

Dedicated to protecting and improving the health and environment of the people of Colorado

May 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, June 5, 2025

[Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- Guzman Energy Clean Energy Plan public meeting: The division released the draft report for public review and feedback on the Clean Energy Plan for Guzman Energy. The division will accept public comments through June 18, 2025. Comments can be sent to cdphe.commentsapcd@state.co.us with subject line "CEP verification comments". [Learn more on the climate change web page](#). Join an upcoming public meeting to learn about the Guzman Energy Clean Energy Plan verification report. The division will provide an overview of the draft verification report and the emissions reductions projected through 2030 for customers of Guzman Energy. [Register to join the Wednesday June 11 from 11 a.m. to 12 p.m.](#)

Air Quality Control Commission (Commission) Updates:

May 15, 2025 Commission Meeting

- **Energy & Carbon Management Commission (ECMC):** The Commission heard a briefing from Tessa Sorensen, Colorado Department of Public Health & Environment Energy Liaison, regarding recent rulemakings of the ECMC and intersections with the commission.
- **Regulation Number 27:** The Division briefed the Commission on current greenhouse gas emission trends and extending the timeframe to request a hearing to establish a state-managed industrial decarbonization fund to address greenhouse gas emissions from the manufacturing sector. This follows the Commission's request that the Division review and evaluate the ability of the rule adopted in 2023 to assure sufficient compliance by and compliance pathways for the affected sources.
- **AQCC Procedural Rules Guidebook:** The Commission discussed and approved their rulemaking guidance documents, which serve as a guide to help people learn about the commission's rulemaking process. These rules were updated in November 2024 to improve the rulemaking process. The Procedural Rules Guidebook is being updated to reflect these changes before the new rulemaking process goes into effect in August 2025.
- **Regulation Number 28:** The Commission set a hearing in September 2025 to consider revisions to Regulation Number 28 which covers Building Benchmarking and Performance Standards. The proposed revisions aim to address technical corrections to the rule, specifically related to agricultural buildings, utility subscription services, and the annual fee deadline.
- **Regulation Number 3 and Regulation Number 30:** The Commission set a hearing to consider revisions to Regulation Number 30 in September 2025 to address the health based standards for the adopted priority air toxic contaminants, in response to House Bill 22-1244. The Commission also approved a non-substantive, restructuring revision to relocate the toxic air contaminant reporting requirements in Regulation Number 3 to Regulation Number 30.

June 26-27, 2025 Commission Annual Planning Retreat - Salida

- **Programmatic Issues:** The commission will discuss the Division's structure and program-by-program activities. The commission will discuss the progress made in achieving goals, milestones, and other relevant air quality policy matters. The commission will identify and discuss items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
- **Legislative Session:** Commission staff will provide an overview of the 2025 legislative session and implications for the Commission.
- **Election of Officers:** The Commission will elect Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year. The Commission Administrator will facilitate the nomination and election process.



Northern Colorado Mobility Committee — MINUTES
Month 27, 2025
1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Aaron Hull, NFRMPO
- Lisa Deaton, NFRMPO
- Tanya Trujillo-Martinez, NFRMPO
- Jacque Penfold, Community Member
- Kristi Swasko, RAFT
- Celest Ewert, Envision
- Jaclynn Streeter, GoNoCo34 TMO
- Ty Lamm, United Way Weld County
- Nichole Seward, Weld AAA
- Robin Blakely, 60+ Ride
- Ari Edgely, Foothills Gateway
- Steve Teets, WAND
- Ernest Cienfuegos-Baca, United Way Weld County
- Katlyn Kelly, Transfort
- Megan Kalizcak, zTrip
- Steve Teets, WAND
- Margie Martinez, Community Member
- Robyn Upton, WAND

Virtual:

- Heidi Pruess, Larimer County
- Kimberly Aguilar-Pauli, Larimer County ARC
- Steve Conaway, RAFT

Activity

Group Introductions and speed networking.

Both virtual and in-person attendees introduced themselves and their organizations. The in-person group did a speed networking exercise to get to know each other and learn more about each other's respective organizations and services.



CASTA Recap

Hull discussed the CASTA conference that RideNoCo attended earlier this month. He explained the purpose of the conference is to gather transportation providers in the state for training, networking, and learning from each other. RideNoCo presented during one of the sessions and discussed the Ride Alliance Project. He talked about how there are several counties and MPO's that are interested in creating similar versions of the RideNoCo one-call / one-click center model in their region. He mentioned that CASTA is creating a database and map of the coordinating councils on their website, which the NFRMPO is listed in. Hull talked about a firm in Washington that is developing a Volunteer Driver Handbook to help guide the future of volunteer driver programs. He also discussed the marketing session that RideNoCo attended and highlighted some of the things learned in the training about social media, AI, and photography.

