



POWERED
BY YOU

Upper Front Range TPR

Meeting #1

September 5, 2024 - Ft. Morgan, Colorado

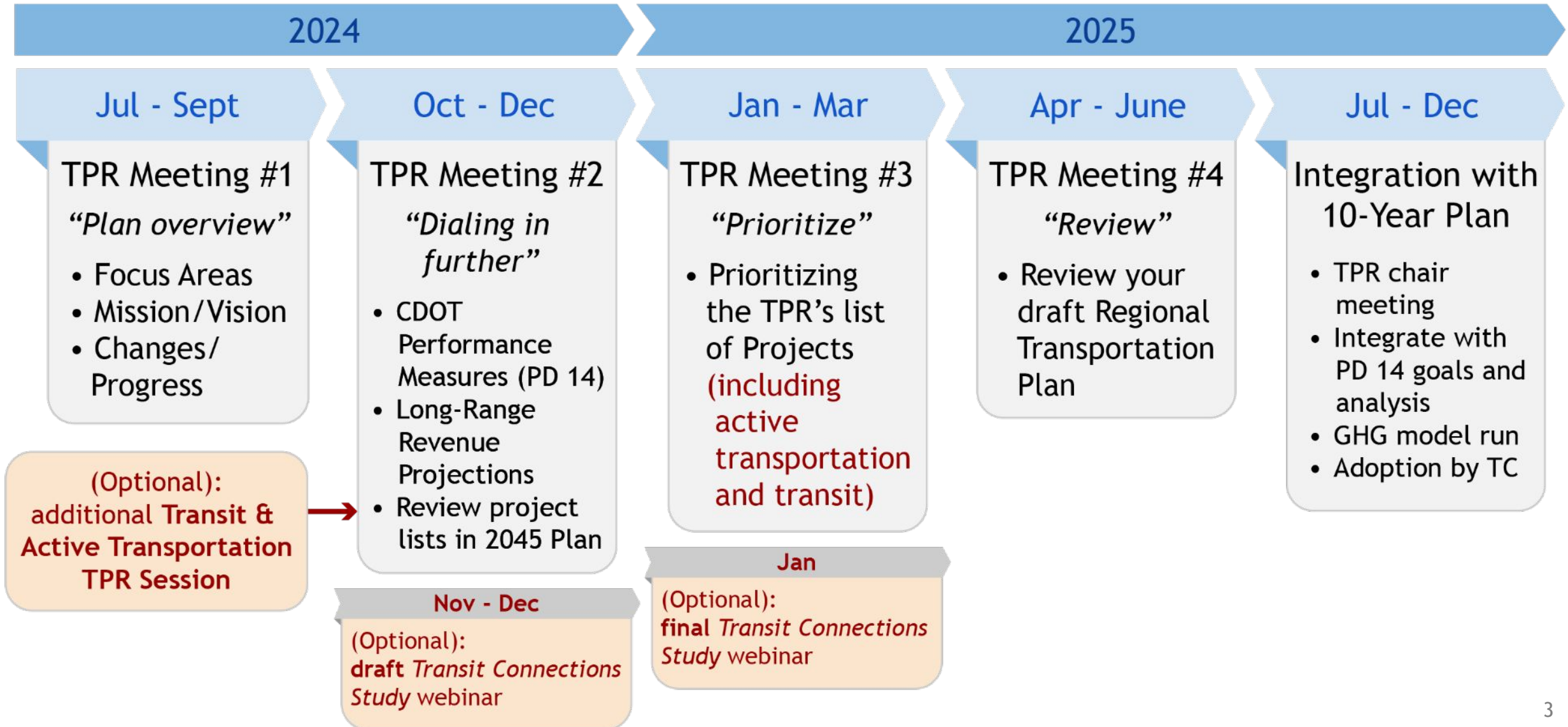


Meeting Purpose

- Establish a set of guided conversations that will help you (as a TPR) develop your final 2050 Regional Transportation Plan (RTP).
- Identify items that uniquely affect the Upper Front Range Region and make a plan on how to address those items in the future.
- Set the stage for updating the next 10-year plan.
- Our intention is to host ~4 meetings that align with previously scheduled meetings.
 - Leverage stakeholder feedback received during the 2023 Project Priority Programming Process “4P” Meetings.



Draft Rural RTP Development Schedule





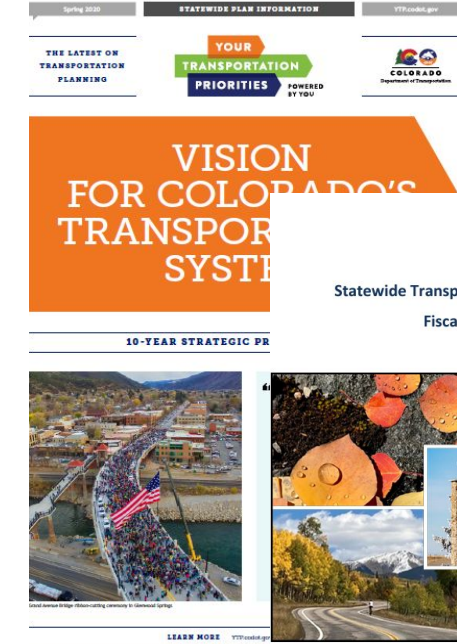
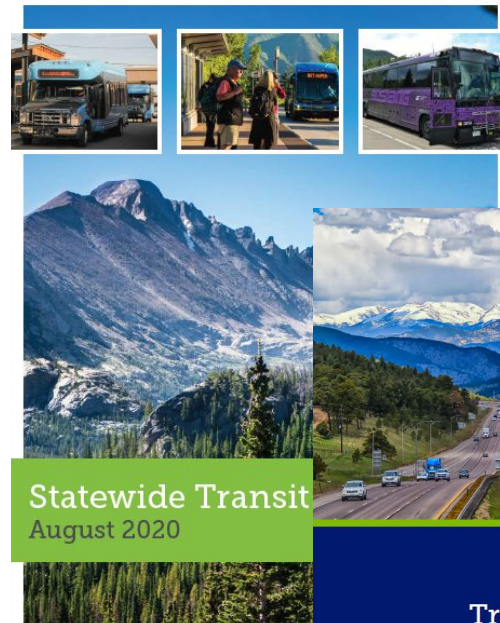
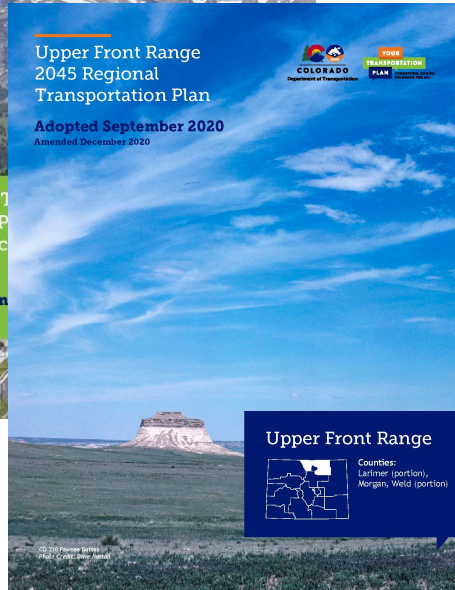
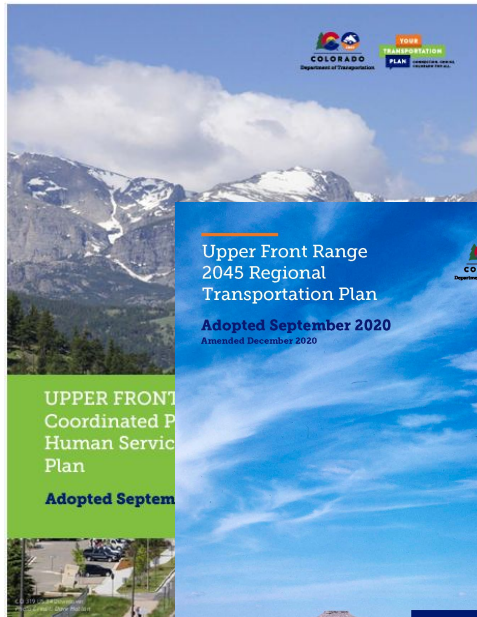
Agenda

- Setting the Stage: Statewide and Regional Transportation Planning Overview
- Project Accomplishments
- Demographic Overview
- Transportation Data Trends
- Vision and Goals
- Focus Areas
- Public Involvement
- Next Steps

SETTING THE STAGE: STATEWIDE & REGIONAL TRANSPORTATION PLANNING OVERVIEW



Background: From Statewide Vision to Achievable Reality



Regional Plans

Statewide Transportation &
Transit Plans

10-Year Plan

4-Year STIP

Data Integration • Corridor Visions • Fact Sheets • Funding • Performance Reporting



Planning Factors

State Planning Factors

- Safety
- Fix-it first
- Modal connectivity
- Environment
- Land use considerations, corridor preservation, and military needs
- GHG emission reduction
- Mobility and multimodal choice
- Multimodal management plans
- Freight
- Transit

CRS 43-1-1103(5)

Federal Planning Factors

- Safety
- Preservation
- Modal connectivity
- Environment & planned growth
- Economic vitality
- Accessibility & mobility
- Resiliency & reliability
- Travel & tourism
- Security
- Efficiency

23 CFR §450.206(a)



Make Traveling Safer

- Rise in traffic-related fatalities and serious injuries since 2010.
- Overall goal of vision zero.
- Provide safer options for Vulnerable Roads Users (VRUs).



Fix our roads and maintain our current system

- 3.3% percent of interstates in poor condition - Ranked 47th out of the 50 states.
- Public perception - complaints and news stories
- Continue work and programs from the previous 10-Year Plan on poor interstates and rural road investments



Expand Transit Service to Coloradans

- Crucial initiative to help with Greenhouse Gas (GHG) reduction goals
- Strategic growth
- Reduces congestion
- Provide options to everyone and all communities.



Reduce GHG emissions from the Transportation Sector

- Top sector for GHG emissions - 28 to 30% of all GHG emissions.
- GHG Planning Standard - required reduction of 1.5 Million Metric Tons (mmt) and 1.2 mmt of emissions in new transportation plans.
- Overall goal of reaching net zero emissions by 2050.
- Providing more options for the traveling public to reduce single occupancy vehicle travel



Draft Planning Cycle Goals

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Plan Integration

Successful integration = Successful planning.

Without integrated planning, planning activities can become fragmented, resulting in confusion about priorities and use of resources. Some key planning areas that will be integrated within the scope of the Statewide Plan include:

- Greenhouse Gas Mitigation
- Transit & Rail
- Safety
- Active Transportation
- Freight
- Asset Management

These are just a few of the key planning areas for integration.

