



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: March 19, 2025

Re: Action – March 2025 TIP Amendment

Objective

To recommend Planning Council approval of the March 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The March 2025 TIP Amendment includes 4 additions and 3 revisions from various regional agencies:

- Revising the Greeley *US34 and 35th Ave Interchange* project by adding \$14,719,972 Federal RAISE grant in FY25.
- Revising the Greeley *US34 and 47th Ave Interchange* project by adding \$14,719,972 Federal RAISE grant in FY25.
- Adding the Greeley new project *10th Street Transit Vision* with \$432,043 State MMOF funding and \$145,000 Local funding in FY25, \$17,957 State MMOF funding and \$5,000 Local funding in FY26.
- Revising the Fort Collins *Foothills Transit Station & Roundabout* project by adding \$107,504 State MMOF funding in FY25 and \$210,165 State MMOF funding in FY26.
- Adding the Greeley new project *Greeley Active Modes Plan* with \$117,661 State MMOF funding, \$50,000 Local funding, and \$32,339 Local Overmatch funding in FY26.
- Adding the Loveland new project *US34 Transit Sidewalk Connectivity* with \$139,807 State MMOF funding in FY27 and \$1,247,490 State MMOF funding, \$462,766 Local funding, and \$500 Local Overmatch funding in Future Funding (FY28).
- Adding the Loveland new project *US34 Transit Sidewalk Connectivity* with \$139,807 State MMOF funding in FY27 and \$1,247,490 State MMOF funding, \$462,766 Local funding, and \$500 Local Overmatch funding in Future Funding (FY28).
- Adding the Weld County new project *Weld County On-demand Transit Program* with \$152,250 State MMOF funding and \$54,693 Local funding in FY26, \$201,930 State MMOF funding and \$54,693 Local funding in FY27, and \$213,581 State MMOF funding, \$54,693 Local funding, and \$63,500 Local Overmatch funding in Future Funding (FY28).

The 30-day Public Comment period for the March 2025 TIP Amendment began on March 13, 2025, and concludes on April 11, 2025.

Funding Types and Uses

The **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** is a federal discretionary grant program supports projects in urban and rural areas to complete critical freight and passenger transportation infrastructure projects.



Multimodal Transportation and Mitigation Options Fund (MMOF) is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.

Analysis

- **Advantages:** TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.
- Disadvantages: None

Recommendation

Staff supports adding the March 2025 TIP Amendment to the FY2024-2027 TIP.

Attachments

- March 2025 Policy Amendment Form

PREVIOUS ENTRY

Title: US34 and 35th Ave Interchange
Sponsor: Greeley
STIP ID: SR45218.209
TIP ID: 2025-006
Type: Interchange
Air Quality: Included in Conformity Analysis
Description: Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	-	\$0	\$0	\$0	\$0
State	SB1	\$29,892	\$0	29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$37,080,000	\$0	\$0	\$0	4,800,000	21,540,000	10,740,000	\$0	\$0
	Total	\$37,109,892	\$0	\$29,892	\$0	\$4,800,000	\$21,540,000	\$10,740,000	\$0	\$0

NEW ENTRY

Title: US34 and 35th Ave Interchange
Sponsor: Greeley
STIP ID: SR45218.209
TIP ID: 2025-006
Type: Interchange
Air Quality: Included in Conformity Analysis
Description: Construction of interchange at 35th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$14,719,972	\$0	\$0	\$0	14,719,972	\$0	\$0	\$0	\$10,800,000
State	SB1	\$29,892	\$0	29,892	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$37,080,000	\$0	\$0	\$0	4,800,000	21,540,000	10,740,000	\$0	\$0
	Total	\$51,829,864	\$0	\$29,892	\$0	\$19,519,972	\$21,540,000	\$10,740,000	\$0	\$10,800,000

Revision # Revision Description
 2025-A3 Adding \$14,719,972 to Federal RAISE for the FY25-26 RURAL award

PREVIOUS ENTRY

Title: US34 and 47th Ave Interchange
Sponsor: Greeley
STIP ID: SR45218.210
TIP ID: 2025-007
Type: Interchange
Air Quality: Included in Conformity Analysis
Description: Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,700,000
State	SB1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$33,080,000	\$0	\$0	\$0	4,300,000	19,240,000	9,540,000	\$0	\$0
	Total	\$33,080,000	\$0	\$0	\$0	\$4,300,000	\$19,240,000	\$9,540,000	\$0	\$9,700,000

NEW ENTRY

Title: US34 and 47th Ave Interchange
Sponsor: Greeley
STIP ID: SR45218.210
TIP ID: 2025-007
Type: Interchange
Air Quality: Included in Conformity Analysis
Description: Construction of interchange at 47th Ave and US 34.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$14,719,972	\$0	\$0	\$0	14,719,972	\$0	\$0	\$0	\$9,700,000
State	SB1	\$0	\$0	-	\$0	\$0	\$0	\$0	\$0	\$0
Local	L	\$33,080,000	\$0	\$0	\$0	4,300,000	19,240,000	9,540,000	\$0	\$0
	Total	\$47,799,972	\$0	\$0	\$0	\$19,019,972	\$19,240,000	\$9,540,000	\$0	\$9,700,000