RideNoCo Updates

Deaton shared the RideNoCo call center and website numbers to date. She compared numbers from 2024 YTD and there has been a significant jump in the website visits so far in 2025. Kelly asked if we could track how many callers get the rides they need. Deaton said that information is not tracked. Once the referral is given to the callers, we can only assume that they were able to get a ride; otherwise, they would call back. There have only been a few callbacks from people who were not able to find rides. Deaton shared the caller demographics, pointing out that most of the calls come from Larimer County, Fort Collins, people needing medical rides, and people over 60 years old.

Hull discussed upcoming events that RideNoCo and the NFRMPO will be at this year and ones that have been attended already. Teets mentioned that we should bring printed surveys to our events. Hull said that most printed surveys do not get filled out, Cienfuegos-Baca said that it would depend on the event if people wanted to fill out a survey. Kelly asked if when people call if they say how they heard about RideNoCo. Deaton said that in most cases people say that they were referred to us from other agencies that were not able to assist. Hull said that it would be a great item to add to the call center data collection sheet.

Hull discussed the expansion of My Way to Go and the Schoolpool platform into the North Front Range, adding additional agencies to the TDS platform, and the continuous effort to identify and address regional transportation gaps in Larimer and Weld Counties. Teets asked for more information about MyWaytoGo. Hull went into further details about the MyWaytoGo platform and how it helps incentivize different modes of transportation. The Schoolpool program is a carpooling platform for the parents of school-aged children to help with carpooling to school and other activities.



Presentation: NFRMPO Title IV Plan Presentation

Karasko introduced the Title IV Plan and showed a map of the MPO's boundaries. She highlighted that there are thirteen communities and two portions of counties within the boundaries. She explained that the MPO is funded through federal, state, and local government sources, and that is why it is required to have the Title IV plan. She discussed the NFRMPO responsibilities and what the planning team does; transportation planning, air quality planning, regional collaboration, mobility coordination and VanGo Vanpooling service. She introduced all the plans that the MPO works on. She explained what the Title IV plan is and that it was enacted as a part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Everything the MPO does falls under Title IV. Krasko shared that there are three program areas under the plan that include Transportation Planning, Mobility and VanGo and six appendices.

2025 Coordinated Plan

Hull gave an overview of the NFRMPO and the RideNoCo mobility program. He then went into a deeper explanation of the 2025 Coordinated Plan's background, demographics, and transit availability. He shared the gaps in service, example strategies, and the public survey. Hull offered some questions for discussion to the group.

Teets said that we should reach out to disability groups in Greeley, such as Connections to independent living, Frontier House, and Envision, as well as other groups in Loveland or Fort Collins.

Kaliczak said that she is thinking about temporarily disabled people, and that we should get in contact with the front desk staff at surgery centers to help them educate patients about ride options ahead of time of a surgery or those who may not be able to drive for several months after a surgery. In most cases, those people would qualify for temporarily disabled paratransit services.

Kelly suggested participating in resource fairs that are focused on medical facilities. Blakley said that they have a study they are doing this summer that will focus on what doctors and doctor's offices need to know about transportation. She asked for suggestions from people who should take the survey or be a part of the interview process. Blakley also mentioned that she has articles of what doctor's offices need to know about transportation if anyone is interested. Kaliczak said that it is great if the medical staff knows about the resources, but it is most important that the



front office staff know and they can share that information at checkout, it is like helping them schedule an appointment. Hull mentioned that RideNoCo presented to a group of medical professionals at UCHHealth and left rack cards with them to distribute to clinics. Penfold brought up that there is a constant rollover in staff but social service staff is more stable and most of the time extremely helpful. Aguliar-Pauli asked if hospitals are required to ask if patients have transportation needs. Cienfuegos-Baca said that they just have to provide resources. Trujillo-Martinez said that it would be beneficial for the case managers at the hospitals to be informed of the options because anytime someone is admitted, they ask those questions and do an assessment, but then what? Patients need transportation but they have no resources to offer them. Seward said that they used to give boxes of their help resources to the hospital social workers but they cannot financially do that anymore. She said that they were including this information in the discharge paperwork. She suggested reaching out to the hospital social workers to offer information that they can put into people's discharge paperwork. Kaliczak brought up the differences in procedure discharges and that sometimes people need to be signed out and other times people need to be with the person for 24 hours. Kaliczak brought up people who may not need transportation right now, but may need it in the future and asked how do we get them signed up for future procedures? She also asked if we could follow up on those calls to see if people got the help they needed.

