

The Goal for Transportation:

We have an efficient transportation system and road network with safe and well-maintained roads and alternative modes of transportation.

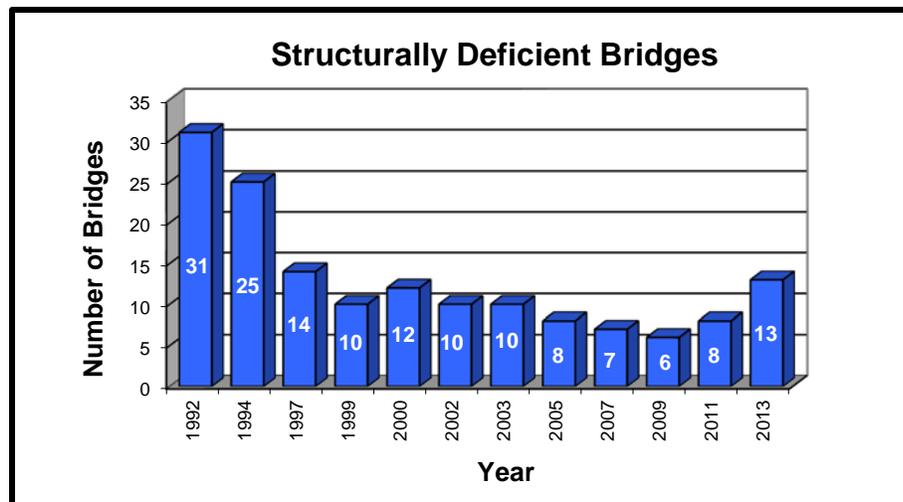
Strategic Objectives:

1. By the end of 2018, 100% of the publicly owned and maintained bridges, on mainline collector or arterial roads, in unincorporated Larimer County will be structurally sufficient.

OR

By the end of 2018, there will be no structurally deficient bridges on mainline collector or arterial roads, in unincorporated Larimer County.

There are about 200 bridges (structures with spans of 20 feet or more) on Larimer County's mainline road system. Bridges are inspected every two years. Based on the last inspection in 2013, thirteen (13) bridges were classified as "structurally deficient."



Nation-wide, approximately 11 percent of all bridges are structurally deficient, as opposed to the 6.5 percent for Larimer County. Colorado is among the best dozen states in the nation with respect to structurally deficient bridges, with only 6.6 percent of bridges carrying this designation based on the 2013 inspections. (You might think twice when crossing bridges in Pennsylvania and Oklahoma, however, where the percentage of structurally deficient bridges is closer to 25 percent.)

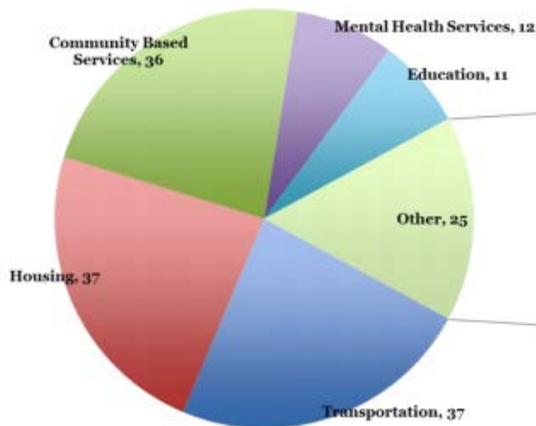
A bridge which has any one of three primary components (deck, superstructure, or substructure) rated "poor" or worse is classified as structurally deficient. Structurally deficient bridges require significant maintenance, rehabilitation or replacement to address these primary component deficiencies.



Road & Bridge and Engineering staff are currently reviewing and revising our short term (3-5 year) transportation capital improvements plan, or CIP. We will program the costs of addressing all of the structurally deficient bridges into that CIP. Based on existing transportation resources, this may bump some of the currently programmed projects out of the CIP. If so, it will also clearly identify for the County Commissioners the additional resources needed to restore the projects bumped by implementation of this strategic objective.