Revision # Revision Description
 2025-A3 Adding \$14,719,972 to Federal RAISE for the FY25-26 RURAL award

NEW ENTRY

Title: 10th Street Transit Vision
Sponsor: Greeley
STIP ID:
TIP ID: 2025-014
Type: Multimodal Transportation Study
Air Quality: Excluded from conformity analysis
Description: Study, envision the long-range goals of, and plan next steps for the 10th Street Premium Transit Corridor.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$450,000	\$0	\$0	\$0	432,043	\$17,957	\$0	\$0	\$0
Local	L	\$150,000	\$0	\$0	\$0	145,000	5,000	\$0	\$0	\$0
	Total	\$600,000	\$0	\$0	\$0	\$577,043	\$22,957	\$0	\$0	\$0

Revision # Revision Description
 2025-A3 New Project

PREVIOUS ENTRY

Title: Foothills Transit Station & Roundabout
Sponsor: Fort Collins
STIP ID: SST7084.002
TIP ID: 2024-014
Type: Transit Capital
Air Quality: Excluded from conformity analysis
Description: Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$10,714,000	\$0	\$0	\$10,714,000	\$0	\$0	\$0	\$0	\$0
State	FASTER	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,693,000	\$0	\$0	\$1,693,000	\$0	\$0	\$0	\$0	\$0
	Total	\$12,807,000	\$0	\$0	\$12,807,000	\$0	\$0	\$0	\$0	\$0

NEW ENTRY

Title: Foothills Transit Station & Roundabout
Sponsor: Fort Collins
STIP ID: SST7084.002
TIP ID: 2024-014
Type: Transit Capital
Air Quality: Excluded from conformity analysis
Description: Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$10,714,000	\$0	\$0	\$10,714,000	\$0	\$0	\$0	\$0	\$0
State	MMOF	\$317,669	\$0	\$0	\$0	\$107,504	\$210,165	\$0	\$0	\$0
State	FASTER	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,693,000	\$0	\$0	\$1,693,000	\$0	\$0	\$0	\$0	\$0
	Total	\$13,124,669	\$0	\$0	\$12,807,000	\$107,504	\$210,165	\$0	\$0	\$0

Revision # Revision Description
 2025-A3 Adding MMOF awards \$107,507 in FY25 and \$210,165 in FY26

NEW ENTRY

Title: Greeley Active Modes Plan
Sponsor: Greeley
STIP ID:
TIP ID: 2026-007
Type: Multimodal Transportation Study
Air Quality: Excluded from conformity analysis
Description: Build off 2045 Transportation Master Plan and Greeley Safe Streets for All Vision Zero Planning efforts to develop Greeley's active modes network.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$117,661	\$0	\$0	\$0	\$0	\$117,661	\$0	\$0	\$0
Local	L	\$50,000	\$0	\$0	\$0	\$0	50,000	\$0	\$0	\$0
Local	LOM	\$32,339	\$0	\$0	\$0	\$0	\$32,339	\$0	\$0	\$0
	Total	\$167,661	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0

Revision # 2025-A3
Revision Description New Project

NEW ENTRY

Title: US34 Transit Sidewalk Connectivity
Sponsor: Loveland
STIP ID:
TIP ID: 2027-003
Type: Bicycle and pedestrian
Air Quality: Excluded from conformity analysis
Description: Provide safe bike and ped multi-use trail connectivity adjacent to US 34 to connect critical destinations.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$139,807	\$0	\$0	\$0	\$0	\$0	\$139,807	\$0	\$1,247,490
Local	L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,766
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
	Total	\$139,807	\$0	\$0	\$0	\$0	\$0	\$139,807	\$0	\$1,710,256

Revision # 2025-A3
Revision Description New Project

NEW ENTRY

Title: Weld County On-demand Transit Program
Sponsor: Weld County
STIP ID:
TIP ID: 2026-009
Type: Operating costs
Air Quality: Excluded from conformity analysis
Description: Allows residents of Weld County to schedule fare free transportation locally/regionally.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$354,180	\$0	\$0	\$0	\$0	\$152,250	\$201,930	\$0	\$213,481
Local	L	\$109,386	\$0	\$0	\$0	\$0	\$54,693	\$54,693	\$0	\$54,693
Local	LOM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,500
	Total	\$463,566	\$0	\$0	\$0	\$0	\$206,943	\$256,623	\$0	\$331,674

Revision # 2025-A3
Revision Description New Project



NFRMPO Fatal and Serious Injury Crash Dashboard

Technical Advisory Committee (TAC)
3/19/2025



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Acknowledgements



- Every data point in the dashboard reflects people impacted by a crash
- There are no acceptable number of fatalities or serious injuries on our roadway network
- The NFRMPO and its member communities have agreed to work towards eliminating fatalities and serious injuries through a Safety Vision: Towards Zero Deaths policy and by setting regional Safety Performance Measure Targets

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What's Included in the Dashboard?