Potential Mobility Project Ideas

Hull presented some ideas for mobility projects and asked the group for feedback. He shared the volunteer pool program idea, RideNoCo optimizations, medical chaperone program, travel training, emergency fund idea, and a earn-a-bike workshops for adaptive bikes. He then asked Deaton to talk about how we are beginning to work on updating the RideNoCo website and the rider's guide. Deaton briefly discussed what she is working on and asked the group for input and she will send out a draft to get more suggestions. Cienfuegos-Baca pointed out that there are a lot of project ideas on the list and asked if RideNoCo wants input on all items or to focus on one or two. Ewert suggested that we partner with organizations that post needs for volunteers on their websites for carpooling. Martinez stressed that this type of thing would need driver background checks to avoid predators. The group discussed the logistics and legality of volunteer pools. Hull then went into further discussion about schoolpool and its history. Kaliczak talked about how our goal is to educate people how to use transportation in different ways and the best way to do that is to educate people when they are young. Hull said that it was suggested by CSU to reach out to K-12 schools to do travel training as well as first-year students coming into CSU. Teets recommended that RideNoCo do travel training for business for their employees. Hull explained that the MyWayToGo platform allows employers to create programs and incentives for employees to use alternative modes of transportation. He expanded how RideNoCo is thinking about hosting webinars for travel training. Lamm asked about the emergency fund and how that would work.



Mobility Case Studies

Out of time

Wrap-Up + Member Round Table

Kelly said that Transfort can be contracted to do advertisements on the buses again. She gave a shout out to Ari at Foothills Gateway who helped her get transportation set up for someone who needed to get to their summer internship. She also talked about Transfort's Public Survey and Optimization study.

Ewert announced the 5K in my Shoes at Envision and vendor fair at the event. They are still accepting applications for a booth.

Hull announced that GET is working on their Transportation Plan and updates for this year and their first BRT along HWY 34.

Kaliczak announced that GET is fare free June 1-August 31st including paratransit. COLT will be fare free for the month of August including paratransit. And Transfort is always free.

Lamm shared his appreciation to everyone who helped get a cancer patient help with finding transportation to their treatments.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC): June 24, 2025
- b. Larimer County Mobility Committee (LCMC): July 22, 2025
- c. Northern Colorado Mobility Committee (NCMC): August 26, 2025

COLORADO DEPT. OF TRANSPORTATION

Region 4

North Front Range Council



COLORADO

Department of Transportation

10-Year Plan Update

June 5, 2025



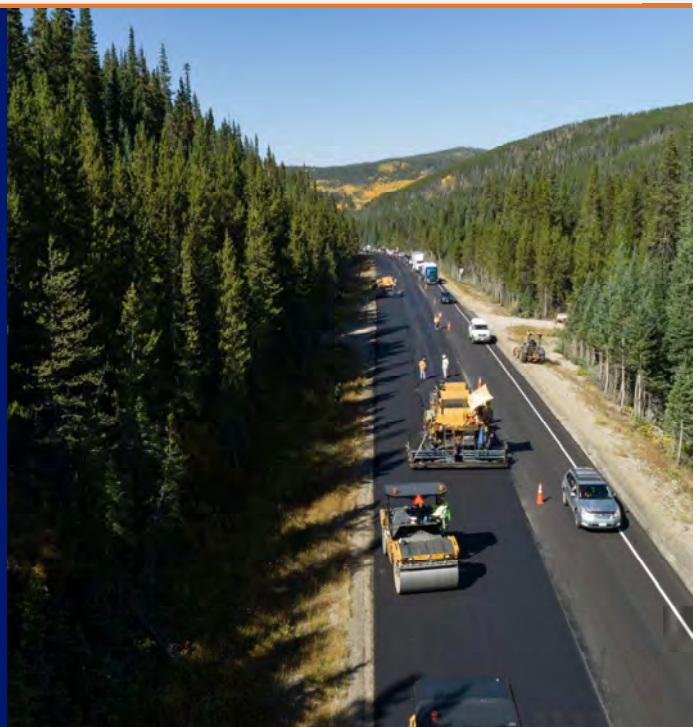
10YP Vision

Vision

Over the next decade, we will make strategic, high-quality investments to improve safety, fix our roads, and sustainably increase transportation choice.

Desired Outcomes:

- ✓ Fix Our Roads
- ✓ Make Transportation Safer
- ✓ More Transportation Choice
- ✓ Quality over Quantity
- ✓ Accountable and Transparent





Goal Achievement through the 10YP

Achieve goals through a strategic pipeline of projects and prioritize projects that meet policy outcomes.



Advancing Transportation Safety

- Targeted, safety-focused investments
- Address LOSS III/IV locations, meaning locations with high or moderate potential for crash reduction

Identify co-benefits - best project(s) that achieves multiple goal areas.



Fix Our Roads

- Address poor assets and those expected to become poor over the next decade on the State Highway System
- “Worst-First” approach
- Support preventative maintenance

Crosswalk regional goals into PD-14 to find alignment when possible.



Sustainably Increase Transportation Choice

- Alternatives to Single Occupancy Vehicle (SOV) travel
- Addresses transit system gaps
- Projects that improve air quality, reduce vehicle miles traveled (VMT) and support neighborhood centers

Ensure disproportionately impacted communities realize economic benefits from projects, consistent with TC Guiding Principles.