There are over 25 modal plans, functional plans, and topical areas that we will work to integrate throughout the planning process.




2050 Statewide and Regional Plan Timeline

Draft Condensed 2050 Statewide and Regional Transportation Plan Development Timeline

Version: 8/26/2024



 <div>YOUR TRANSPORTATION PRIORITIES</div>	<div>2024</div> <div>MayJunJulAugSepOctNovDec</div>	<div>2025</div> <div>JanFebMarAprMayJunJulAugSepOctNovDec</div>
2050 Plan Development Activities	<div>Revenue Projections</div> <div>Policy Directive 14</div> <div>Plan Integration</div> <div>Public Involvement Strategy</div>	
Planning Partner Outreach and Coordination	TPR and MPO Coordination	
Public Involvement	Conduct Public and Stakeholder Engagement	
2050 Regional Transportation Plan Review and Adoption		<div>Public Review</div>
2050 SWP Review and Adoption		<div>FHWA/FTA Review</div> <div>Adoption by Transportation Commission</div>
		<div>Update Project Database</div> <div>Prioritize 10yr plan projects using PD 14</div> <div>GHG Model Run of 10-yr Plan Projects</div> <div>Adoption by Transportation Commission</div>

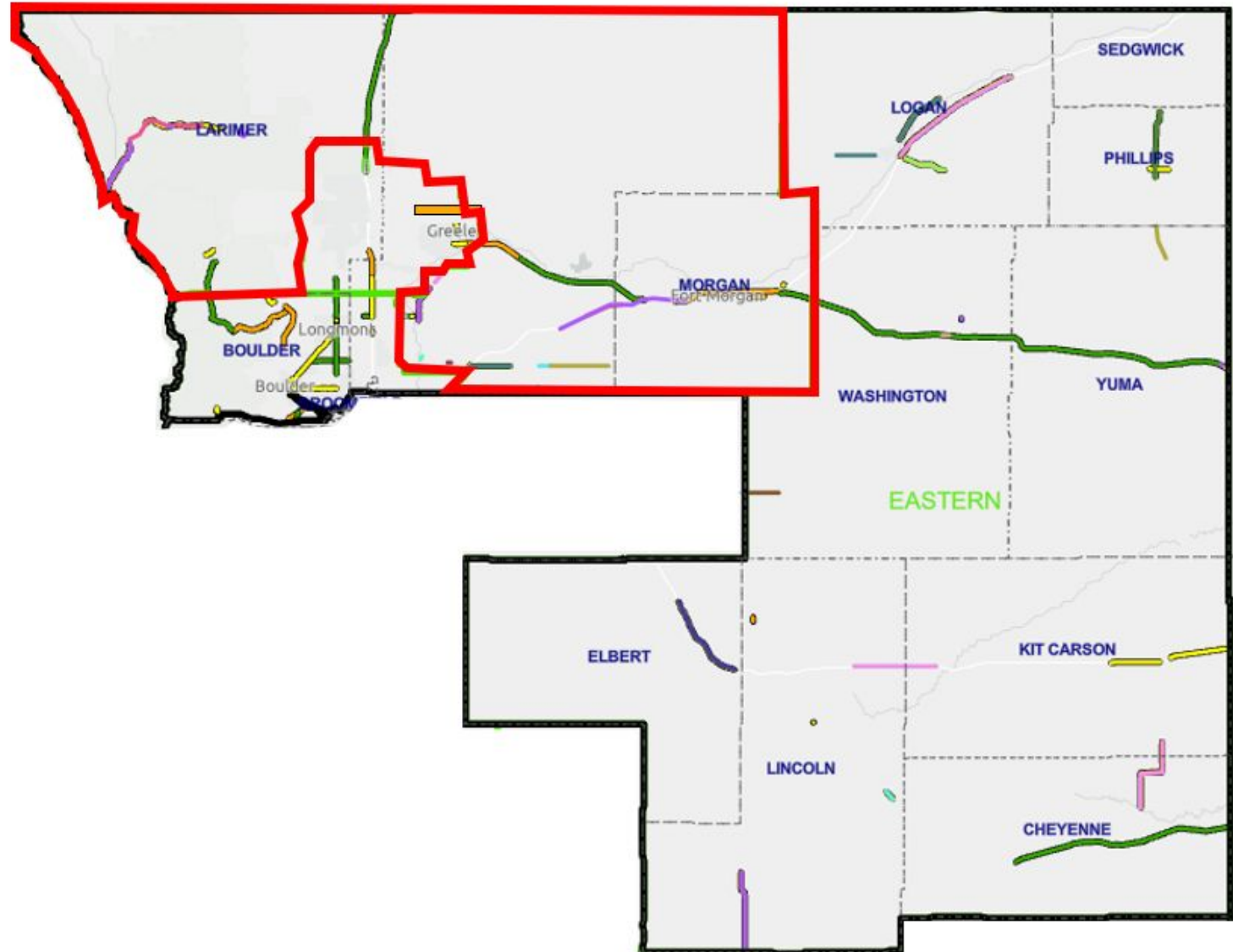
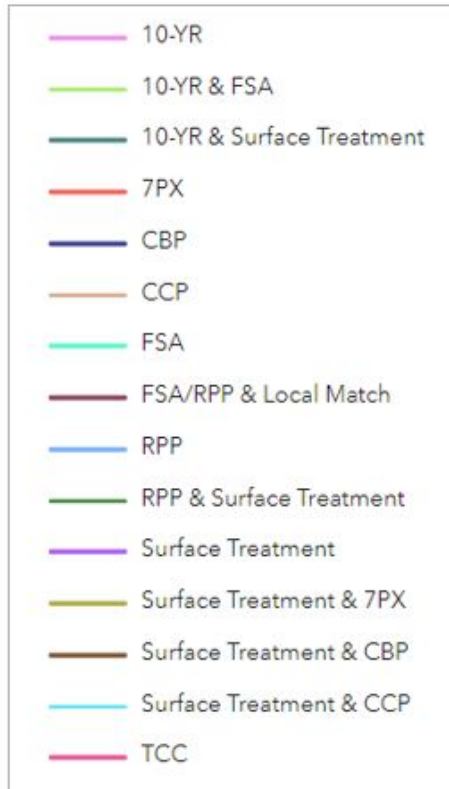


REGION ACCOMPLISHMENTS



CDOT Region 4 Projects 2020 - 2024

Funding Type





Project Spotlight: U.S. 34 Weather Cameras

Road Weather Information Stations (RWIS):

- **Location:** Along U.S. 34 in Morgan & Weld counties between Greeley and Wiggins.
- **Purpose:** RWIS is a combination of technologies that collect, transmit, model, and disseminate weather and road condition information in real-time.
 - Pavement temperature and status (wet, dry, snow)
 - Subsurface pavement temperature
 - Wind speed and direction
 - Precipitation (amount, occurrence, type)
 - Water level conditions
 - Humidity
 - Visibility





Project Spotlight: Peckham Interchange

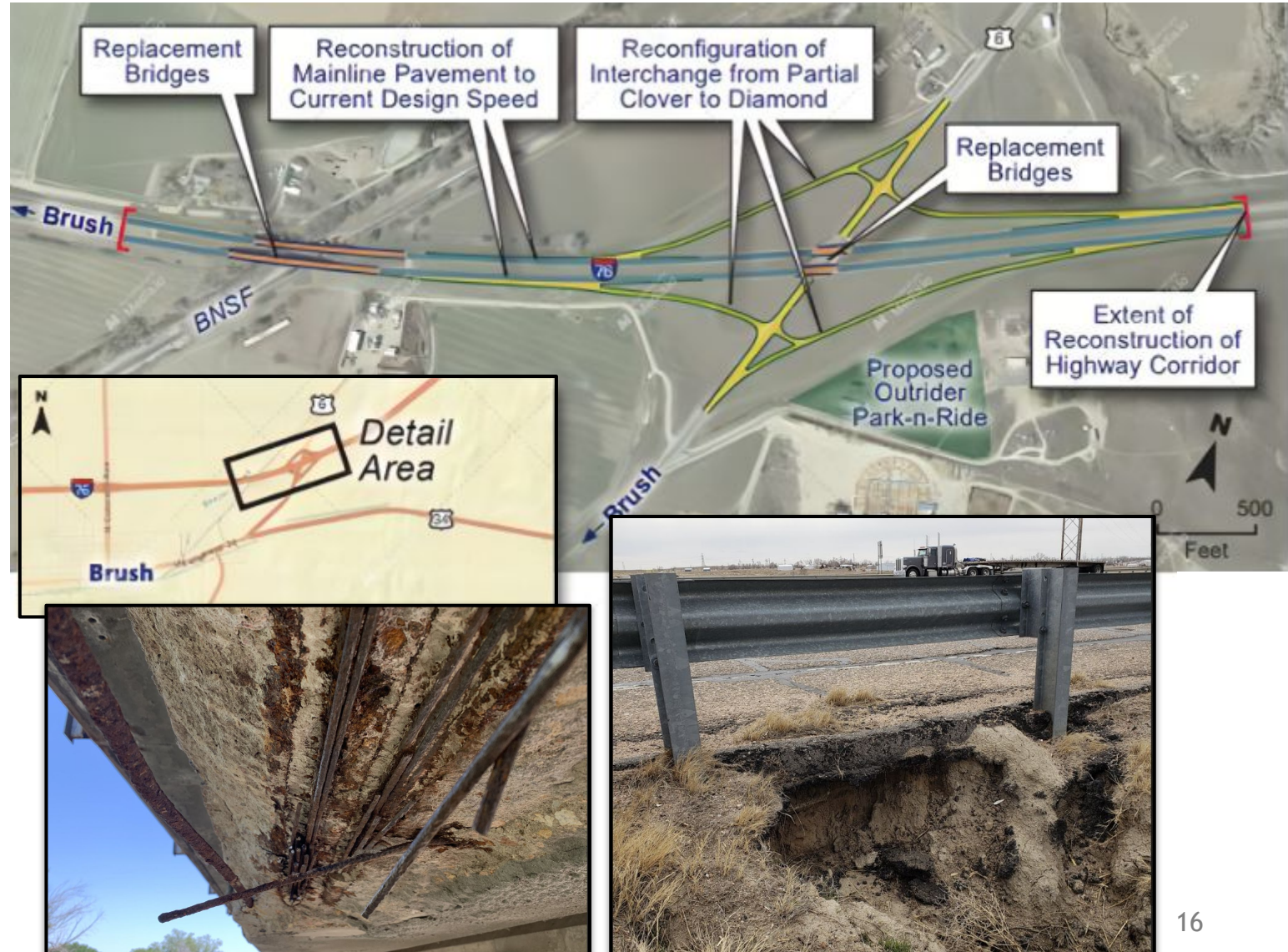
- US 85 & WCR 44 grade separated intersection.
- Roadway design performed in-house.
- Closed several at-grade railroad crossings to increase the safety and mobility of the US 85 corridor (*WCR 33, WCR 44, WCR 46*).
- Construction completed Spring 2024!