- Fatal and serious injury crashes from 2019 – 2023 mapped for the NFRMPO region
- Filters
 - Community
 - County
 - Injury Type
 - Vulnerable Road User Type
 - Year
- Indicators (Number of each crash/injury type below)
 - Fatal and Serious Injury Crashes
 - Fatalities
 - Serious Injuries
 - Pedestrian Crashes
 - Bike or E-Bike Crashes
 - Motorcycle Crashes

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Link to the Draft Dashboard



Link to the draft version of the NFRMPO Fatal and Serious Injury Crash Dashboard:


<https://nfrmpo.maps.arcgis.com/apps/dashboards/79a2d24a92744e1e80977b887f5da68b>


Will be set to a 'public view' setting until 5PM MST on Friday, March 21st

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Splash Screen





DRAFT NFRMPO Fatal and Serious Injury Crash Dashboard

About the Dashboard

This dashboard displays all fatal and serious injury crashes in the North Front Range Metropolitan Planning Organization region from 2019 - 2023. The crash data used in the dashboard comes from the Colorado Department of Transportation.

On the map, fatal only crashes are displayed in red, serious injury only crashes are displayed in orange, and crashes that include a fatality and a serious injury are displayed in blue.

Dashboard Functionality

The dashboard enables the NFRMPO's local planning agencies and the public to view crash data with interactive filters that allow the user to select a specific year, injury type, vulnerable road user type, community, or county. As you zoom in/out on the map or filter the data, the numbers seen on the right side of the map and below the map will update as well. Each individual crash location can also be selected on the map for further crash details.

To view the map legend or toggle map layers on/off, click the arrow button at the top right of the map view. This creates a dropdown of additional buttons to select, including buttons for the legend and the layers.

To select crashes in a certain area, you can click the tool button at the top left of the map view. This creates a dropdown of additional buttons to select, including buttons that allow you to select a rectangular area, circular area, or use a lasso to select your own area.

Additional Information

If you have any questions about the contents of this dashboard or regional crash data, please reach out to Mykayla Marek at mmarek@nfrmpo.org.


Map last modified 3/18/2025, 10:11 AM

OK

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Full View



DRAFT NFRMPO Crash Data Dashboard

Fatal and Serious Injuries from 2019 - 2023

Injury Type
No category selected

Vulnerable Road User Type
No category selected

Year
No category selected

Community

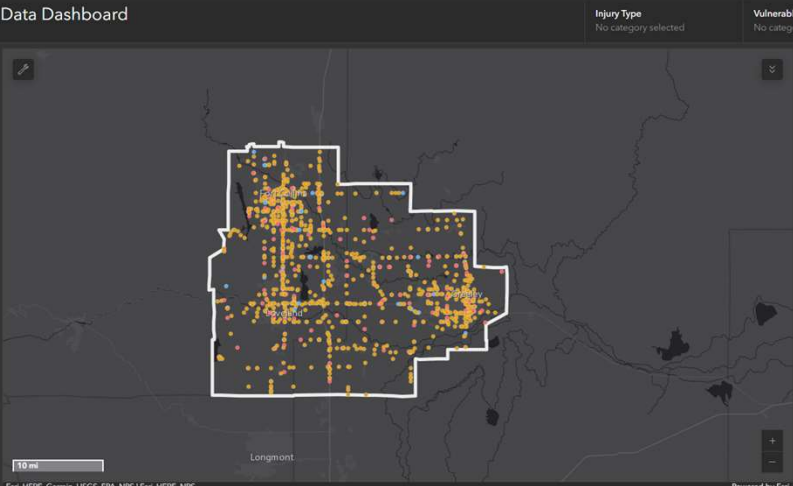
- Berthoud
- Eaton
- Evans
- Fort Collins
- Greeley
- Johnstown
- La Salle
- Loveland
- Milliken
- Severance