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Funding for the 10YP (Strategic Funding ONLY)

- Current planning funding estimates for delivery of 10-Year Plan projects is **\$225M (Statewide)**, for first four years of the new plan.
- Strategic funding sources for the 10-Year Plan include:
 - General Fund Transfers
 - Highway Users Tax Fund (HUTF) funding
 - Incremental formula funding from the Infrastructure Investment and Jobs Act (IIJA)
 - Incremental National Highway Performance Program (NHPP) funding
 - Bridge Formula Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) funding
 - A portion of National Highway Freight Program (NHFP) funding

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Other Funding **NOT** Part of the Strategic Funds

The 10-Year Plan is not CDOT's entire portfolio of projects.

Funds not allocated in the 10-Year Plan, but can be used to make projects whole or be stand alone projects, include but are **not** limited to:

- Surface Treatment
- All other asset funding (Bridge, Walls, Culvert, etc)
- FASTER, HSIP, Hot Spot
- RPP
- Bridge & Tunnel Enterprise (BTE)
- Colorado Transportation Investment Office (CTIO)
- Clean Transit Enterprise (Formula - \$38M FY26/\$80M FY27, Plus \$17+ in grants)
- Federal Discretionary Grants
- State Discretionary Grants (CTE, NAAPME, FASTER Transit)

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10YP Regional Distribution Targets

- Part of program distribution for the 2045 Planning Process
- TC Resolution 19-02-11
- Based on historic and current planning formulas for equitable statewide funding distribution.
- Other programmatic distributions were previously based on requirements within SB17-267.

10-Year Plan Distribution Targets:

- Region 1 - 34.23%
- Region 2 - 18.97%
- Region 3 - 15.07%
- **Region 4 - 23.87%**
- Region 5 - 7.86%

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Region 4's Distribution Target

Current 10-Year Plan FY 2019-2027



	Original Planning Totals	Actual Fiscal Constraint
Statewide	\$5.84B	\$4.48B
Region 4	\$1.36B	\$1.09B

CDOT Region	Distribution Target	FY 19 - FY 22	FY 23 - FY 26	FY 27 - FY 30	Out-Years FY 31 - FY 36	TOTAL PLAN
Statewide	100%	\$2,613,203,012	\$1,407,319,500	\$900,000,000	\$1,350,000,000	\$6,276,522,512
Region 4	23.87%	\$642,132,163	\$337,809,500	\$209,000,000	\$314,000,000	\$1,502,941,663

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Region 4 RPP Formula (*Updated 2025*)

R4 RPP Formula

40% Lane Miles / 25% VMT / 20% Pop / 15% TVMT

TPR/MPO	RPP %	% Lane Mile	% VMT	% Pop	% TVMT
DRCOG	20.13%	10.58%	27.06%	35.45%	13.64%
ETPR	34.09%	51.99%	21.01%	7.51%	43.59%
NFR	23.58%	10.90%	28.88%	47.56%	16.61%
UFR	22.20%	26.53%	23.05%	9.48%	26.26%
TOTAL	100%	100%	100%	100%	100%

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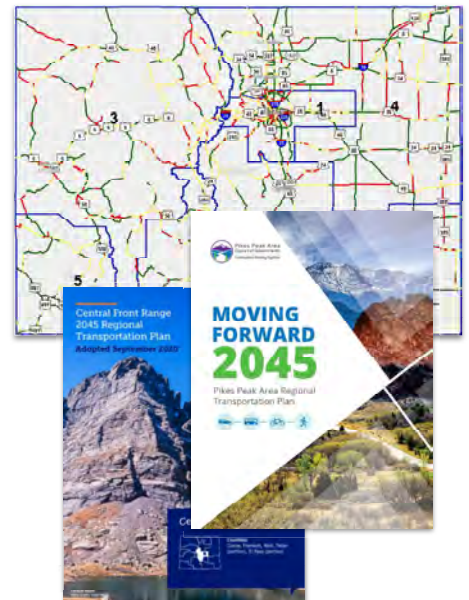
R4 TPR/MPO Draft Allocations R4 RPP Formula

TPR/MPO	% RPP	FY 27- FY 30 Planning Totals	FY 31- FY 36 Planning Totals
DRCOG	20.13%	\$42,071,700	\$63,208,200
ETPR	34.09%	\$71,248,100	\$107,042,600
NFR	23.58%	\$49,282,200	\$74,041,200
UFR	22.20%	\$46,398,000	\$69,708,000
		\$209,000,000	\$314,000,000



Adding New Projects to the 10YP

- New Projects for consideration will come the following sources:
 - “Worst-First” Asset Treatment List
 - Rural TPR Prioritized Projects List
 - MPO Regional Transportation Plans
 - Transit Gaps identified in TCS
- Identify co-benefits and alignments - determine the best projects that achieve multiple PD-14 goals between assets in the worst conditions and needs identified by local partners.
- Selection of projects, including specific elements, defining project elements completed by each region with appropriate cost estimates to deliver.
- Add GHG Mitigation Measures to projects to help increase multimodal options and achieve Planning Standard reduction levels.
- Category for statewide significant projects (not included as part of the regional distribution strategic funding)
- Approval of final regional lists by 10YP EOC.