Project Spotlight: I-76 Phase IV Reconstruction

- Project Scope:
 - Reconstruction of I-76 near Brush
 - Replace four major bridge structures
 - Reconstruct 1.4 miles of interstate highway
 - Install new Park-n-Ride facility
- \$29M INFRA Grant awarded from FHWA!
- Total project cost estimated at \$64M





10-Year Plan Project Status

Complete, In Construction, In Design

Completed Projects

ID	Project	Type	Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned (FY27+)
69	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	RP	\$6.1M	\$46K	✓	\$46K		
2754	CO 52 Prospect Valley from MP 42 - 54.6 & MP 40.75 - 40.77	RP	\$10.6M	\$527K	✓	\$527K		

Projects in Construction

ID	Project	Type	Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned (FY27+)
2603	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)	H	\$429.9M	\$196.4M	✓		\$99.5M	\$97.0M
2770	US 36/Community Drive Roundabout	H	\$4.8M	\$550K	✓		\$550K	
2785	US 85/WCR 44 (Peckham)	H	\$85.1M	\$18.7M	✓	\$18.7M		

Projects in Design

ID	Project	Type	Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned (FY27+)
1428.2	I-76 Phase IV Reconstruction from Fort Morgan to Brush: Multimodal Project Discretionary Grant (MPDG)	H	\$65.0M	\$17.0M	✓		\$17.0M	
2695	US 85 and US 34 Interchange	H	\$200.0M	\$25.1M	✓		\$6.0M	\$19.1M
1456	US 287 Passing Lanes and Safety Improvements	RP	\$50.0M	\$16.0M	✓		\$8.0M	\$8.0M
2771	CO 1 Safety Improvements	H	\$4.0M	\$4.0M			\$4.0M	
67	CO 52 Prospect Valley from MP 54.58 to MP 60.753	RP	\$9.2M	\$5.1M	✓	\$5.1M		
2772	CO 52/CR 59 Roundabout and Safety Improvements	H	\$12.0M	\$7.6M	✓		\$7.6M	



10-Year Plan Project Status

Projects in Planning

ID	Project	Type	Estimated Project Cost	Strategic Funding	Other Funding	Funded (FY19-22)	Funded (FY23-26)	Planned (FY27+)
1802	North I-25 Transit Fleet Purchase	T	\$3.0M	\$3.0M			\$1.5M	\$1.5M
2782	Advancing Transportation Safety / I-76 & CO 144 Interchange Safety Improvements	H	\$10.5M	\$9.0M	✓		\$9.0M	
1426	I-76 New Local Fixed-Route Transit Service in Fort Morgan	T	\$1.6M	\$1.6M			\$1.6M	
1428.1	I-76 Phase V Reconstruction from Fort Morgan to Brush	H	\$90.0M	\$25.0M	✓			\$25.0M
70	I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	RP	\$11.5M	\$11.5M				\$11.5M
2490	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	T	\$320K	\$320K		\$320K		
2530; 2525; 2526	Estes Park Transit Improvements & Electric Trolley Bus Barn	T	\$2.0M	\$1.4M	✓	\$1.4M		
1443	US 85 Frontage Road Improvements	H	\$10.0M	\$10.0M				\$10.0M
2681	CO 71 Big Beaver Creek Bridge Rehabilitation and Repair	H	\$4.8M	\$4.8M				\$4.8M
2689	CO 71 North of Brush	RP	\$3.5M	\$3.5M				\$3.5M
2688	CO 71 South of CO 14	RP	\$24.1M	\$24.1M			\$7.0M	\$17.1M
2682	CO 71 Stoneham Bridge Rehabilitation and Repair	H	\$140K	\$140K				\$140K

DEMOGRAPHIC OVERVIEW



Population Changes from 2018 to 2022

County	2018 Population	2022 Population	Percent Change
Larimer*	350,661	366,843	4.61%
Morgan	28,933	29,296	1.25%
Weld*	313,219	350,206	11.81%
TPR Total**	178,268	197,108	10.57%
Statewide	5,534,240	5,838,736	5.50%

*Larimer and Weld county data **includes** the population that resides in the North Front Range MPO.

TPR total is calculated by **subtracting NFR MPO population from Larimer and Weld Counties.

Data from Colorado State Demography Office.



Demographics: Employment

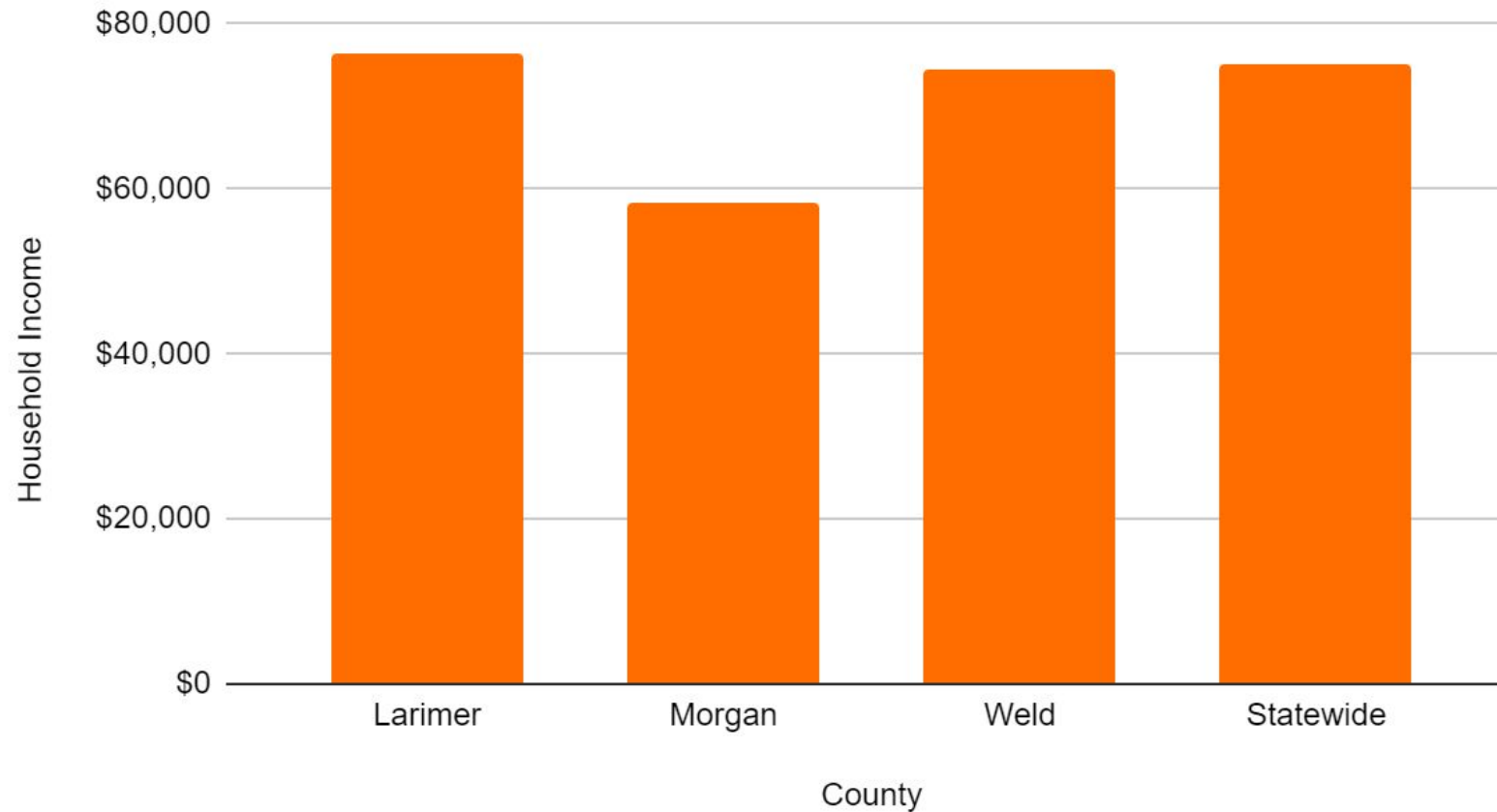
County	2018 Jobs	2022 Jobs	Percent Change
Larimer	208,863	218,763	4.74%
Morgan	15,566	15,595	0.19%
Weld	141,830	150,005	5.76%
TPR Total	366,259	384,363	4.94%
Statewide	3,392,903	3,583,254	5.61%

*Larimer and Weld county data ***includes*** the population that resides in the North Front Range MPO
Data from Colorado State Demography Office



Demographics: Household Income

Median Household Income by County

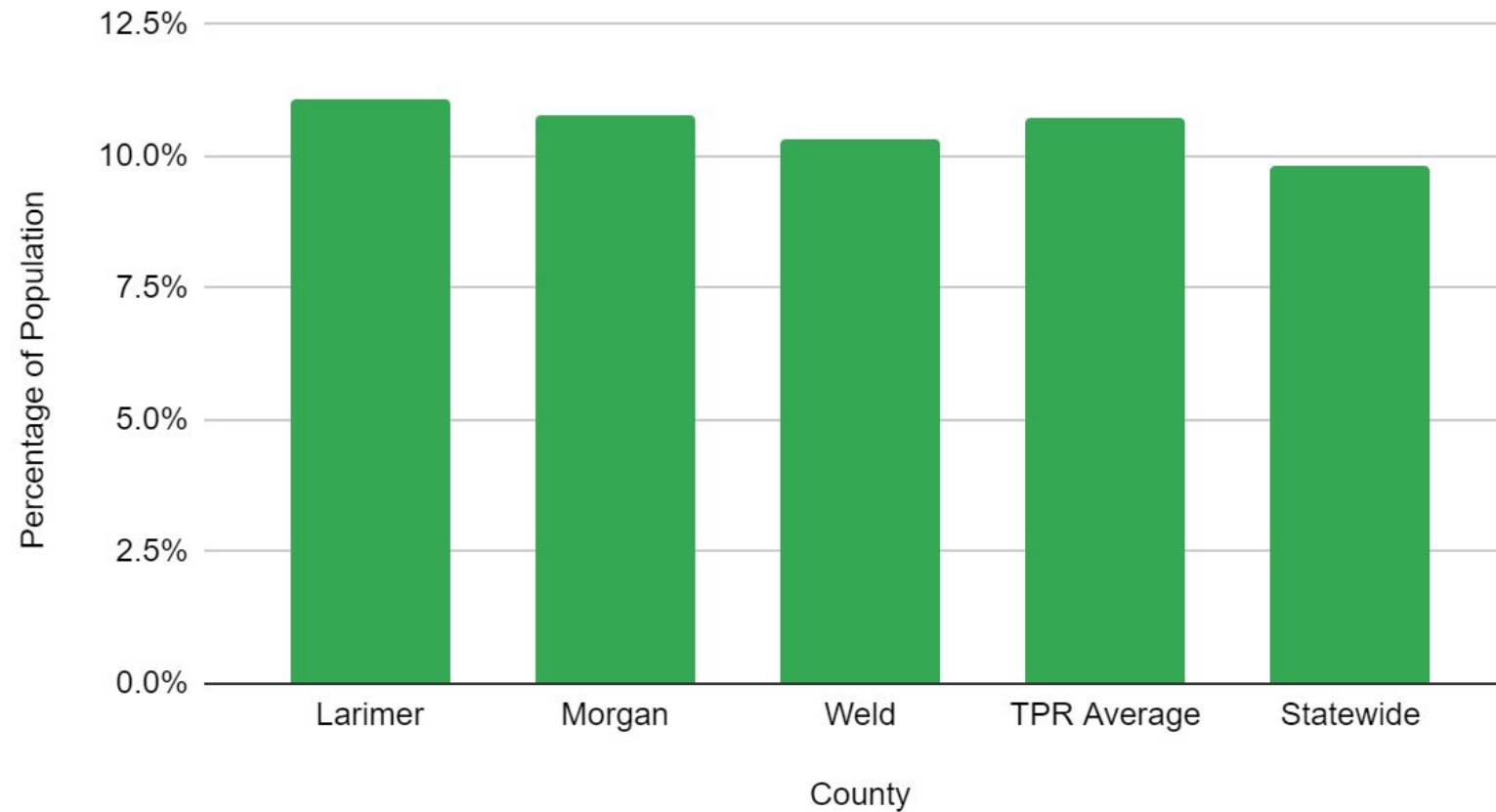


Data from 2020 US Census



Demographics: Poverty Level

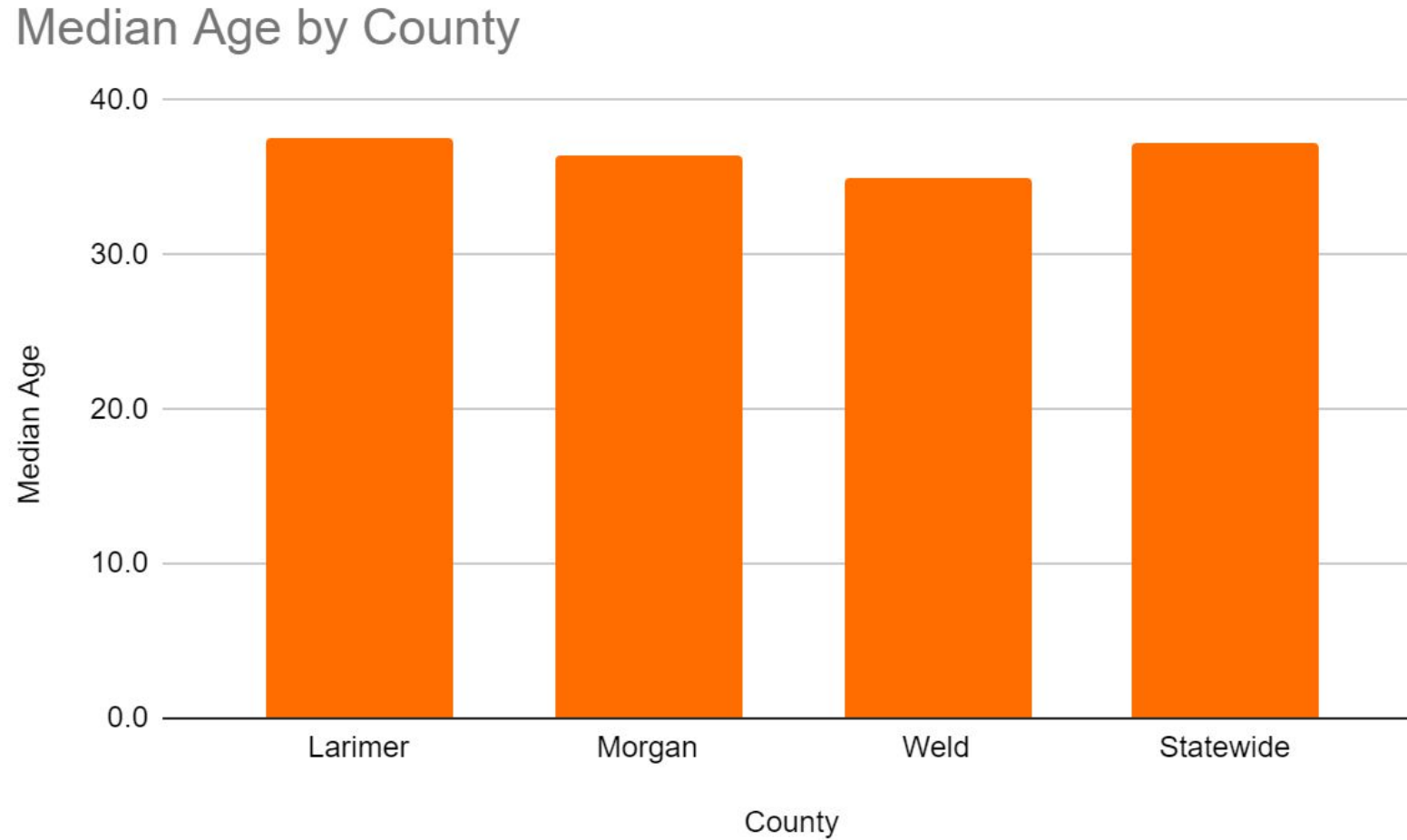
Percentage of Population Living in Poverty by County



Data from 2020 US Census



Demographics: Age



Data from 2020 US Census



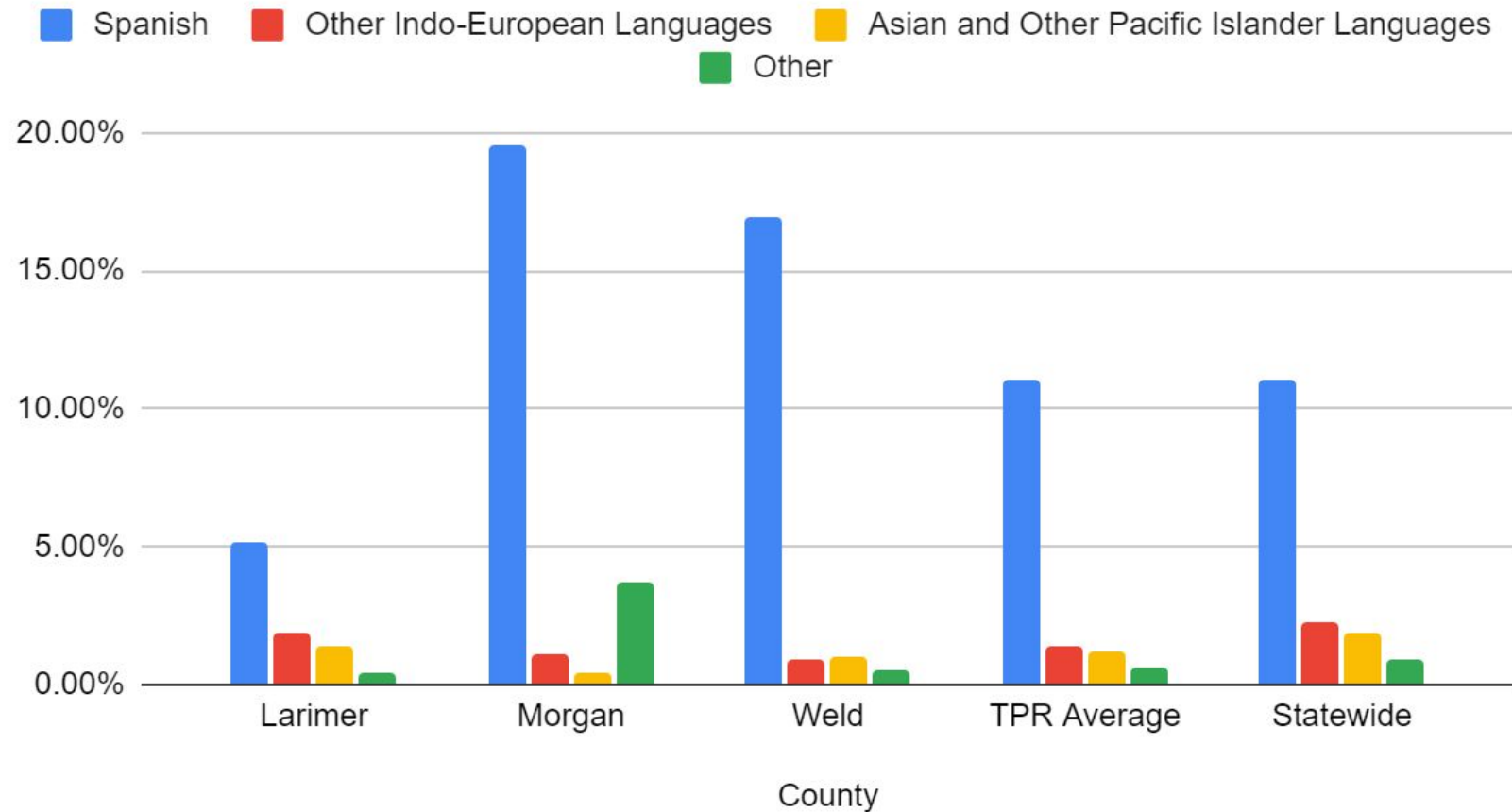
Demographics: Race

County	American Indian	Asian	Black or African American	Hispanic or Latino	Native Hawaiian	Two or More Races	Some Other Race	White	Not Hispanic or Latino
Larimer	0.58%	0.94%	0.58%	10.32%	0.07%	8.85%	3.20%	85.78%	89.68%
Morgan	1.39%	0.54%	3.35%	36.30%	0.04%	13.60%	15.19%	65.90%	63.70%
Weld	1.17%	0.53%	1.35%	27.03%	0.06%	12.34%	10.87%	73.67%	72.97%
TPR Average	1.07%	0.63%	1.54%	24.95%	0.06%	11.79%	9.93%	74.99%	75.05%
Statewide	1.28%	3.46%	4.07%	21.89%	0.18%	65.13%	12.26%	8.04%	70.72%