Reset Select all

County

- Larimer
- Weld


Reset Select all





10 mi Longmont


Esri, HERE, Garmin, USGS, EPA, NPS | Esri, HERE, NPS


Powered by Esri


 **1.2k**
Total Fatal & Serious Injury Crashes

 **189**
Total Fatalities

 **1.2k**
Total Serious Injuries

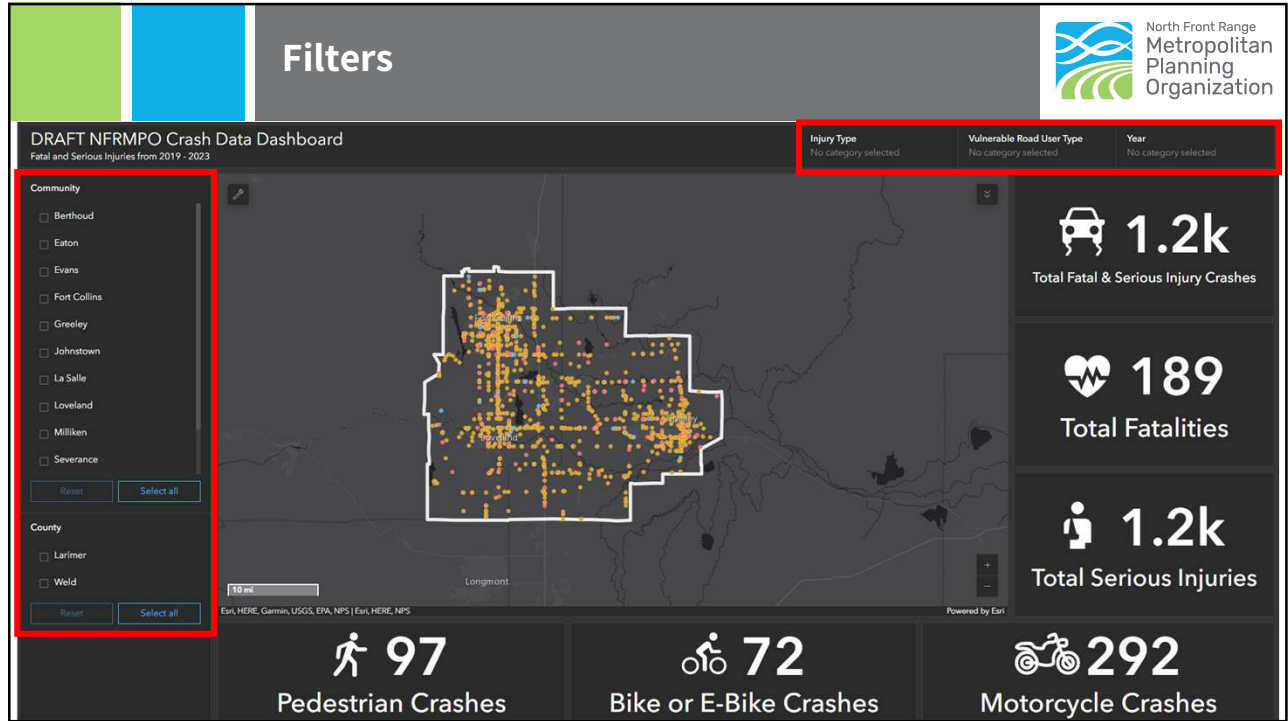
 **97**
Pedestrian Crashes

 **72**
Bike or E-Bike Crashes

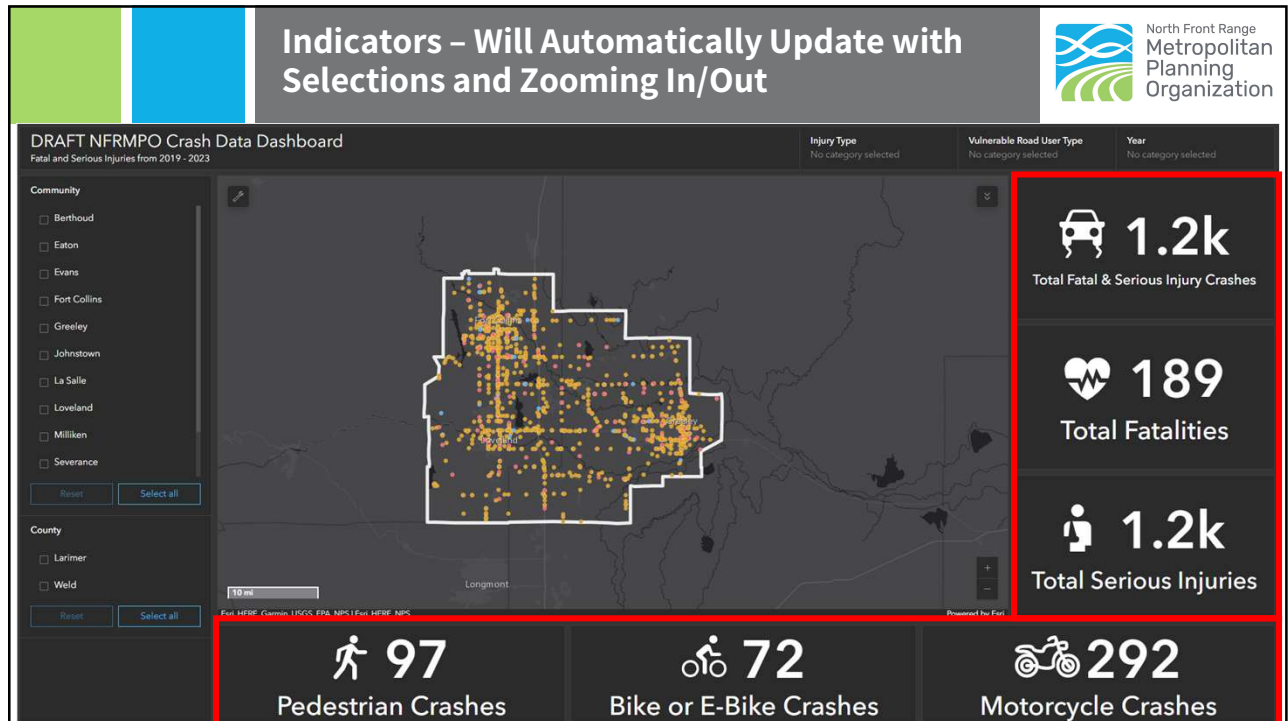
 **292**
Motorcycle Crashes