Next Steps & Questions

- Commissioner Telephone Town Halls and Survey: **April - June 2025**
 - District 5 (Larimer, Morgan, Weld): **May 6, 2025**
 - District 11 (Eastern): **May 29, 2025**
 - North Denver (Boulder): **May 21, 2025**
- Discussions with MPOs, TPRs, and Local Partners on Plan Development: **April - June 2025**
- Region 4 Chair TPR Follow up meeting: **May 30, 2025**
- **Region's Draft 10YP Project Lists Due to HQ: July 11, 2025**
- Statewide Plan Public Comment Period: **Summer 2025**
- 2050 Statewide Plan Adoption: **August 2025**
- 10YP Public Comment Period: **Fall 2025**
- 10YP Project Lists Finalized: **September 2025**
- GHG Transportation Report: **November 2025**
- Adoption of Next 10YP: **December 2025**

DRAFT - SUBJECT TO CHANGE

North Front Range MPO 10-Year Plan Update FY 27+

Status	County	Project Name	Types	Estimated Project Cost	FY 27+ Current	DRAFT FY 27-30	RECOMMENDED FY 27-30	DRAFT FY 31-36	RECOMMENDED FY 31-36	Project Scope/Need	MP Begin	MP End
Planning	TBD	I-25 Bustang Fleet Expansion	Transit	\$2,500,000	\$1,250,000					Moving to DTR's 10-Year Plan.		
Construction	Weld	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66) Mead to Berthoud	Interstates, Safety, Intersection/Operational, Freight, Roadway Capacity, Structures		\$61,950,000					Project has been funded and does not need FY 27+ funding.	242.50	250.00
Design	Larimer	I-25 and CO 14 Interchange and Multimodal Safety Improvements	Interstates, Safety, Structures, Intersection/Operational, Active Transportation, Freight, Roadway Capacity, Transit, Urban Highway	\$73,000,000	\$27,000,000	\$11,000,000	\$11,000,000	\$25,000,000	\$20,000,000	Also known as the Mulberry Interchange, this project is a priority for NFR MPO. Interchange does function today, but has ped safety issues. Since January 2023, there have been 11 bike/ped recorded strikes. In addition to bike/ped movements, the frontage road in the NW corner of the project is closed 2-5 times per year due to an undersized drainage system. This has been estimated to be \$1.5M in user costs per closure and another approximate \$1M in infrastructure costs for the 100-yr event. Lastly, the structures over I-25 have been deteriorating and at least 1 of the 2 structures will be reevaluted Fall of 2025 and expected to go on CDOT's critical list. LOSS 4 Intersection @ SE Frontage Road & CO 14.	269,000,138.700	271,000,139.250
Design	Weld	US 85 and US 34 Interchange Improvements; Operational and System Preservation	Safety, Intersection/Operational, Structures, Freight, Urban Highway	\$200,000,000	\$19,100,000	\$10,000,000	\$10,000,000			Also known as "Spaghetti Junction", these structures are structurally deficient and in need to rehab. Anticipated rehab costs for the five bridges is around \$9.8M. This project includes several phases. The initial phase was funded in the 10-Year Plan Years FY19-26 and involved safety improvements such as signing and striping. This funding would allow us to rehab the structures. LOSS 4 Segment EB 34	112,000,265.000,265.849,0.000	114,000,265.762,267.000,1.000
	Larimer	US 34 Railroad Elimination from Centerra to LCR 13: MP 97 to MP 99	Safety, Intersection/Operational	\$150,000,000		\$15,000,000	\$12,000,000	\$25,000,000	\$20,000,000	This project provides for grade seperation between US 34 at 2 at-grade railroad crossings. Given the high volume of traffic on US 34 at these locations, when a train passes, the resulting queues are very long and result in delays and accidents. This is named 'LCR 3 to Centerra' in the NFR RTP, and it is listed as widening; however, PUC not allow widening so it has to be a grade separation.	97.00	99.00
	Larimer/Weld	US 34 Transit Signal Priority (TSP) and Queue Jumps: Greeley to Loveland	Transit	\$15,000,000		\$8,000,000	\$3,000,000	\$7,000,000	\$7,000,000	This project would address signal and/or infrastructure needs at intersections to provide trip reliability for the premium transit service connecting Greeley to Loveland through the Centerra Mobility Hub. Project is in the NFR Tier 1 List for Transit.		
	Weld	US 34/WCR 17 Operational, Safety and Multimodal Improvements	Intersection/Operational, Safety, Active Transportation, Urban Highway, Transit	\$50,000,000				\$10,000,000	\$9,000,000	Address operational issues and rear end collisions. Make multitmodal connections as well as transit connects consistent with the NFR's premium transit study.	101.00	101.00
	Larimer	US 34/US 287 Intersection Safety and Multimodal Improvements (Potential LA Passthrough)	Intersection/Operational, Safety, Active Transportation	\$15,700,000		\$10,000,000	\$7,000,000			This project would add additional turn lanes with adequate storage capacity, multi-use trails, new transit transfer station, shortens crossing distance for peds and improved traffic signals with innovative bike and pedestrian detection. Total funding need is \$10M. The City of Loveland has encumbered \$1.5M towards design and has allocated \$4.2M towards construction. This intersection was identified on the Intersection Prioritization Study.	92.00	92.00
	Weld	CO 257 Resurfacing from CO 392 to CO 14: MP 11 to MP 18	Rural Paving	\$10,000,000		\$10,000,000	\$7,656,914			Northbound - Intersection LOSS 2 Southbound - Intersection LOSS 3 Project is not on the NFR list of projects as it is a resurfacing project. This section has low drivability and is on Worst First List. Scope includes a functional overlay for entire length of project. Standard treatment needs a FDR at a cost of about \$16M.	11.00	18.00
	Larimer	CO 392 Resiliency and Multimodal Improvements from Highland Meadows to Colorado Boulevard: MP 101.5 to MP 102.5 (Potential LA Passthrough)	Rural Paving, Safety, Active Transportation, Structures	\$38,000,000				\$25,000,000	\$20,000,000	Intersection LOSS 4 @ CO 392 & CR 74 Windsor has funding up to \$13M. Includes widening to 4 lanes with new structure over Poudre River. Includes trail connection to Poudre River Trail and multi-use trail along lenth of project. Includes safety improvements at intersections and accesses. Currently on tier 2 MPO priority list.	101.50	102.50
	Larimer	CO 392 and Timberline Road Intersection Improvements (Potential LA Passthrough)	Intersection/Operational, Safety	\$7,000,000		\$3,700,000				City of Fort Collins Local Agency project that is in need of more funding. Has HSIP funding, and is currently designing a roundabout. LA has \$3.3M, and is seeking remaining funds.		
	Larimer	US 287 and LCR 17 Intersection Improvements in Berthoud (Potential LA Passthrough)	Intersection/Operational, Safety	\$5,700,000		\$3,000,000				Intersection LOSS 4 Potential local agency project. Project is a partial CFI to improve operations and address safety concerns at the intersection. Assume partnership with Local for remaining funds needed. No local funding.		
				\$616,900,000	\$47,350,000	\$64,000,000	\$50,656,914	\$92,000,000	\$76,000,000	Intersection LOSS 4		
New Project												
Existing 10YP/Further Define or Rename						PLANNING TARGET	\$50,656,914	\$75,985,371	\$75,985,371			
Remove Project						DELTA	-\$13,343,086	-\$16,014,629	-\$14,629			