- By the end of 2016, an evaluation of the transportation needs and challenges for seniors living in unincorporated Larimer County will be completed. Existing and new options for addressing those needs and challenges will be identified, prioritized, and implemented.

In the past, we worked closely with Larimer County Human Services and with other entities in the North Front Range metropolitan planning organization (MPO) on transportation alternatives for mobility-limited citizens such as on-demand transit or fixed route transit. Efforts on this strategic objective will require close coordination and collaboration with the Larimer County Office on Aging (LCOA). The draft Four-



Year Planning & Service Area Aging Plan (PSAAP) for 2015 through 2019 prepared by the LCOA included the following state about transportation in the "Future Programs" section:

"Transportation Services. These services are vital for seniors and the key to accessing other services that assists seniors to remain in their own home. Lack of transportation is often cited as one of the main issues for seniors. Currently

LCOA funds five (5) transportation providers, each unique and important to the area they serve. It is anticipated that LCOA will continue to explore strategies and funding opportunities to meet the needs of rural residents. LCOA will continue to fund transportation services to support the independence of older adults and staff. In addition, LCOA staff will maintain their active role in community initiatives to address this essential service."

Clearly, there is a need to work closely with LCOA on this strategic objective, and we (Public Works) will be reaching out to them to discuss this newly-minted objective and the development of a collaborative team .

3. By the end of 2015, a prioritized list of transportation needs in the unincorporated area will be completed, and the gap between existing funding and the cost of those prioritized needs will be identified. By the end of 2016, options to close the gap in transportation funding will be identified.

Work is already underway on updating the short term CIP which will produce a prioritized list of transportation needs for the next 3 to 5 years. Additionally, Engineering staff will be updating the Transportation Master Plan later this year in-house. This Master Plan update looks at a 20-year horizon using the transportation model for the North Front Range MPO. Applying traffic volumes from this 20 year model to our existing road network will allow us to identify all of the roads where traffic will exceed road capacity. This same information will be used to update our transportation capital expansion fees, or CEFs. Revisiting and revising the transportation CEFs is a collaborative effort between the Engineering and Planning Departments. A consultant for this effort was selected just last week, and this team will begin work later this summer.

Some efforts are already beginning to look at a new approach to funding regional transportation needs—at least between the two major cities and the county. An earlier effort to create a regional transportation authority (RTA) using a sales tax was not supported by the City of Fort Collins. And before that, regional CEFs were embraced by Fort Collins but not by Loveland. The current trial balloon being floated past the cities is to consider designating a portion of the property tax which is shared between the County and the cities and towns for mutually beneficial regional transportation projects.

4. By the end of 2016 a Coalition in Larimer County will be established to promote the use of CNG. The Coalition, led by Larimer County, will create a countywide plan that will identify the CNG fueling sites and fleet conversions. By the end

of 2018 two (2) publicly accessible fueling sites will be operational in Larimer County and 100 vehicles will be converted to CNG.

Larimer County and the City of Fort Collins are working on opening a CNG fueling facility on the County Fleet site at Redwood and Vine. Ward Energy is going through the development review process with the City of Fort Collins. The fueling site is expected to be open by March 2016.

A CNG fueling site is also scheduled to open on the east side of Loveland, around the Fort Collins-Loveland Airport, in early 2016 and is currently going through the development review process with the City of Loveland. Engineering staff is meeting with stakeholders in June to discuss the potential for a fueling site in west Loveland. The application cycle for grant support will be this summer and Ward Energy has indicated their interest as the applicant.

The County will order their first two CNG vehicles this fall. This will coincide with the fueling station opening at the County Fleet site. The City of Fort Collins, City of Loveland, and Larimer County have all received federal grants, between 2016 and 2019, to purchase vehicles that include buses for the two cities.

A preliminary list of CNG Coalition members has been developed. This list will be vetted prior to outreach efforts. This Coalition will be the group involved in developing a countywide CNG plan.