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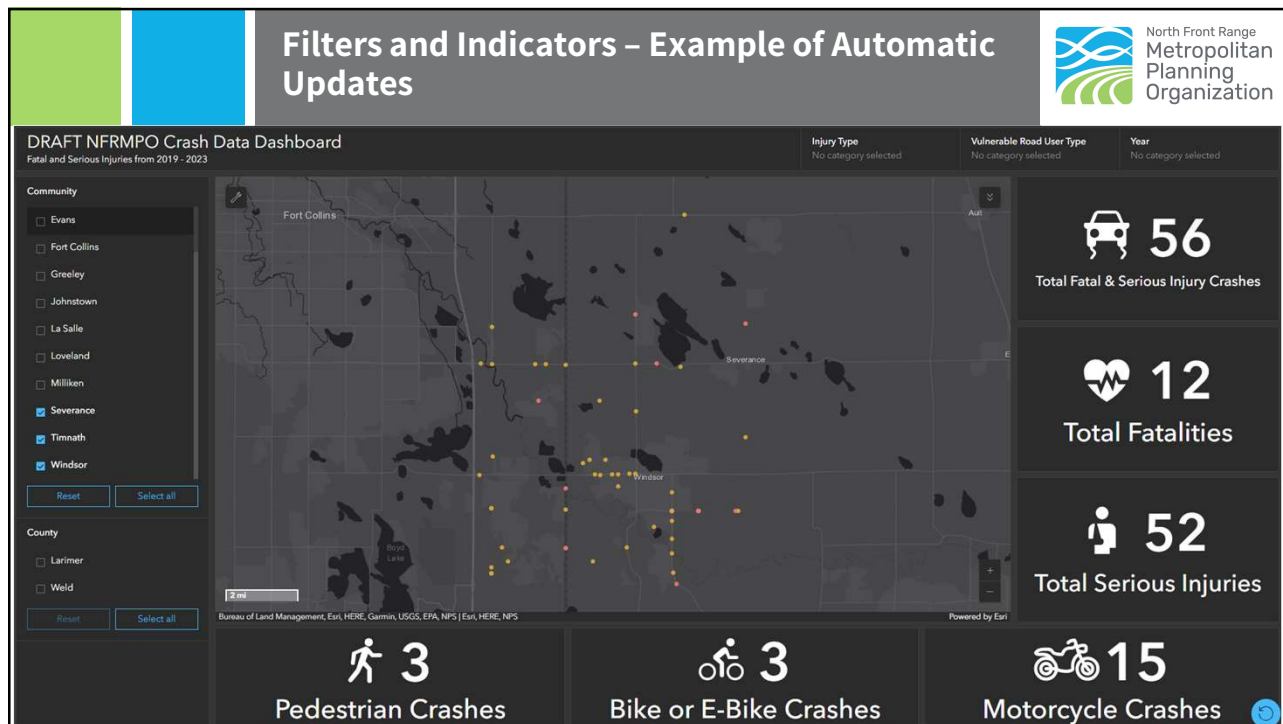
6



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Clicking on a Data Point

- Date
- Time
- Year
- City
- County
- Latitude
- Longitude
- System
- Roadway Location
- Roadway Contour
- Surface Conditions
- Weather Conditions
- Lighting Conditions
- Crash Type
- Most Harmful Event
- Factor
- Vehicle Type or Mode 1, 2, and 3
- Number of Fatalities
- Number of Serious Injuries
- Vulnerable Road User Type(s)
- Injury Types