Regional Active Transportation Corridors (RATC) Update

Planning Council
6/5/2025

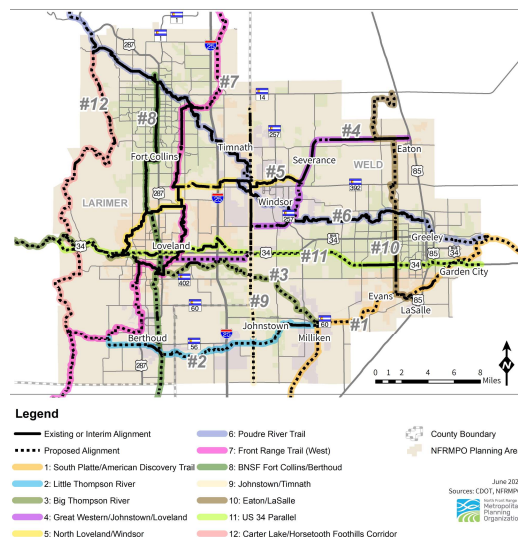


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Regional Active Transportation Corridors



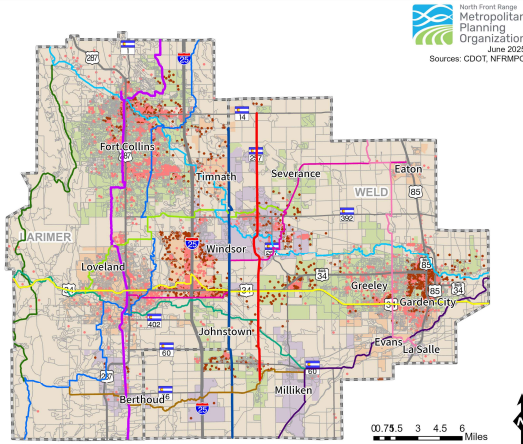
- RATCs are:
 - Network of low-stress active transportation facilities between communities
 - Mix of off and on street facilities
 - Meant to serve as the “spine for bicycle travel” in the region
 - Intended to be used for all types of active transportation trips
 - Fully built out by 2045



