	\$61	\$88.1	2020
1	US 34	US 34/Centerra Parkway Interchange: Single Point Urban Interchange	\$30	\$47.4	2020
1	I-25	Express bus stations: Initial bus stations at I-25/Harmony, and US 34/83rd Ave	\$16	\$34.0	2027
1	I-25	Commuter bus stations: US 85 park and rides and transit priority features	\$7	\$13.9	2027
1	I-25	Commuter rail right of way: Right-of-way preservation	\$12	\$20.5	2020
Total Costs			\$343	\$518.3	