*Larimer and Weld county data ***excludes*** the population that resides in the North Front Range MPO

Data from 2020 Census

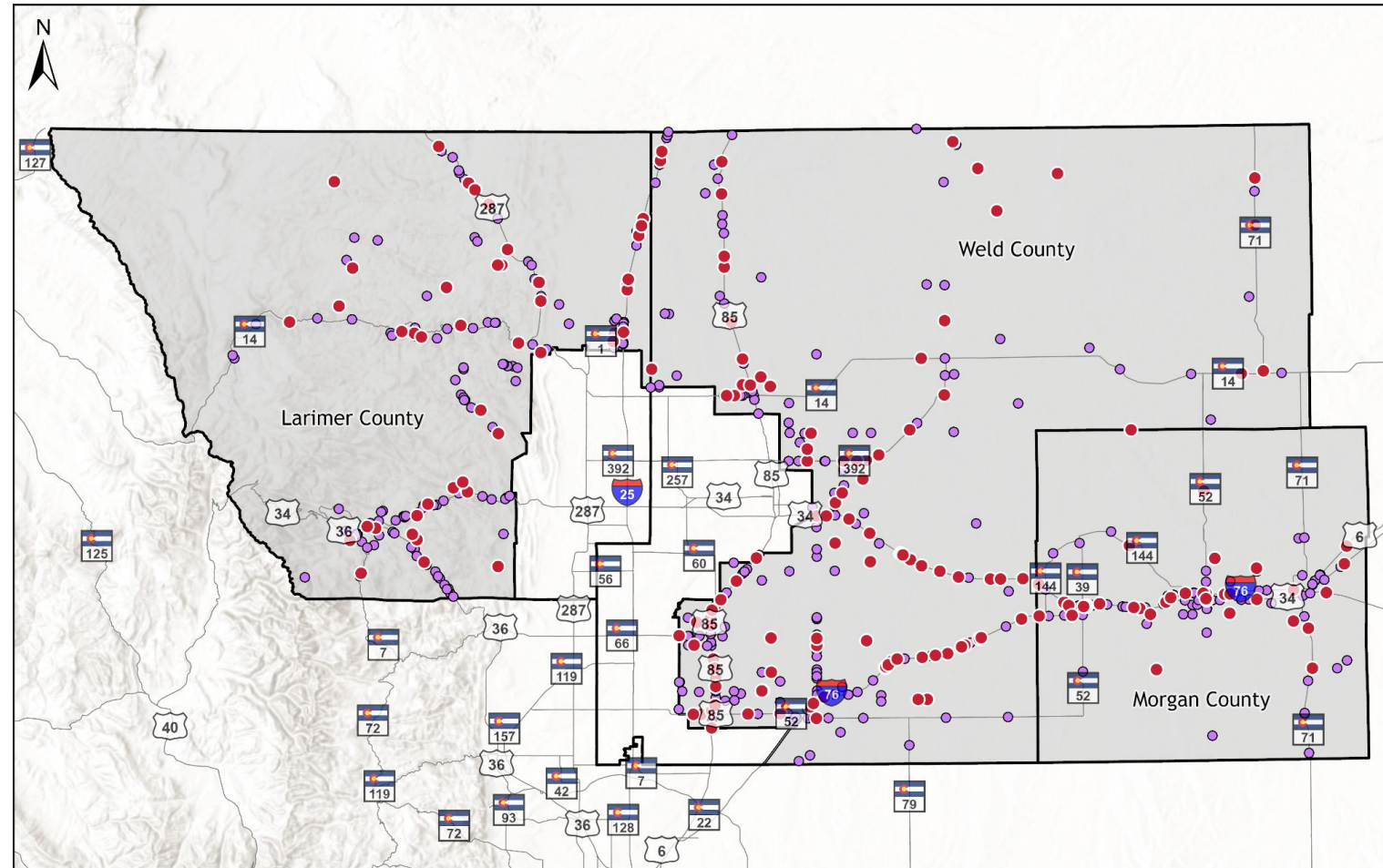
Non-English Languages Spoken at Home



TRANSPORTATION DATA TRENDS

Safety: All Fatalities and Serious Injuries 2018-2022

Upper Front Range Fatalities and Serious Injuries (2018-2022)



- Fatalities 2018-2022
- Serious Injuries 2018-2022

Upper Front Range
Transportation Planning Region



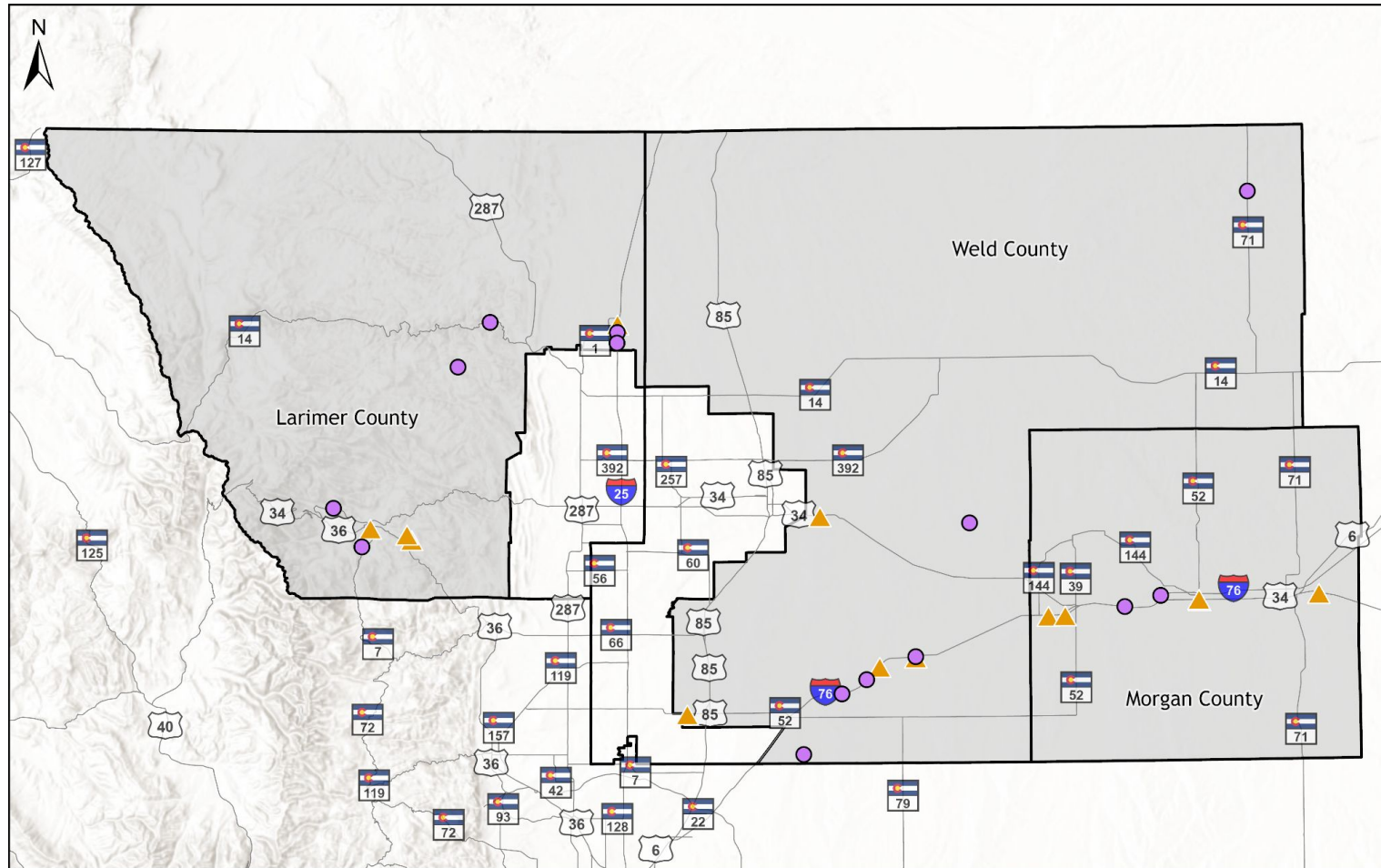
0 10 20 Miles

Data Sources: CDOT Traffic Safety
and Engineering Services 2022
Created: July 2024



Safety: Vulnerable Road Users Fatalities and Serious Injuries

Upper Front Range Vulnerable Road User Fatalities and Serious Injuries (2018-2022)