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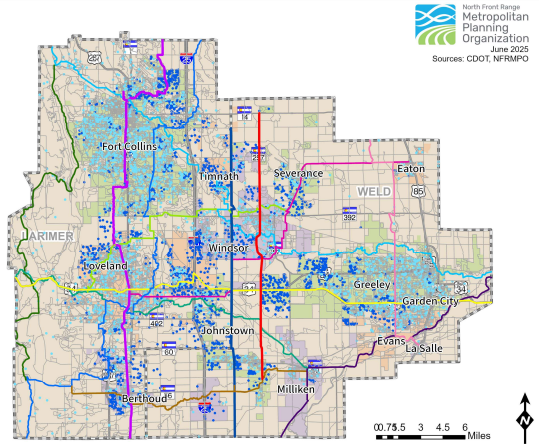
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Proposed RATC Network



Legend

RATC_Name	5: North Loveland/ Windsor	10: Eaton/LaSalle	1 Dot = 50 Jobs
1: South Platte/American Discovery	6: Poudre River Trail	11: US34 Parallel	• 2019 Jobs
2: Little Thompson River	7: Front Range Trail West	12: Carter Lake/ Horsetooth Foothills Corridor	• New 2050 Jobs
3: Big Thompson River	8: BNSF Fort Collins/ Berthoud	13: Johnstown/Severance	
4: Great Western Trail	9: Johnstown/Timnath		



Legend

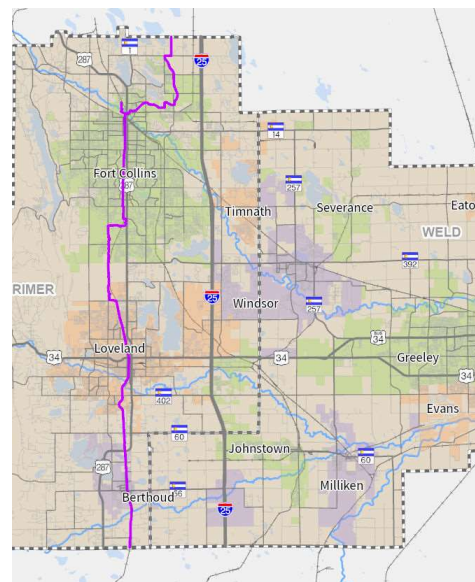
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3: Big Thompson River	8: BNSF Fort Collins/ Berthoud	13: Johnstown/Severance	
4: Great Western Trail	9: Johnstown/Timnath		

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RATC 8: BNSF Fort Collins/Berthoud



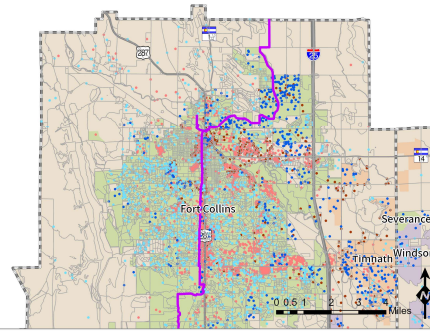
- Extend current RATC #8 to the Northern MPO Boundary
 - Will continue to the Town of Wellington
- New alignment is outlined in the City of Fort Collins' draft *Strategic Trails Master Plan*



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RATC 8: BNSF Fort Collins/Berthoud



Legend

RATC_Name	5: North Loveland/Windsor	10: Eatons/LaSalle	1 Dot = 50 Jobs
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4: Great Western Trail	9: Johnstown/Timnath		• 2019 Households
			• New 2050 Households

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RATC 13: Johnstown/Severance



- New Corridor along WCR 17
 - Southern Terminus: RATC #2: Little Thompson River Trail
 - Northern Terminus: SH14 in Severance
- RATC Impacts:
 - RATC #3: Big Thompson River Trail
 - RATC #11: US34 Parallel
 - RATC #4: Great Western Trail
 - RATC #6: Poudre River Trail
 - RATC #5: North Loveland/Windsor



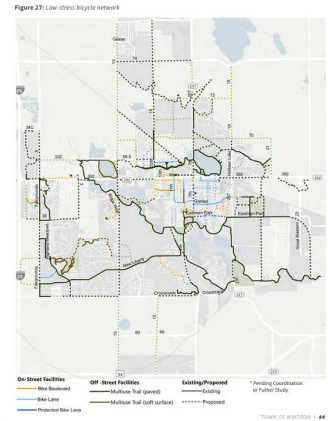
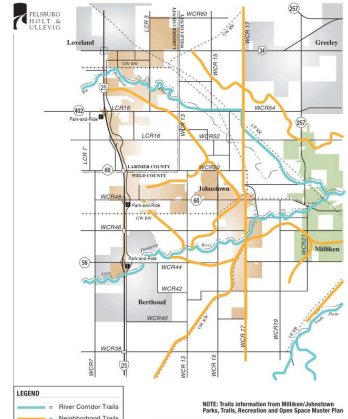
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RATC 13: Johnstown/Severance