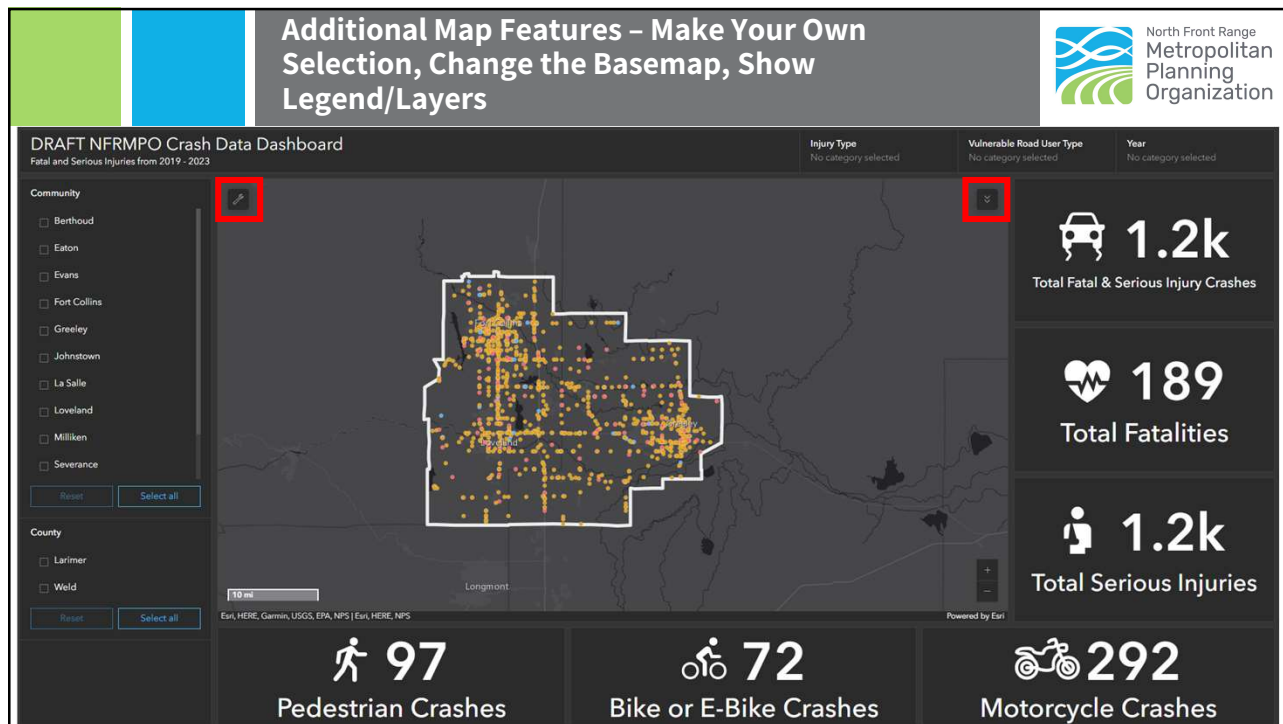
Serious Injury Only

Zoom to Pan

OBJECTID	1179
Date	7/30/2019, 6:00 PM
Time	2100
Year	2019
City	Greeley
County	Weld
Latitude	40.428586
Longitude	-104.701573
System	CITY STREET
Roadway Location	ON
Roadway Contour	STRAIGHT ON-LEVEL
Surface Conditions	DRY
Weather Conditions	NONE
Lighting Conditions	DAWN OR DUSK
Crash Type	BICYCLE
Most Harmful Event	BICYCLE
Factor	NO APPARENT CONTRIBUTING FACTOR
Vehicle Type or Mode 1	HIT & RUN - UNKNOWN
Vehicle Type or Mode 2	BICYCLE
Vehicle Type or Mode 3	
Number of Fatalities	0
Number of Serious Injuries	1
Vulnerable Road User Type(s)	Bike or E-Bike
Injury Types	Serious Injury Only

Please Note: This is a draft version of the dashboard, therefore some of the data might still need to be checked for accuracy or fixed. For example, many of the data points have a time automatically added to the 'Date' field which is not accurate.

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Dashboard Demonstration

North Front Range Metropolitan Planning Organization

<https://nfrmpo.maps.arcgis.com/apps/dashboards/79a2d24a92744e1e80977b887f5da68b>

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Desired Outcomes



- Make crash data more accessible to the public and partner agencies
- Have a crash dashboard that can be used/referenced when planning for regional projects and future calls for projects
- **Add in more recent crash data to more quickly understand if we are making progress on our regional safety targets**

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TAC Discussion Questions




1. Is there any information about the crashes that does not look accurate or needs to be fixed?
2. Are there any changes you would recommend making to the dashboard?
3. Would your community be able to share crash data directly with NFRMPO Staff so the dashboard can include more recent crash data and ensure the previous years of crash data is accurate?
4. What is the best meeting format to continue these conversations about the crash dashboard and sharing crash data with the NFRMPO?
5. Who needs to be involved in any future conversations?
6. Who is the best primary contact in your community to discuss individual crashes?

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Next Steps




North Front Range
Metropolitan
Planning
Organization

- **Friday, March 21st at 5PM MST – Close the dashboard for viewing**
- Late March/Early April – Make changes to the dashboard based on today’s discussion
- Ongoing – Continue editing data points to increase accuracy
- Ongoing – Schedule any additional meetings outside of TAC or time to come back to TAC for discussion
- TBD – Present the dashboard at a future Planning Council meeting

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Questions?



North Front Range
Metropolitan
Planning
Organization

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Transportation Planner I
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If you need any accommodations to access this document's content, please email staff@nfrmpo.org or call (970) 800-9560. You can expect a response within 3 business days.