- ▲ Non-Motorist Fatalities 2018-2022
- Non-Motorist Serious Injuries 2018-2022

Upper Front Range
Transportation Planning Region



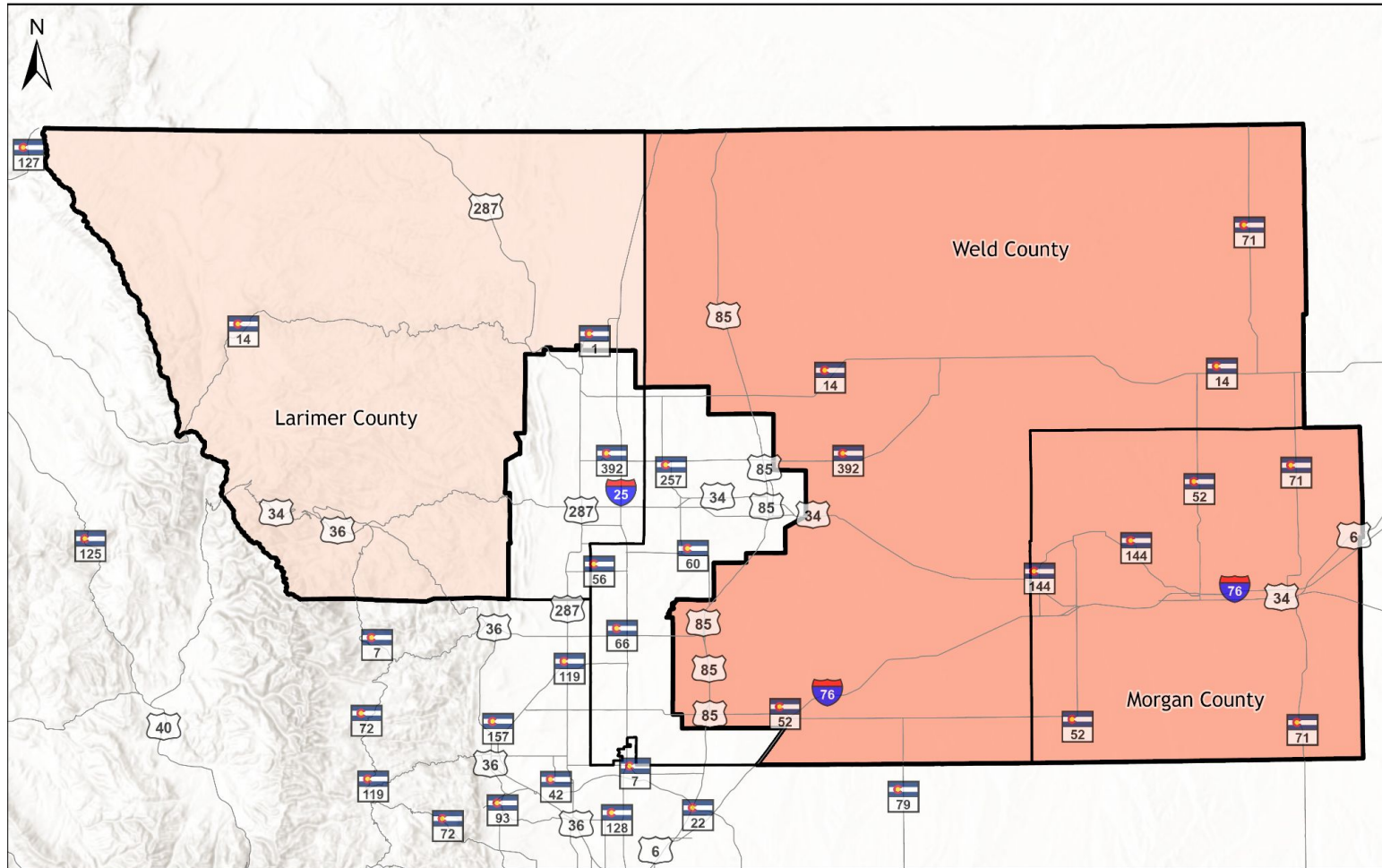
0 10 20 Miles
Data Sources: CDOT Traffic Safety
and Engineering Services 2022
Created: July 2024

Vulnerable Road Users (VRUs) is defined, by the Federal Highway Administration (FHWA), as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), people using personal mobility devices (e.g. walkers or wheelchairs), and people on foot working in work zones. Does not include motorcyclists.

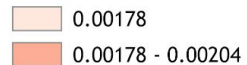


Safety: Vehicle Crashes by County 2018-2022

Upper Front Range Vehicle Crashes by County (2018-2022)



Crashes per Vehicle Mile Traveled



Upper Front Range
Transportation Planning Region



0 10 20 Miles

Data Sources: CDOT Traffic Safety
and Engineering Services 2022
Created: July 2024

Crash Severity Types:

**Level 1:
No Injury**

**Level 2: Possible
Injury**

**Level 3: Evident Non-
Incapacitating Injury**

**Level 4: Incapacitating
Injury**

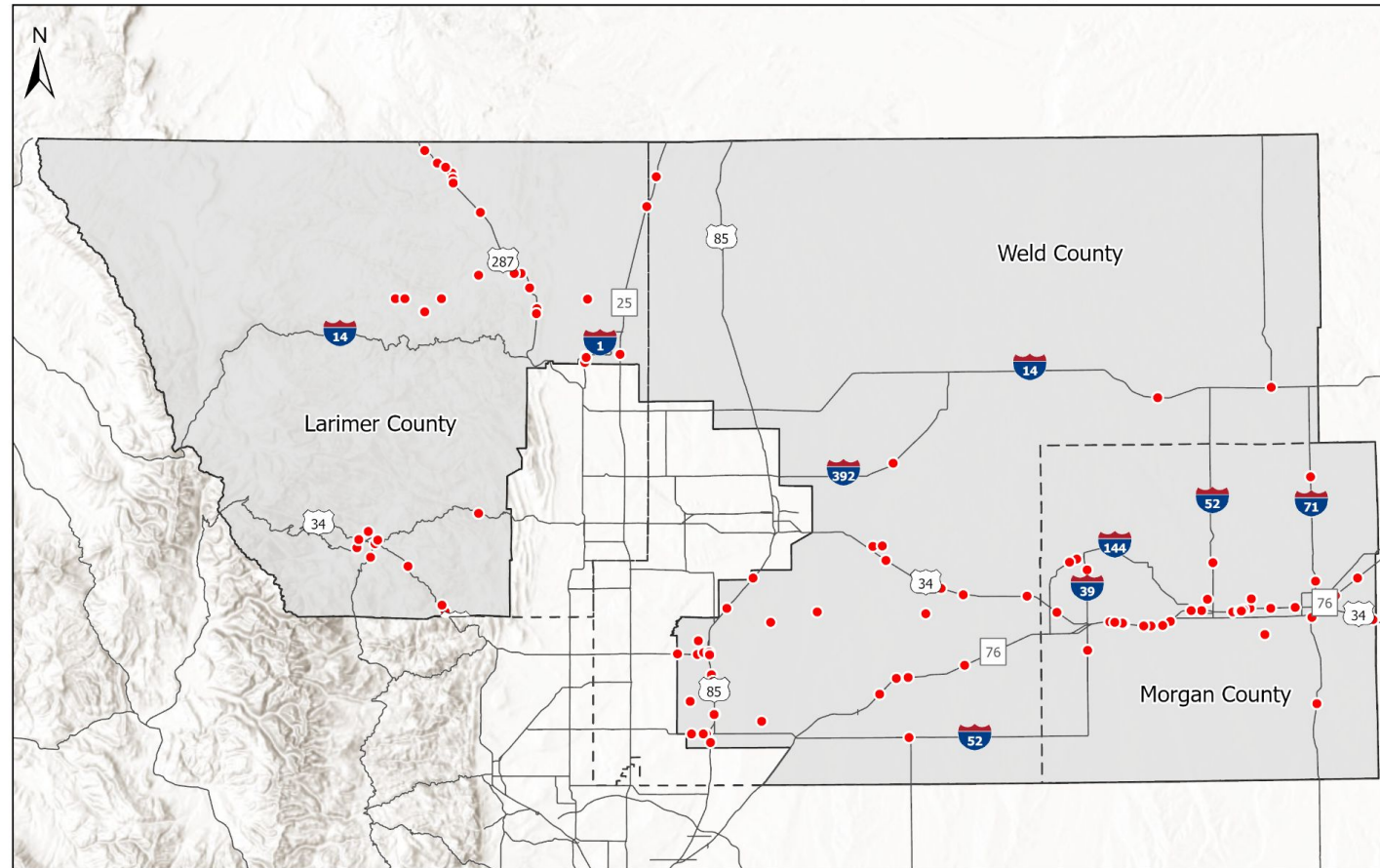
Level 5: Fatal Injury

Minor Crash

Severe Crash

Wild Animal Crashes by County Dashboard

Wildlife Vehicle Crashes 2023: Upper Front Range



Upper Front Range Region
County Boundaries

Wildlife Vehicle Crashes

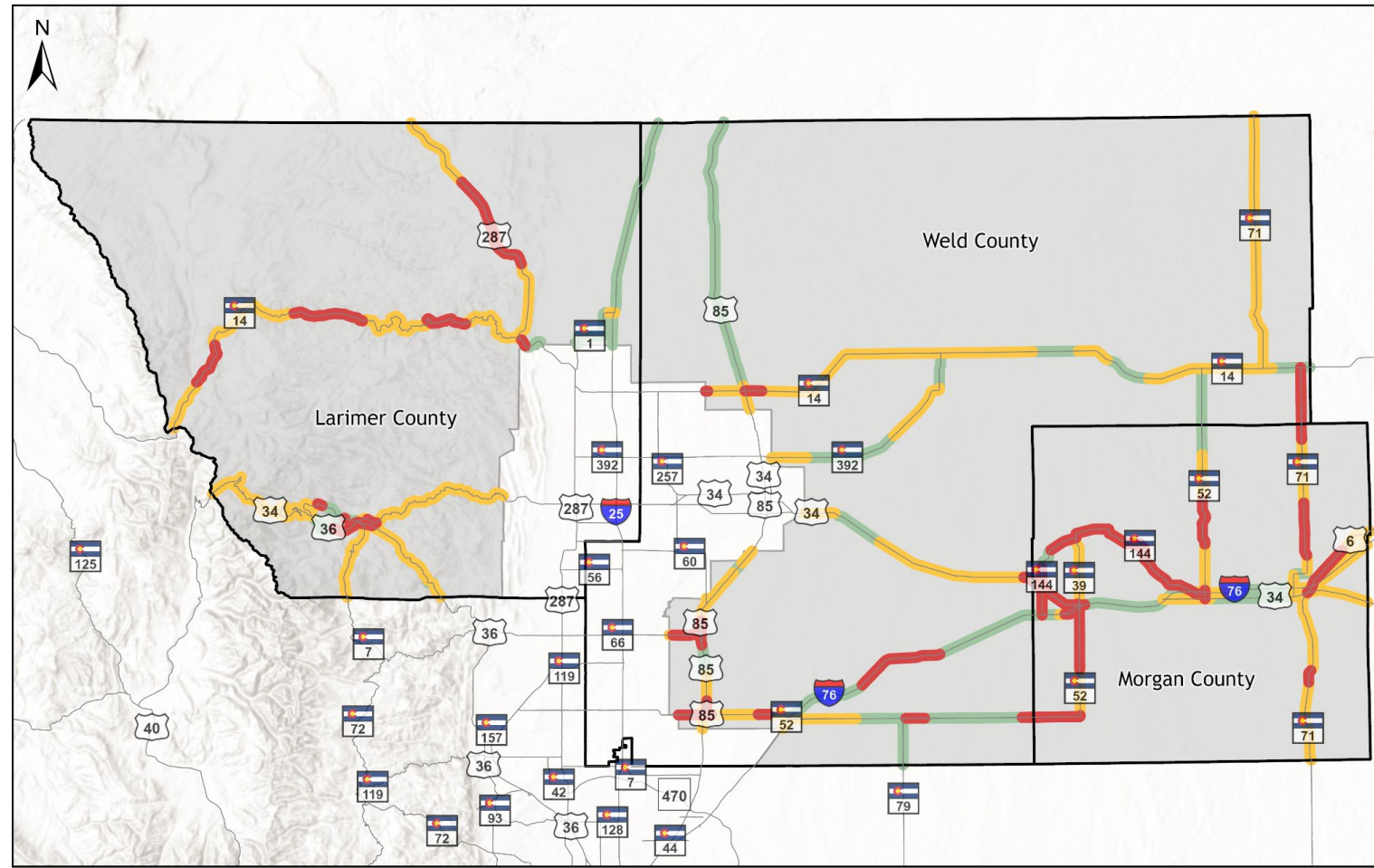


0 5 10 Miles

Data Sources: CDOT WVC
Created: August 2024

Asset Management: Drivability Life - Highways

Upper Front Range Highway Drivability Life



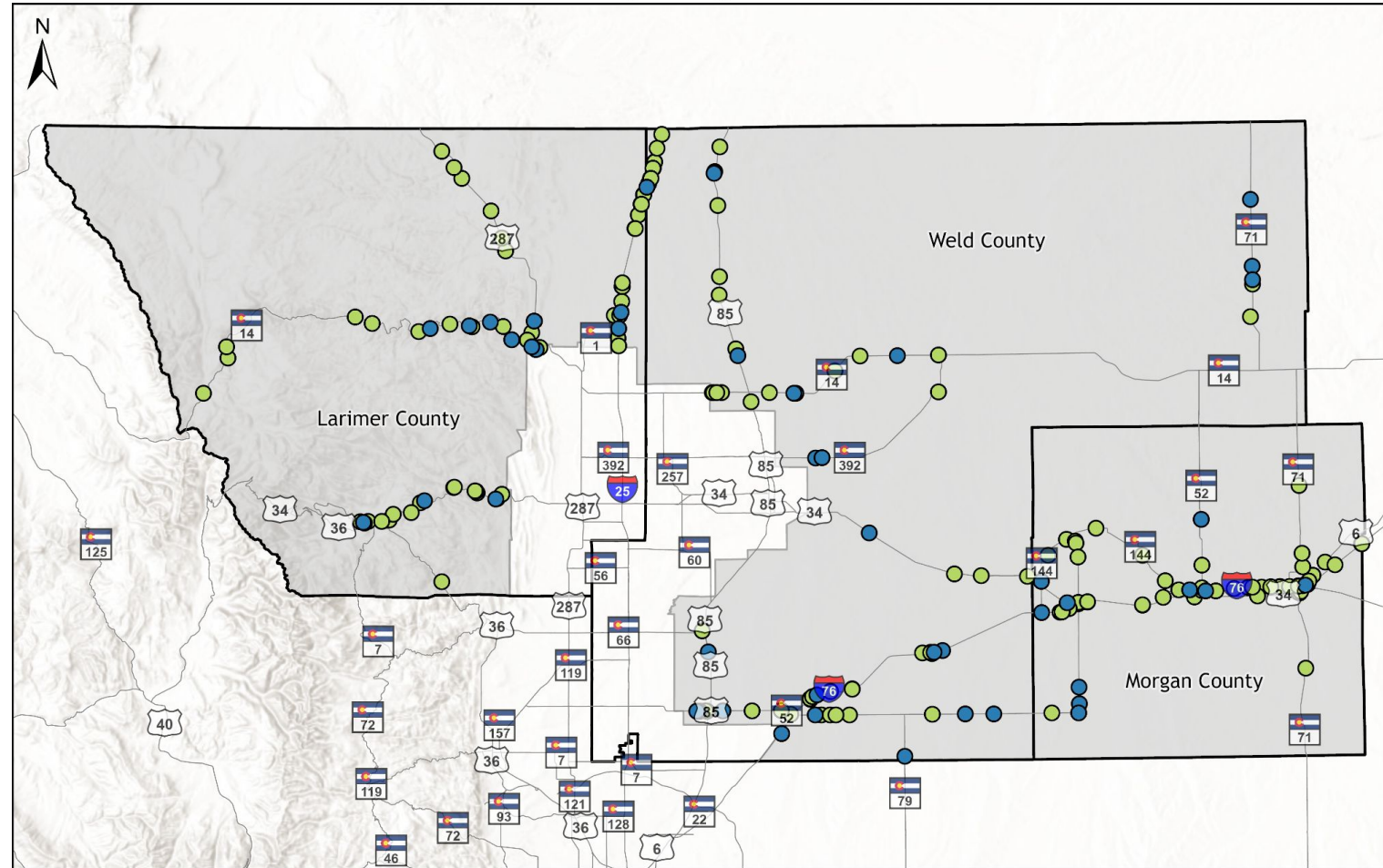
Highways Drivability Life

- High
- Moderate
- Low

Upper Front Range
Transportation Planning Region

Asset Management: Bridges and Major Culverts

Upper Front Range Bridges and Major Culverts

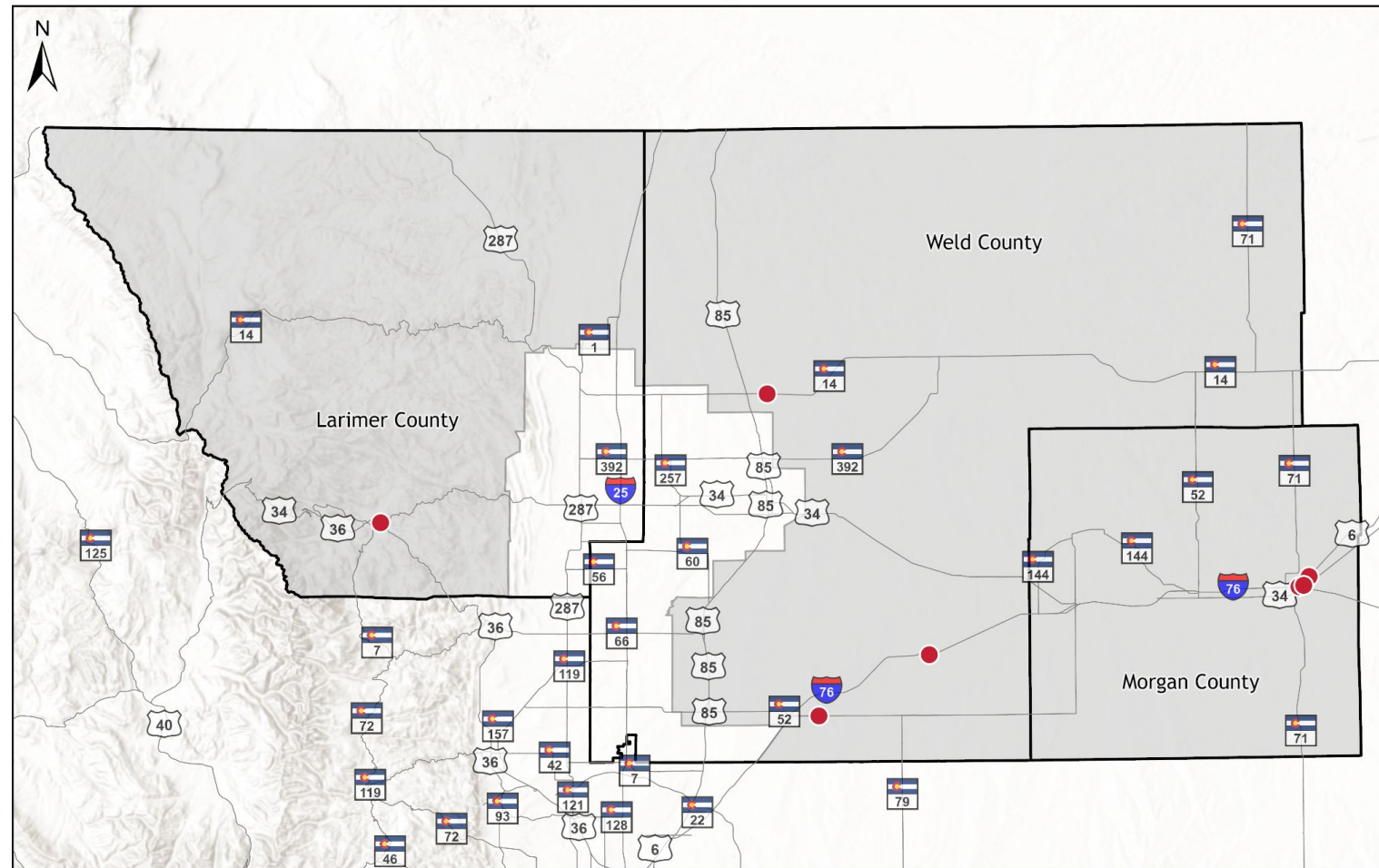


- Bridge
- Culvert

Upper Front Range
Transportation Planning Region

Asset Management: Bridges in Poor Condition

Upper Front Range Bridges in Poor Condition

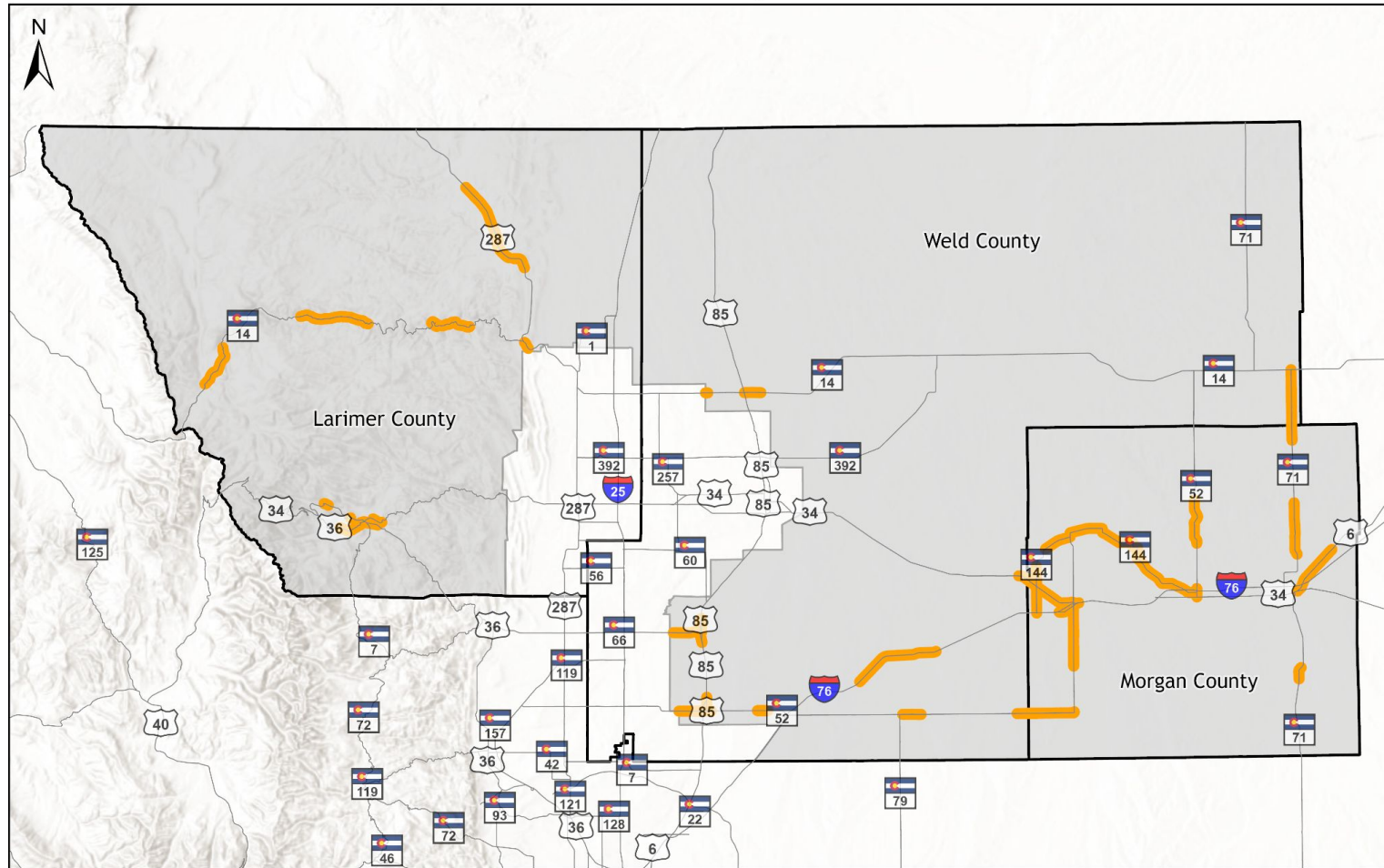


● Bridges in Poor Condition

Upper Front Range
Transportation Planning Region

Asset Management: Roadways in Poor Condition

Upper Front Range Roadways in Poor Condition



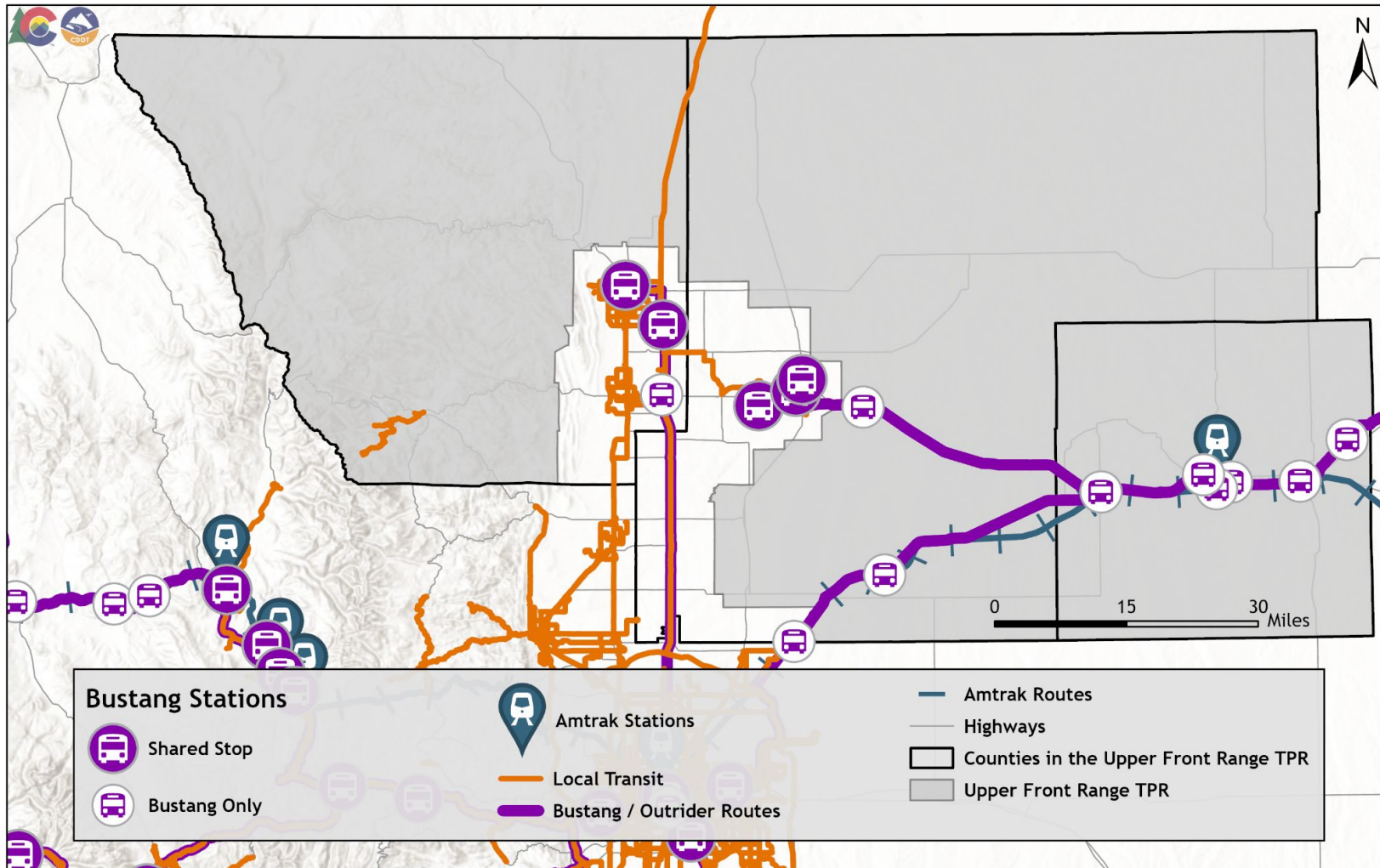
Note: Data presented may not reflect all recently completed projects, due to a 2 year lag in the ability to update asset data.

— Roadways in Poor Condition

Upper Front Range
Transportation Planning Region

Mobility: Current State of Transit

Upper Front Range TPR - Current State of Transit



Data Sources: CDOT Division of Transit and Rail, NTD. Created: August 2024 by curtissca

Do you have feedback on the transit data we've collected?

Link:

<https://docs.google.com/forms/d/1ujbRvHSBOvZvAYc7qZVB3z-l8dzRT42NoUr6cJBLjCc/prefill>

Discussion Question: Are there other transportation data needs that would help with regional discussions and decision-making?



Mobility: Per Capita Transit Ridership by Region

Provider	Service Area	Type of Service	Span of Service	Fares	2022 Annual Ridership	2022 Ops & Admin Budget	2022 Vehicle Revenue Miles	2022 Vehicle Revenue Hours
Town of Estes Park (Estes Transit)	Town of Estes Park	Fixed Route Bus	Monday - Friday (7:00 AM - 7:30 PM)	Free	76,269	\$ 51,481	82,487	6,773
National Parks Service	"Hikers Express" Shuttle from Estes Park to Rocky Mountain National Park	Commuter Bus	Daily from May – October (7:30 AM – 8:00 PM)	Included in park entrance pass	[not available]	[not available]	[not available]	[not available]
Northeastern Colorado Association of Local Governments (County Express & Prairie Express)	Interregional: Upper Front Range and Eastern TPRs	Fixed Route Bus, Deviated Fixed-Route Bus, Demand Response, Specialized Services	Monday - Friday (7:00 AM - 6:00 PM); Saturday (7:00 AM - 5:00 PM)	\$1-\$3+ per ride	91,246	\$ 700,247	511,598	30,918



Discussion: New Regional Influences

What changes are influencing the region and travel patterns?

- Economic changes? (growth in tourism, military development, etc)
- Demographic and income changes? (housing cost burden, growth patterns, etc)
 - What areas of the region are growing fastest?
- New or planned centers for housing and jobs?
 - Major employment facilities, retail, community centers, educational facilities
 - Where are existing and emerging "Neighborhood Centers" where transit can be connected to housing and jobs?

VISION AND GOALS



2045 RTP Vision

Vision:

The Upper Front Range TPR will promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system.



2045 RTP Goals

- Improve safety throughout the transportation system.
- Provide a multimodal transportation system for the efficient movement of people and goods.
- Preserve the functional integrity of the existing transportation system and correct identified deficiencies.
- Promote vibrant communities while preserving farm and forest land, water resources, and air quality.
- Further the creation of natural gas infrastructure and the use of compressed and liquefied natural gas and alternative transportation fuels.
- Support mitigation strategies to address potential natural disasters throughout the region.
- Prioritize projects to anticipate and utilize all funding opportunities.
- Deliver transportation system investments cost-effectively, incorporating life cycle costs.
- Collaborate and communicate with other agencies to implement regional transportation priorities.
- Integrate transportation and land use planning throughout system design and implementation.
- Coordinate projects with other entities within the region, including Rocky Mountain National Park, adjacent communities, TPRs, and states.
- Engage the public throughout the development of the RTP and its implementation.

We'll send out a follow-up survey to collect input for updating your Vision & Goals.

FOCUS AREAS



Focus Areas

Focus areas tell a story about what you want people to know about your TPR that's most important.

Your 2045 Focus Areas are:

- Federal Lands Access
- Tourism
- Road Conditions
- Freight and Rail
- Environmental Mitigation

Discussion Questions:

1. Are these still your TPR's focus areas?
2. Are there other focus areas that should be considered?
3. How would you prioritize the focus areas?



PUBLIC INVOLVEMENT



Upcoming Engagement

Strategic Highway Safety Plan (SHSP)

- Region 4 SHSP Stakeholder Workshop

Wednesday, September 11th

3:00 - 4:30 p.m.

Greeley Recreation Center

651 10th Avenue

Greeley, CO 80631

- For more information, contact shsp@state.co.us

Active Transportation Plan (ATP)

- Active Transportation survey is open through September 13, 2024

- For more information or to sign up for updates, visit

bit.ly/CDOTActiveTransportationPlan



ATP Survey



Optional Transit / Active Transportation Session (Fall)

- **Goal:** Focused discussion on transit & active transportation priorities and needs.
- **Attendees:** TPR members and special interest stakeholders (transit providers, bicycle advocacy groups, etc.)
- **Length:** 1.5 - 2 hours (may vary by TPR)
- **Scheduling and Facilitation Options:**
 - Extend TPR meeting #2
 - Schedule virtual meeting
 - Who needs to be included in this discussion?
 - Other thoughts?

Topics:

- Discuss **pressing issues/needs** in your area for transit and active transportation, with a focus on their connection to neighborhood centers and housing.
- **Transit:** Discuss integration of the services that CDOT provides with local/regional needs that may be served by other transit agencies, including both transit operations and capital needs, to maximize investments.
- **Active Transportation:** Discuss priorities for active transportation to connect with transit, neighborhood centers and housing.

NEXT STEPS



Questions and Discussion

Questions and Discussion from the Group?