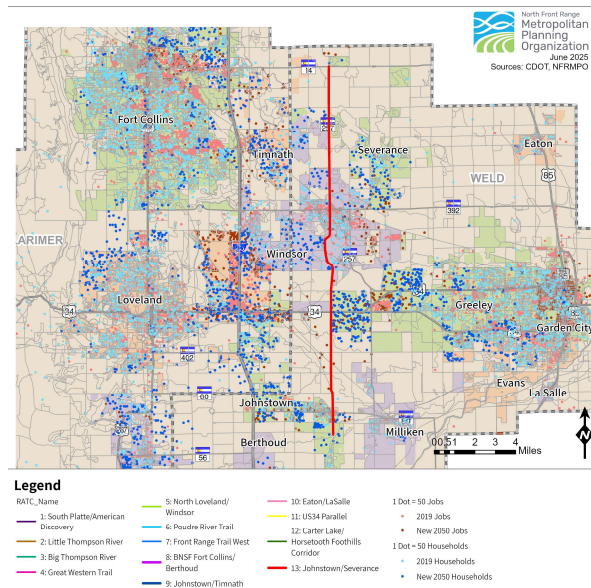
- Proposed RATC #13 in Local Plans:
- Town of Johnstown's *2008 Transportation Master Plan*
 - 10-inch sidewalk and bike path along every arterial (including WCR17). Also listed as a Neighborhood Trail
- City of Greeley's *2025 Trails Master Plan*
 - Recommended off-street trail corridor
- Town of Windsor's *2020 Transportation Master Plan*
 - Recommended a mix of multi-use trail and /or bike lanes along the corridor in Windsor



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RATC 13: Johnstown/Severance



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RATC Visioning



- RATC Corridor Profiles and Visioning will include:
 - Trail crossing needs
 - Strategic local connections
 - Proposed alignments
 - Corridor narratives and conditions

RATC #6: Corridor-Level Information

Corridor Description	Planning References
The Powder River Trail Corridor is a nationally recognized bicycle and pedestrian corridor. Within the NFRMPO region, the vision for this corridor is a 52-mile continuous trail between Watson Lake State Wildlife Area (SWA) in Biggus and the confluence of Powder River's confluence with the South Platte River east of Greeley. By 2023, 44 contiguous miles will exist between Greeley and Watson Lake SWA. The interagency collaboration required to complete this corridor has built the model for all other Northern Colorado corridors. Consistent local investment has brought in millions of dollars in state and federal grants. Only three gaps remain between Fort Collins and Windsor. These remaining gaps will be completed partially using funding sources such as State Get Outdoors Colorado (SOCO) and Multimodal Options Funds (MOF). The corridor traverses the Cache la Poudre National Heritage Area and is recognized as the backbone of the Colorado State Park's Front Range Trail through Northern Colorado. There is an extensive network of formal and informal soft surface trails serving various purposes along this corridor. There is opportunity to expand and improve this network and to prove the viability of various concepts along other RATCs; proposals have included amenities such as mountain bike skills parks, formalized racing courses, and more.	Larimer County - Larimer County Open Lands Master Plan (2015)* Fort Collins - Fort Collins Parks and Recreation Master Plan (2022)* Timnath - Timnath Comprehensive Plan (2020), Timnath Transportation Plan (2015)* Windsor - Windsor, Inc. System Master Plan (2024)* West County - 2045 West County Transportation Plan (2020) Greeley - Greeley Bicycle Master Plan (2015)*

* this plan or related plan to be updated within two years

Total Length (Miles)	On-Street Miles	Off-Street Miles	Population within 1/2 mile	Schools within 1/2 mile	Transit Stops within 1/2 mile
41.34	31.19	0.22	0	41.12	31.19
			53,883	10,708	47,174
					52,487
					12
					14
					82
					50

Notes: On-Street and Off-Street Miles may add up to more than Total Length if RATC has segments with "combined" on- and off-street facilities. 2020 schools and transit stops were used for 2045 calculations.

RATC #6: Segment-Level Information

Segment ID	Extents	Status	Facility Type (Build Out)	Jurisdictions	Segment Description
6-A	North of the NFRMPO Region	Proposed	Separated	Larimer County, COOT	According to the 2015 Larimer County Open Lands Master Plan, this segment will leave the NFRMPO region north of Watson Lake SWA and head towards the intersection of US287 and SH14 (Ted's Place), near the mouth of the Powder River Canyon. Construction timing for this segment is dependent on the future of the Glade Reservoir (2022 project).
Key Local Connection Needs					
None Identified - Outside NFRMPO Planning Area					
Crossing Needs					
None Identified - Outside NFRMPO Planning Area					
6-B	NFRMPO Boundary to Fort Canyon Road	Proposed (and Interim)	Separated	Larimer County, Colorado State Parks	A 0.5-mile trail gap in currently exists between the Watson Lake SWA entrance, the riverside trail segment east of Watson Lake. To accommodate regional trail usage, this 0.5-mile existing segment would need to be widened. From the northern end of Watson Lake, the trail will continue out of the NFRMPO region towards Ted's Place. Construction for this segment is dependent on the future of the Glade Reservoir project.
Key Local Connection Needs					
None Identified					
Crossing Needs					
None Identified					

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Questions?



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