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NFRMPO Priorities List

2025 Tier 1: Roadway

Corridor	Project Limits	Improvement Type	Community	Funding needed (2024 \$M)	Votes Received	Transportation Commission Criteria					
						Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
						Crash Data Safety Data LOSS	Delay Reliability V/C Ratio	Does this project support the Economy: Yes or No	Asset Management Benefits	Financial leverage, Innovation, and Partnerships	(Projects on Tier 1 are considered to be a Priority)
US34	LCR3 to Centerra Pkwy	Widen from 4 lanes to 6 lanes including addition of bike lanes and sidewalks and intersection improvements at LCR3 and LCR3E, roadway/railroad grade separation.	Loveland/Johnstown	\$50	1						X
	US34/US287	Intersection improvement including improved bicycle and pedestrian facilities	Loveland	\$10.6	4						X
	US34 and WCR 17	Interchange	Greeley/Windsor/Weld County/Johnstown	\$50	8						X
	US34 and 35th Avenue to US34 and 47th Avenue	Safety and operational improvements/New Interchanges	Greeley	\$22	2						X
	US34 Corridor within the NFRMPO boundary	US34 Corridor Planning	TBD	\$1	3						X
	Rocky Mountain to Centerra Parkway along US 34	Three grade separated interchanges. Rocky Mountain and US 34, I-25 and US 34 and US 34 and Centerra/Thompson Parkway. These projects will include multimodal improvements along with the interchanges.	Loveland/Johnstown	\$211	4						X
	US34 and 65 th Ave	SPUI or Interchange	Greeley	\$75.0	1						X
	US34 and 131st Street	Multimodal, safety, and operations improvements with intermodal mobility hub	Greeley	\$50.0	1						X
	US34 and 83 rd Ave	Interchange	Greeley	\$30.0	1						X
US287	Trilby to Harmony	Widen from 4 lanes to 6 lanes and active modes improvements	Fort Collins/Larimer County	\$23.0	1						X
	US287 (College Ave) and Drake Rd	Intersection and active modes improvements	Fort Collins	\$5.9	1						X
	SH287 and LCR17 (North Berthoud Parkway)	Intersection improvements	Berthoud	\$5.7	1						X
	US287 Bridge over Big Thompson River	Bridge Reconstruction	Loveland	\$55.0	3						X
SH392	WCR23 to WCR21	Widen from 2 lanes to 4 lanes	Weld County/Severance	\$7.0	3						X
	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	Weld County/Windsor	\$7.0	2						X
	I-25 to US287	Active modes improvements/low stress trail including RATC5, widen from 2 lanes to 4 lanes	Larimer County/ Windsor/ Fort Collins	\$27.0	4						X
	Highland Meadows Pkwy to Colorado Blvd.	Widen from 2 lanes to 4 lanes	Windsor/Larimer County	\$35.0	2						X
	SH392/Timberline Road	Intersection/Roundabout	Fort Collins	\$11.0	1						X
SH14	SH14 and WCR23	Intersection improvements	Weld County/Severance	\$2.0	2						X
I-25/SH14	Interchange	Interchange reconfiguration (Phase 1)	Fort Collins	\$52.20	9						X
I-25/ Harmony Road/WCR74	Interchange	Interchange Study	Timnath	\$1.00	N/A						X

10-Year Priority List of Projects Scoring Criteria

Criteria	Maximum Score
<p>Safety</p> <ul style="list-style-type: none"> • Known safety issue(s) • Level of Safety Service (LOSS) of 3 or 4 	25
<p>Mobility</p> <ul style="list-style-type: none"> • Congestion reduction, improved reliability, new or improved connections, elimination of gaps or continuity issues, new or improved multimodal facilities, improved efficiency. 	20
<p>Economic Vitality</p> <ul style="list-style-type: none"> • The extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job or other significant activity centers. 	10
<p>Asset Management</p> <ul style="list-style-type: none"> • Asset life • Improving Low Drivability Life pavement • Structures rated poor 	10

<p>Strategic Nature</p> <ul style="list-style-type: none"> • Strategic Nature of the project, regional or statewide significant, leverages innovative financing and partnerships, and balances short term needs vs. long term trends. 	15
<p>Regional Priority</p> <ul style="list-style-type: none"> • Projects on the six Planning Council approved corridors: I-25, US34, US85, US287, SH14, and/or SH392 	10
<p>Project Readiness</p> <ul style="list-style-type: none"> • Local funding availability/commitment • Funding package readiness • Environmental studies items identified and can be mitigated? • ROW required/acquired? 	10
TOTAL	100

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, March 12, 2025

Regional Active Transportation Corridor (RATC) 7

Fodge and Weibe gave an update on RATC 7 between Timnath and Wellington. RATC 7 is part of the Front Range Trail which is a statewide trail that will go from the New Mexico to Wyoming border. Weibe noted the Front Range Trail's planned alignment follows portions of Boxelder Creek near CSU's Agricultural Research, Development, and Education Center south of the Town of Wellington. Fodge noted the proposed alignment goes through CSU and City of Thornton owned land, and both entities have shown willingness to provide trail easements. Cody Byrd, Town of Wellington, expressed the Town of Wellington's support of this corridor and the Town's commitment to work with regional partners to continue to develop the regional trail network. The group discussed the proposed alignment and asked questions regarding the trail's proposed crossing of I-25 near the I-25/SH14 interchange.

NoCo Bike & Ped Meeting Format

Rouser noted the group discussed the possibility of changing the NoCo Bike & Ped format due to a decline in in-person attendance. Geary noted it is difficult to justify the extra 30-45 minutes to travel to Windsor for the in-person meeting, and it would be easier to justify if the group met in-person less frequently. The group discussed concerns with not meeting in-person monthly and expressed the benefits of in-person meetings, including the benefits of side discussions. Rouser suggested the group could have one in-person meeting quarterly. That in-person meeting would have some interactive activity, and the other two meetings each quarter will be virtual. Rouser will schedule a meeting with the Leadership Team to brainstorm in-person meeting ideas and will discuss these ideas at the April NoCo Bike & Ped meeting.

Federal Funding Discussion

Rouser noted the NFRMPO's funding was not directly impacted by the temporary federal funding freeze, and the NFRMPO has yet to have any funding challenges. Rouser stated NFRMPO staff are waiting on additional guidance on how to proceed with conflicting federal and state equity requirements. The group discussed impacts on local federally funded projects. There were no major funding impacts with the exception of projects where the funds were allocated, but the contract has not been signed. Rouser noted there will likely be additional guidance from USDOT on those projects.

Safe Routes to School Subcommittee Update

Rouser noted the Safe Routes to School Subcommittee's focus is outreach to local community staff, school districts, and the public. The goal is to educate these groups on the benefits of Safe Routes to School and help provide them with resources. Rouser showcased the Safe Routes to School Resources webpage. Rouser noted the City of Greeley has recently kicked off a Safe Routes to School program, and the Town of Timnath is working with the City of Fort Collins and Bike Fort Collins to bring Safe Routes to School programming to Timnath.

Increasing Transportation Options Fact Sheet

Increase Transportation Mode Choice Reduce Emissions: [SB25-030](#)

Sponsors: Sen. Winter, Sen. Hinrichsen & Rep. Froelich

This bill supports increasing transportation options like public transit, biking and walking, which will reduce climate pollution, save Coloradans money, improve public health and foster safer and more walkable and bikeable communities. This will make it easier for people to get to work, school and services while reducing traffic, air pollution and improving quality of life.

Problem:

Colorado's transportation planning has historically prioritized car travel over more affordable, efficient, and sustainable transportation options such as transit, biking, and walking. This approach has resulted in poorly maintained sidewalks, limited and unprotected bike lanes, missing first and last-mile connections to transit, and high-traffic roads that threaten the safety of non-motorized travelers. As a result:

- Transportation is the leading source of climate pollution in Colorado, and the state is off track to meet its goal of cutting greenhouse gas emissions by 50% by 2030.
- For over a decade, the Front Range has failed to meet federal clean air standards.
- Transportation is the 2nd highest household expense, primarily driven by the high cost of driving and limited access to more affordable options like transit, biking, and walking.
- Long driving distances and inequitable access to jobs and opportunities for the roughly one-third of people who don't drive due to age, income or disability.
- Disproportionate impact on low-income communities and communities of color who bear the heaviest burden of pollution and unsafe transportation conditions.

Solution: Why lawmakers must vote YES on SB25-030

Colorado needs statewide policies that expand climate-friendly transportation, cut pollution, save money, and improve public health. Recent polling shows that **89% of Coloradans** – especially Millennials and Gen Z – believe their quality of life would improve in more walkable communities with better transit, biking, and walking options.

SB25-30 will:

- **Identify critical gaps:** create statewide and regional inventories of missing transit, bicycle, and pedestrian infrastructure.
- **Explore funding solutions:** assess existing and potential funding sources for transit, biking, and pedestrian projects.
- **Promote regional coordination:** strengthen collaboration between state, regional, and local governments for effective transportation planning.
- **Prioritize safety and connectivity:** focus on projects that enhance public safety, reduce congestion, and improve access to transit, biking, and walking.

Key Requirements:

For Metropolitan Planning Organizations and CDOT:

- **By July 1, 2026:**
 - Create a “Transit and Active Transportation Project Inventory” to identify and address gaps in transit, bicycle, and pedestrian infrastructure.
 - Inventories will include cost estimates where available and be used to inform planning and project selection.
- **By October 31, 2026:**
 - Provide a report on the “Transit and Active Transportation Project Inventory” to the Transportation Legislative Review Committee (TLRC).

For Local Governments in MPOs with populations over 5,000:

1. **By December 31, 2025:**
 - Submit planned transit, bicycle, and pedestrian projects in their current plans to their MPO for regional coordination.
2. **Encouraged actions for December 31, 2025:**
 - Identify unfinished transit, bicycle, and pedestrian projects.
 - Prioritize projects in Disproportionately Impacted Communities (DICs) that reduce pollution and improve safety for vulnerable road users (pedestrians/bicyclists).
 - Establish transit, walking and biking targets in collaboration with CDOT, MPOs, and transit agencies.
 - Submit additional local Transportation Demand Management strategies to their MPO.

Coloradans deserve access to reliable, affordable and clean transportation options!

Supporters:

