

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

December 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, January 8, 2026

Air Pollution Control Division (Division) Public Participation Opportunities:

- **Potential changes to emission reporting requirements and permit fees:** The division is hosting a series of online public meetings on potential changes to Air Quality Control Commission Regulation 3 and 7, concerning emissions reporting and fees. The division is evaluating revisions to reduce duplicative emissions reporting requirements. The division is also evaluating revisions to fees associated with APEN submittals, permit processing, annual criteria pollutant emissions, annual Hazardous Air Pollutant emissions, and potentially other application materials submitted to the division. The division will also provide a brief update on potential revisions to particulate matter 10 with a diameter of 10 microns or less (PM10) maintenance requirements in Colorado. The division is considering potential changes to remove federal oversight of PM10 requirements as a result of maintaining the PM10 standard in each of Colorado's PM10 maintenance areas for over 20-years.
 - [Rulemaking concepts remediated.](#)
 - [Rulemaking concepts regulations 3 and 7.](#)
 - [PM10 rulemaking concepts.](#)
 - [PM10 rulemaking concepts air quality standards, designation and emission budgets. Regulation; State Implementation Plan, Specific Regulations for Nonattainment-attainment/maintenance areas \(Local Elements\), and; Regulations 1, 4, and 16.](#)

Register to join an upcoming meeting on [Saturday, January 10, 10 a.m.-12 p.m.](#)

- **Potential changes to lawn and garden equipment requirements:** The division is rescheduling engagement opportunities on its planned proposal to expand requirements for lawn and garden equipment. The division will no longer hold a public meeting on Jan. 15 on this issue, and will instead hold meetings in spring 2026. This is to align with updates to the Air Quality Control Commission's [long term calendar](#).

Colorado currently has [lawn and garden equipment requirements for government agencies](#) in place, and the proposal would expand requirements to commercial operators. The proposed rule would include revisions to [Air Quality Control Commission Regulation 29](#). The regulation aims to reduce emissions that form ground-level ozone pollution in the parts of Colorado that do not meet federal standards.

Register to join the rescheduled meetings:

- [Wednesday, May 27, 1-2:30 p.m.](#)
- [Tuesday, June 2, 6-8 p.m.](#)
- **Air quality compliance and enforcement 101:** Join a public meeting to learn the basics of air quality compliance and enforcement in Colorado. The meetings will cover:
 - Air quality inspections and other compliance activities that the division conducts.
 - How air division inspectors identify potential violations of air quality permits and regulations.
 - Basics on the air division's enforcement process and common components of an enforcement action.
 - New resources and tools from the air division to keep the public informed about state-level air quality compliance and enforcement work.
 - How to find information and stay informed about the air division's compliance and enforcement work.

Register to join an upcoming meeting on [Wednesday, January 21, 1-2 p.m.](#)



[Air Quality Control Commission](#) (Commission) Updates:

December 17-19, 2025 Commission Meeting

- **Regulation Number 9 Request for Public Hearing: Boulder County Parks & Open Space:** The Division and the Boulder County Parks & Open Space will request a public hearing to present to the Commission its significant user prescribed fire planning renewal document.
- **Regulation Number 27 Briefing - Manufacturing Sector Greenhouse Gas Emissions Standards:** The Division will brief the Commission on the evaluation of the trading program and the identification of any modifications that may be necessary. The Division will also report on: a. The status of the trading program; b. The co-pollutant reductions associated with the credits generated for the trades; c. Updated projections for the 2026 credit market, and likely compliance pathways for the GEMM 2 facilities. d. The 2022-2024 GHG emissions from both the GEMM 1 and GEMM 2 facilities. e. The GHG plans submitted by the covered facilities and information on emissions reduction strategies in the plans including co-pollutant reductions.
- **Division Permitting Update:** The Division will brief the Commission on current permitting fees and permitting timelines
- **Greenhouse Gas Inventory Briefing:** The Commission will hold a briefing regarding the finalization of Colorado's 2025 Greenhouse Gas Inventory and provide an update on GHG reporting and data gathering, which will be used to inform progress in meeting the statewide and sector-specific goals.
- **Regulation Numbers 24, 26 & 30 Request for Rulemaking Hearing - Toxic Air Contaminants:** The Division will request the Commission to set a hearing to consider revisions to Regulation Numbers 24, 26 & 30 to address priority TAC control strategies.
- **Regulation Number 31 - Landfill Methane Regulation Rulemaking Hearing:** Continuation from August 20-22, 2025. The Commission will consider establishing a new Regulation Number 31 to address municipal solid waste landfill greenhouse gas control and monitoring requirements.

January 15, 2026 Commission Meeting

- **Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting:** The Division will request the Commission to set a hearing to consider revisions to Air Pollutant Emission Notice (APEN) requirements and fees.



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 01/05/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their January 8, 2026 meeting.

Summary:

In December 2025, TRE tracked activities at the Air Quality Control Commission (AQCC), Air Pollution Control Division (APCD) and Regional Air Quality Council (RAQC), with a focus on air quality and transportation. Highlights include the AQCC's landfill methane rulemaking hearing, established timeline to consider revisions to their lawn and garden equipment requirements and 2025 GHG Inventory, as well as the RAQC's Dashboard Training on 12/12/25. Additionally, public comments on EPA's proposed action to designate the Phoenix-Mesa area of Arizona as having attained the 70 ppb 2015 Ozone National Ambient Air Quality Standard by the 8/3/24 attainment date were due 12/19/25.¹

Air Quality Activities:

AQCC Activities:

In December, the AQCC adopted rules regulating landfill methane, set a rulemaking hearing revising requirements for Priority Air Toxic Contaminants (PTACs), identified the Regulation 29 rulemaking timeline associated with its lawn and garden equipment requirements, and was briefed on Colorado's updated GHG Inventory. Continuing the rulemaking hearing from September 2025, the AQCC adopted a compromise proposal regulating landfills for methane – a compromise that gives some smaller landfills longer time to comply with methane control equipment. The AQCC set an April 2026 rulemaking hearing on proposed revisions to regulate PTACs and identified that the APCD in July 2026 will request a rulemaking hearing on revisions lawn and garden equipment requirements. See the APCD Activities Section below for more information about the lawn and garden equipment requirements.

The AQCC was also briefed on Colorado's 2025 GHG Emission Reduction Progress Report to the Colorado Legislature.² Tables 1 and 2, and Figures 2 and 3 below, illustrate Colorado's historical and future projected GHG emissions.³

¹ See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 90FR52019, 11/19/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-11-19/pdf/2025-20357.pdf>

² See APCD's "2025 HB19-1261 GHG Emission Reduction Progress Report to the Colorado Legislature," accessed 1/5/26, here: <https://oitco.hylandcloud.com/POP/DocPop/DocPop.aspx?docid=56077162>

³ Ibid at pp. 4 and 6.



Table 1. Historical Statewide GHG Emissions by Sector: 2005-2023 (Tg CO₂eq).

Sector	2005	2010	2015	2020	2021	2022	2023
Energy	120.920	128.784	113.410	97.678	100.816	101.963	96.750
Electric Power	42.204	41.808	38.507	29.711	31.534	30.856	28.251
Residential, Commercial, and Industrial Fuel Use	24.680	26.635	26.142	25.937	25.180	25.735	25.123
Transportation	29.138	28.212	27.470	25.077	28.538	30.632	29.279
Natural Gas and Petroleum Systems	15.733	21.631	17.891	14.814	13.289	12.576	11.903
Coal Mining	8.672	10.064	2.896	1.694	1.803	1.666	1.797
Non-Energy Use of Fossil Fuels	0.492	0.434	0.504	0.444	0.472	0.499	0.396
Agriculture	14.209	14.361	14.835	15.428	15.278	15.029	14.930
Industrial Processes and Product Use	2.768	3.105	3.642	3.995	3.617	3.540	3.506
Waste	2.380	2.816	3.030	3.101	3.142	3.104	3.240
Total Excluding LULUCF	140.277	149.066	134.917	120.201	122.852	123.636	118.426
Land Use, Land-Use Change, and Forestry (LULUCF)	8.591	7.399	8.320	8.942	7.614	7.641	7.774
Total Including LULUCF	148.868	156.465	143.238	129.144	130.467	131.278	126.201

Table 2. Projected Statewide GHG Emissions by Sector: 2025-2050 (Tg CO₂eq).

Sector	2025	2030	2035	2040	2045	2050
Energy	89.440	55.357	44.412	33.129	29.114	26.992
Electric Power	27.908	6.593	3.929	0.030	0.718	0.222
Residential, Commercial, and Industrial Fuel Use	22.630	17.371	13.265	9.441	6.990	5.895
Transportation	27.957	24.334	20.817	17.930	16.183	15.803
Coal Mining	1.426	0.848	0.970	0.949	0.844	0.887
Natural Gas and Petroleum Systems	9.518	6.212	5.431	4.779	4.378	4.186
Agriculture	14.764	14.788	15.148	15.259	15.204	15.567
Industrial Processes and Product Use	3.079	2.915	2.258	2.280	2.155	2.288
Waste	3.222	3.095	2.992	3.093	3.106	3.131
Total Excluding LULUCF	110.504	76.155	64.811	53.759	49.579	47.977
Land Use, Land-Use Change, and Forestry (LULUCF)	7.888	9.122	9.942	10.121	10.111	10.856
Total Including LULUCF	118.392	85.277	74.753	63.881	59.690	58.833

Figure 2. Historical and Projected Statewide GHG Emissions by Source in the NTA Scenario.

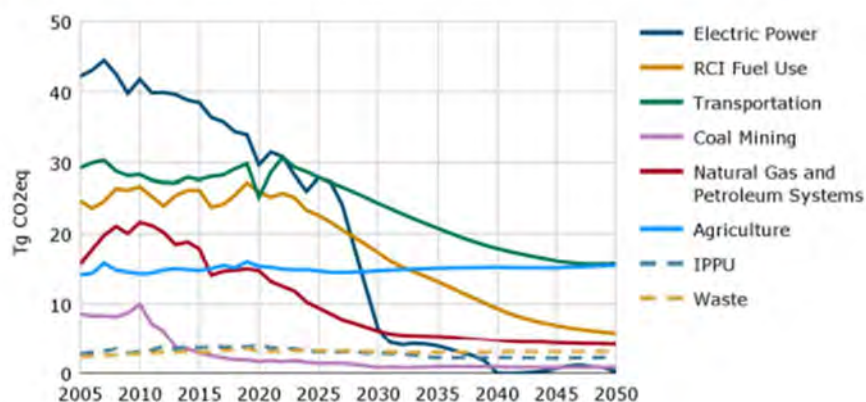
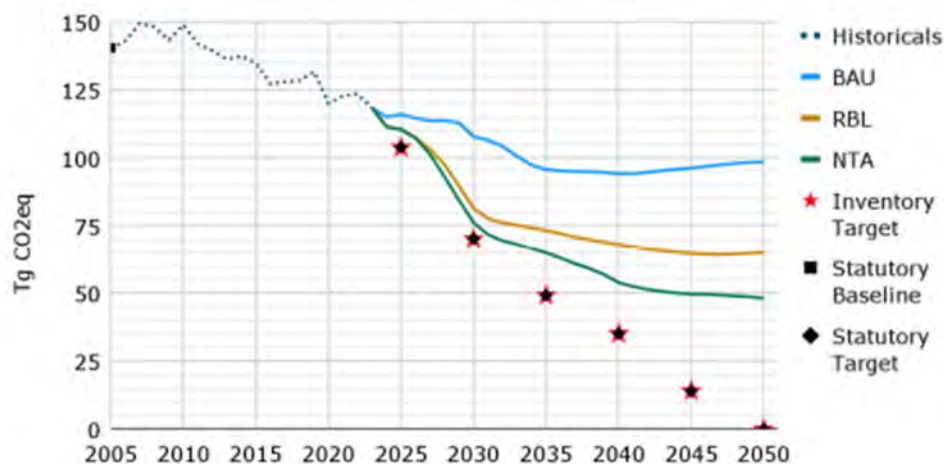


Figure 2 of this report illustrates that Colorado's transportation segment continues to be the largest GHG contributor in Colorado.⁴ Colorado's transportation estimates are based on EPA's State Inventory and Projection Tool. APCD staff noted that Colorado's transportation segment's GHG emissions were being "stubborn" but responding to Colorado's reduction strategies. The federal administration's proposed roll back of fuel economy standards are not incorporated into the forecasted emissions associated with the transportation segment, nor are Colorado's Public Utilities Commission (PUC's) recent decision establishing GHG emission reductions that apply to Xcel, Atmos Energy and Black Hills Energy gas distribution available for residential and commercial heating (both discussed in the Other Air Quality Activities Section below).

Figure 3. Historical, Projected, and Target Statewide GHG Emissions, Excluding LULUCF.



Colorado did not meet the 26% 2025 overall GHG target, as illustrated in the report's Figure 3 above.⁵ Consequently, the report includes some additional supplemental recommendations for future legislation, regulations and policies, providing insights into additional control strategies Colorado may pursue in upcoming years.⁶ These recommendations touch upon electric vehicles, incentives and tax credits.

Separately, the AQCC scheduled a July 2026 written comment only rulemaking hearing on its Procedural Rules that will touch upon conformity requirements. NFRMPO should take steps to understand proposed revisions and determine whether or not to engage with the APCD and/or AQCC on the proposal.

APCD Activities

APCD public efforts in December included outreach on Colorado's efforts electrifying lawn and garden equipment. Currently, Regulation 29 sets in-use restrictions for gasoline-powered hand-held and push lawn and garden equipment, that took effect in 2025. Specifically, *state government agencies state-wide (including state run college campuses and offices)* were limited in using smaller than 25 hp hand-held and push gasoline-powered lawn and garden equipment

⁴ Ibid at p. 7.

⁵ Ibid at p. 9.

⁶ Ibid at p. 14.



during the 6/1-8/31 timeframe, annually.⁷ All other governments and municipalities (including school districts, special districts and federal agencies) in the nonattainment area were limited in using smaller than 10 hp hand-held and push gasoline-powered lawn and garden equipment during the 6/1-8/31 timeframe, annually.⁸ These restrictions also apply to any contractor providing lawn and garden maintenance to these regulated entities.

The APCD is investigating Colorado's market sales and compliance with current Regulation 29 requirements and considering whether or not to recommend revising the current rule to expand requirements to also apply beyond state and local governments and their contractors, to also apply to sales of such equipment and/or residential use, HOAs, commercial use outside of contracts with state governments/public entities, or use outside of 6/1-8/31 summer months.

During their 12/13/25 public outreach meeting, APCD announced the next Lawn and Garden Equipment public outreach meeting will be held 5/27/26 and indicated a proposed revision to Regulation 29 in Fall 2026, after the 6/1/26 required reports from currently regulated governmental entities are submitted and reviewed by the APCD.

RAQC Activities

The RAQC Board was updated on the AQCC's Ozone SIP Rulemaking Hearing and held a separate 12/12/25 meeting to walk through use of their recently released tools showing what is contributing to ozone levels at each monitor and how ozone levels at those monitors may respond to different types of control strategies.⁹

TRE will report more information on the use of these tools in future reports.

Other Air Quality Activities:

Colorado's PUC established targets for gas distribution utilities to reduce GHG emissions by 41% by 2035, based on a 2015 baseline.¹⁰ These targets are specific to the utilities, directing them to reduce residential and building natural gas use. While related, this action differs from HB23-1161 requirements that take effect 1/1/26, mandating that central furnaces and water heaters sold meet ultra-low NOx specifications.¹¹

EPA took final action on 12/3/25, revising federal air quality rules for crude oil and natural gas facilities, extending federal compliance deadlines for operators and states agencies.¹²

⁷ See Colorado Department of Public Health & Environment's "Lawn and garden equipment requirements" webpage at <https://cdphe.colorado.gov/emissions-from-business-and-industry/lawn-and-garden-equipment-requirements>; accessed 1/5/26.

⁸ Ibid.

⁹ See RAQC's "Source Apportionment and DDM Dashboards Forum" for meeting registration and access to supporting information here: <https://raqc.org/event/dec-2025-sa-ddm-forum/>

¹⁰ See Colorado's Department of Regulatory Agencies' "FACT SHEET: 2035 Clean Heat Plan Target Rulemaking Proceeding No. 25R-0309G" accessed 1/5/26, here: <https://puc.colorado.gov/press-release/fact-sheet-2035-clean-heat-plan-target-rulemaking-proceeding-no-25r-0309g>

¹¹ See 6-7-1504, C.R.S. (2025)

¹² See EPA's "Oil and Natural Gas Sector Climate Review: Extension of Deadlines in Standards of Performance for New, Reconstructed, and Modified Sources and Emissions Guidelines for Existing Sources," 90 Fed Reg 55671, 12/3/25, accessed 1/5/26 here: <https://www.govinfo.gov/content/pkg/FR-2025-12-03/pdf/2025-21788.pdf>



Consequently, the AQCC will consider related revisions addressing oil and gas operations in February 2026. Where Colorado adopts or has adopted more stringent requirements, those requirements may continue to apply as state-only requirements despite changes in federal deadlines.

The National Highway Traffic Safety Administration (NHTSA) published a Notice of Proposed Rulemaking (NPRM), proposing to substantially recalibrate the Corporate Average Fuel Economy (CAFE) program, including amending DOT's fuel economy standards for light-duty vehicles, model years 2022-2026 and 2027-2031.¹³ The NPRM states that NHTSA has not considered fuel-economy performance of battery-electric vehicles, electric operation of plug-in hybrid electric vehicles, compliance credits or adjustments to two-cycle fuel economy test procedures. The NPRM also addresses the inter-manufacturer credit trading system and the fleet classification system. Combined, NHTSA's NPRM indicates their seeking reduced fuel economy standards beginning with model year (MY) 2022 through MY 2031. Comments are due 1/20/26. Changing fuel economies may transportation modeling tools used by Metropolitan Planning Organizations thus impact transportation planning as well as air quality planning in the Denver North Front Range ozone nonattainment area. NFRMPO should consider how proposed changes to fuel economy standards impact their transportation planning and air quality objectives, and thus consider whether to submit comments on NHTSA's proposal.

Separately, EPA launched its "Clean Air Act Resources for Data Centers" webpage, consolidating air quality requirements, support and guidance materials for data center developers, local communities and tribes.¹⁴

Public comments on EPA's proposed determination of attainment for the Phoenix-Mesa Ozone Nonattainment Area in Arizona under the 2015 Ozone NAAQS were due 12/19/26.¹⁵ Several Intermountain West MPOs, partner entities submitted comments including the NFRMPO, Weld County and Pikes Peak Area Council of Governments.¹⁶

Upcoming Activities:

TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

Meetings TRE Plans to Attend (or screen)

- 1/8/26 NFRMPO Council Meeting

¹³ See Department of Transportation's "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks," *90 Fed Reg 56438*, 12/5/25; accessed 1/5/26 here: <https://www.govinfo.gov/content/pkg/FR-2025-12-05/pdf/2025-22014.pdf>

¹⁴ See EPA's "Clean Air Act Resources for Data Centers" webpage; access 1/5/26 here:

<https://www.epa.gov/stationary-sources-air-pollution/clean-air-act-resources-data-centers>

¹⁵ Submitted public comments on EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," associated with Docket EPA-R09-OAR2025-2833 are posted here:

<https://www.regulations.gov/docket/EPA-R09-OAR-2025-2833/comments>

¹⁶ See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 90FR52019, 11/19/25, here: <https://www.govinfo.gov/content/pkg/FR-2025-11-19/pdf/2025-20357.pdf>



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- 1/10/26 APCD Outreach Meeting – potential reporting and fee changes, as well as PM10 related revisions
 - 1/15/26-1/16/26 AQCC Meeting
 - 2/6/26 RAQC Board Meeting

Other Anticipated Air Quality Activities

- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- NFRMPO should track EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona
- NFRMPO should track a similar EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- NFRMPO should consider how NHSTA's proposed changes to fuel economy standards impact their transportation planning and air quality objectives, and thus consider whether to submit comments on NHSTA's proposal due 1/20/26
- NFRMPO should track Colorado's next steps addressing ozone, including:
 - RAQC's release of a report on public health impacts of ozone
 - AQCC briefings on atmospheric chemistry and air quality studies
 - Colorado's voluntary reclassification request
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- NFRMPO should engage APCD to understand anticipated July 2026 revisions to conformity rules



North Front Range
Metropolitan
Planning
Organization



Ruby Bridges Walk and Bike to School Day 2025 Brings Education and Active Transportation to Greeley

On November 14, 2025, GOAL High School in Greeley, Colorado, partnered with the North Front Range Metropolitan Planning Organization (NFRMPO) to celebrate Ruby Bridges Walk to School Day, an event honoring the courage and legacy of civil rights icon Ruby Bridges. At just six years old, Ruby Bridges made history in 1960 by integrating an all-white elementary school in Louisiana, a milestone that continues to inspire generations.

“This day is about more than walking to school,” said Tanya Trujillo-Martinez, Mobility Director at NFRMPO. “It’s about teaching students that transportation can be active, healthy, and fun. We want them to see the trails and resources available so they can explore their community in new ways.”

At the event, participants were introduced to local resources on transportation and mobility and learned about the extensive trail systems available throughout the region, encouraging walking, biking, and other active modes of transportation.

To add an educational twist, students participated in a poetry contest with the prompt: “Transportation, share a favorite memory or a challenge you’ve faced.” The contest sparked heartfelt reflections and creativity. Two winners were awarded brand-new bicycles, giving them the freedom to enjoy the region’s trails and embrace active mobility.

This year’s event combined historical reflection with a focus on active transportation and community engagement. Students participated in an organized walk, promoting healthier lifestyles and sustainable travel habits. Students kicked off the day with an organized walk, learning about local mobility resources and the extensive trail network that encourages walking and biking throughout Northern Colorado. The event wasn’t just about movement; it was about empowerment and education.



“The poetry contest was a way to connect personal experiences with transportation,” said Dr. Juan Gomez, with GOAL High School. “It made students think about how mobility impacts their lives.”

The Ruby Bridges Walk to School Day not only honored a pivotal moment in American history but also strengthened community ties, promoted physical activity, and highlighted the benefits of sustainable transportation. Through initiatives like this, NFRMPO and GOAL High School continue to champion values of inclusion, health, and environmental stewardship, creating a brighter, more connected future for students and families in Northern Colorado.

Why Active Transportation Matters

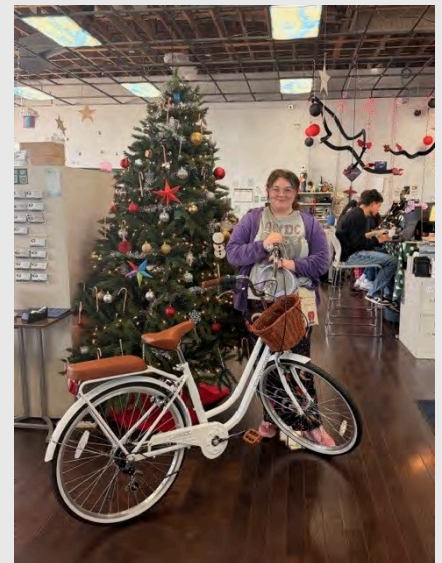
- Fewer cars during school drop-off times mean safer streets and cleaner air for everyone.
- Regular walking or biking can reduce the risk of heart disease by 10% and type 2 diabetes by 30%.

“Active transportation isn’t just good for health, it’s good for the environment and our neighborhoods,” Trujillo-Martinez added. “Every step and pedal stroke helps reduce congestion and pollution.”

Environmental, Social, and Community Gains

- Investing in pedestrian and bicycle infrastructure not only helps individuals stay active but also reduces obesity and the risk of related conditions such as diabetes and heart disease.
- Active transportation contributes to lower air pollution and greenhouse gas emissions by reducing vehicle miles traveled, improving quality of life, and environmental health.
- Walking or biking builds social connections, supports mental health, and fosters independence in young people.

Ruby Bridges Walk to School Day combined history, health, and creativity, a powerful mix that inspired students to move, learn, and dream. By walking together and celebrating active transportation, NFRMPO and GOAL High School are paving the way for a more connected, sustainable future across our region.





RIDE
NOCO

2025 SNAPSHOT

JANUARY - DECEMBER 2025

970-514-3636 | www.ridenoco.com

Call Center Stats



387 calls to the RideNoCo Call Center in 2025



9,529 RideNoCo website visits
(**92%** increase from 2024)

Trip Purpose



Medical **46%**



Misc. **19%**



Personal **8%**

Who Called?

- **63%** of callers were over the age of 60
- **52%** of callers were Veterans
- **32%** of callers had a disability
- **11%** of callers required a wheelchair accessible vehicle

Gaps in Service

56% of callers faced one or more gaps which prohibited them from getting to their destination:

- Last-minute trip requests
- Cost
- Outside of the provider's service area or county to county & city to city
- No available days or times

Callers Location

- **54%** Larimer County
- **26%** Weld County
- **20%** Unknown/Other



North Front Range
**Metropolitan
Planning
Organization**

US 34 Transit Plan

North Front Range Planning Council Presentation

Thursday, January 8, 2026

2026-01-08



1

Agenda

- 01** Project Recap
- 02** Capital Improvements
- 03** First/Last Mile
- 04** Future Route Expansion Options
- 05** Funding/Implementation
- 06** Next Steps

US 34

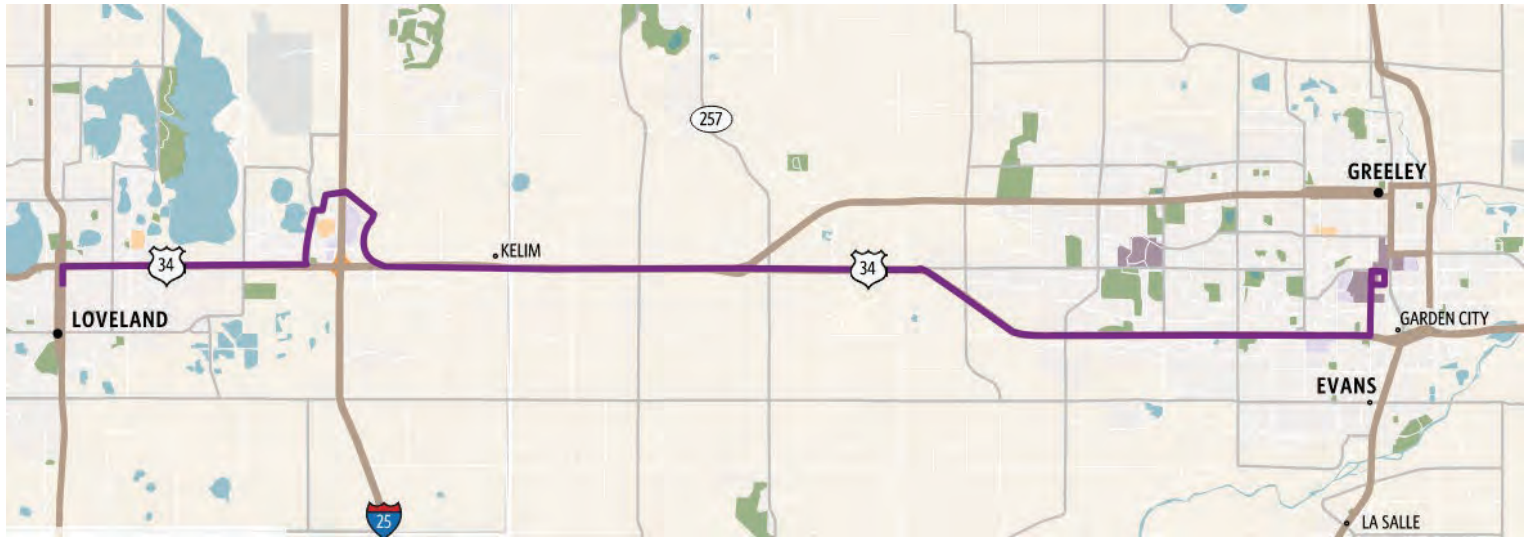
Transit Plan



2

Project Location

US 34 Transit Plan



2024-05-02

3



Project Recap

US 34 Transit Plan

LinkNoCo Phase I

- Approved in October 2022
 - Recommended 3 priority corridors (Feasibility of Service)
 - Loveland to Greeley via US 34
 - Loveland to Windsor via Kendall Parkway Mobility Hub
 - Fort Collins to Greeley – convert Poudre Express route to bus rapid transit and eventually commuter rail



Project Recap

US 34 Transit Plan

LinkNoCo Phase II: US 34 Transit Plan

- Initiated in January 2024
- Connecting Loveland to Greeley via US 34
- Identify operating scenarios, capital investments, and phasing options
- Guiding document for service development and capital investment
- Expectations
 - Fast, reliable, and efficient service
 - Premium transit with limited stops
 - Bus lanes, queue jumps, transit signal priority (TSP)
 - Complement Front Range Passenger Rail District and CDOT



Project Recap – Existing Conditions & Alternatives Development

US 34 Transit Plan

To identify the recommended alternative, the project team performed the following:

- Peer transit system research/interviews
- Existing conditions analysis
- Transit propensity analysis
- Travel pattern analysis
- Develop initial alternatives
- Develop screening criteria/process



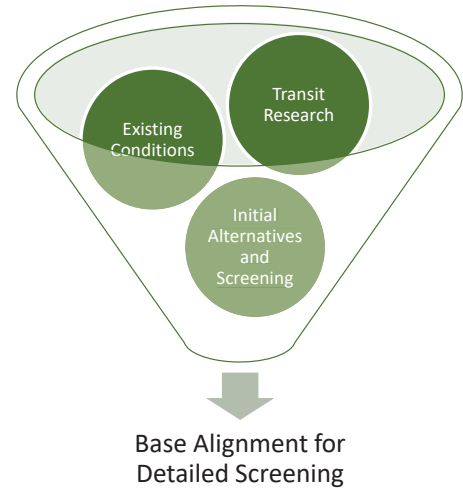
Project Recap – Evaluation Criteria

US 34 Transit Plan

Evaluation Criteria

Initial Alternative Screening (High-Level):

- Key Destinations
- Transit Connectivity
- Ridership Potential
- Consistency with Local/Regional Plans
- Agency/Jurisdiction & Community Support



2025-07-28

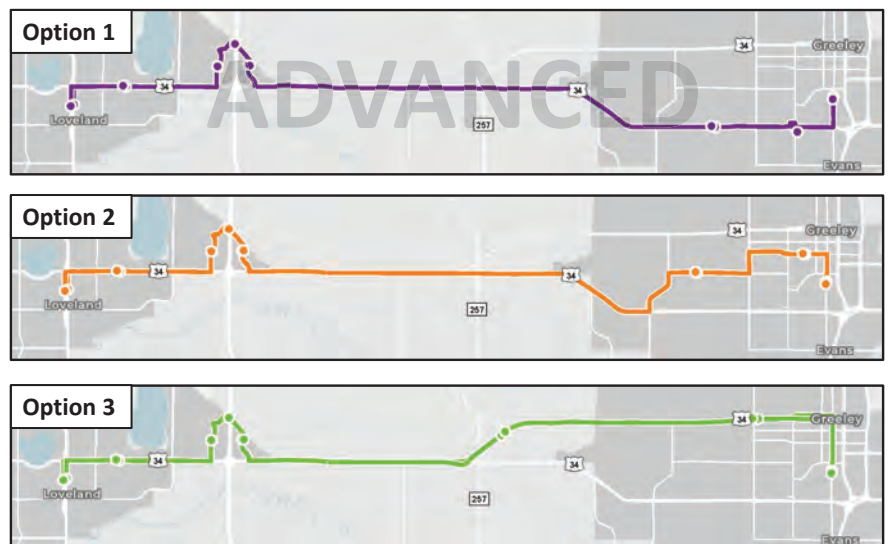
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Project Recap - Alignment Development

US 34 Transit Plan

Initial Alignment Alternatives:

- Option 1 – US 34
– **ADVANCED**
- Option 2 – US 34, 20th St, & 16th
– Not Advanced
- Option 3 – US 34 & 10th St
– Not Advanced
- NOTE:
 - Route termini options analyzed further in detailed screening
 - Stops locations along alignments are illustrative only



2025-07-28

8

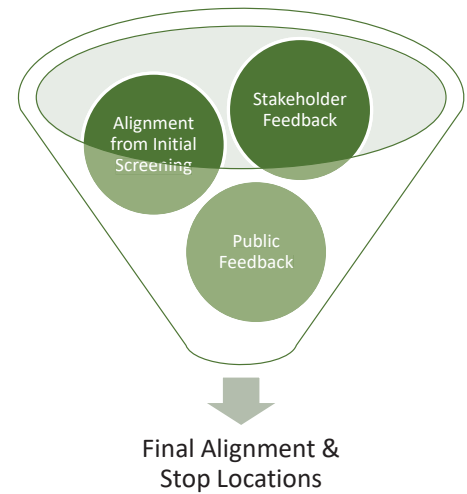
Project Recap - Alignment Refinement

US 34 Transit Plan

Evaluation Criteria

Detailed Screening (Iterative):

- Population/employment densities
- Service equity
- Transit connectivity
- Non-motorized access
- Traffic & Operational considerations
- Ridership estimates
- Cost estimates (operating & capital)
- Stakeholder/community support



2025-07-28

9



Project Recap – Recommended Alternative

US 34 Transit Plan

Differentiators

- **End of Line Facilities:** park-and-rides, operator facilities, layover space at both termini
- **Transit Connectivity:** local and regional service, major transit hubs
- **Ridership:** highest average daily boardings; 23 percent higher than next alternative



Public/Stakeholder Engagement

US 34 Transit Plan

Public Engagement:

- Online Public Open House in May, 2024
- Online Public Presentation in September, 2024



Stakeholder Engagement:

- Project Management Team (PMT)
- Technical Advisory Committee (TAC)
- US 34 Coalition
- NFRMPO TAC
- One-on-Ones with GET, COLT, Johnstown
- Greeley Citizen Transportation Advisory Board
- Northern Colorado Mobility Committee

PMT Members:

- **Loveland** (Nathan Beauheim, AnnaRose Cunningham, Candice Folkers, Nicole Hahn, Keith Wakefield)
- **Greeley** (Hanna Feldmann, Michelle Johnson, Will Jones, Victoria Leonhardt)
- **Weld County** (Evan Pinkham)
- **CDOT Region 4** (Rich Christy, Katrina Klobberdanz)
- **GoNoCo34 TMO** (Jaclynn Streeter)



2024-08-29

11



2025 Next Stage - Scope of Work

US 34 Transit Plan

Coordination:

- Project Team, PMT, CDOT US 34 TAC, & Agency/Stakeholder Coordination

Capital Improvements:

- Develop 10% Design & Cost & ROW Needs

Additional Planning Tasks:

- First/Last Mile Analysis
- Future Route Expansion Options (Operating Plan/Costs)
- Funding/Implementation



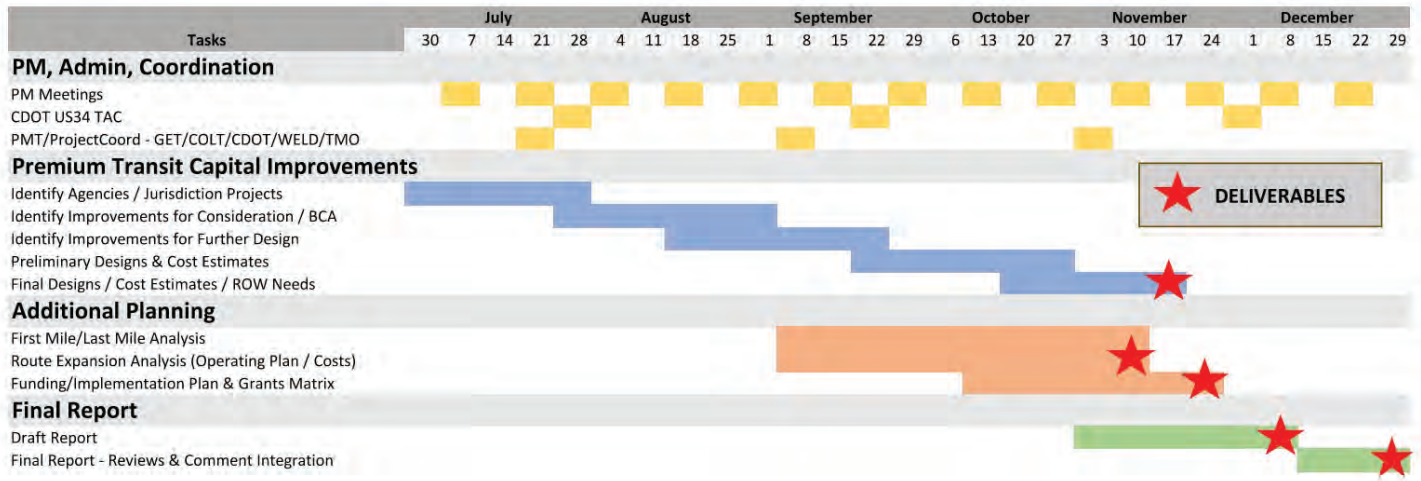
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2025 Next Stage – Schedule

US 34 Transit Plan



13

Capital Improvements

US 34 Transit Plan

Capital Improvement Locations/Elements

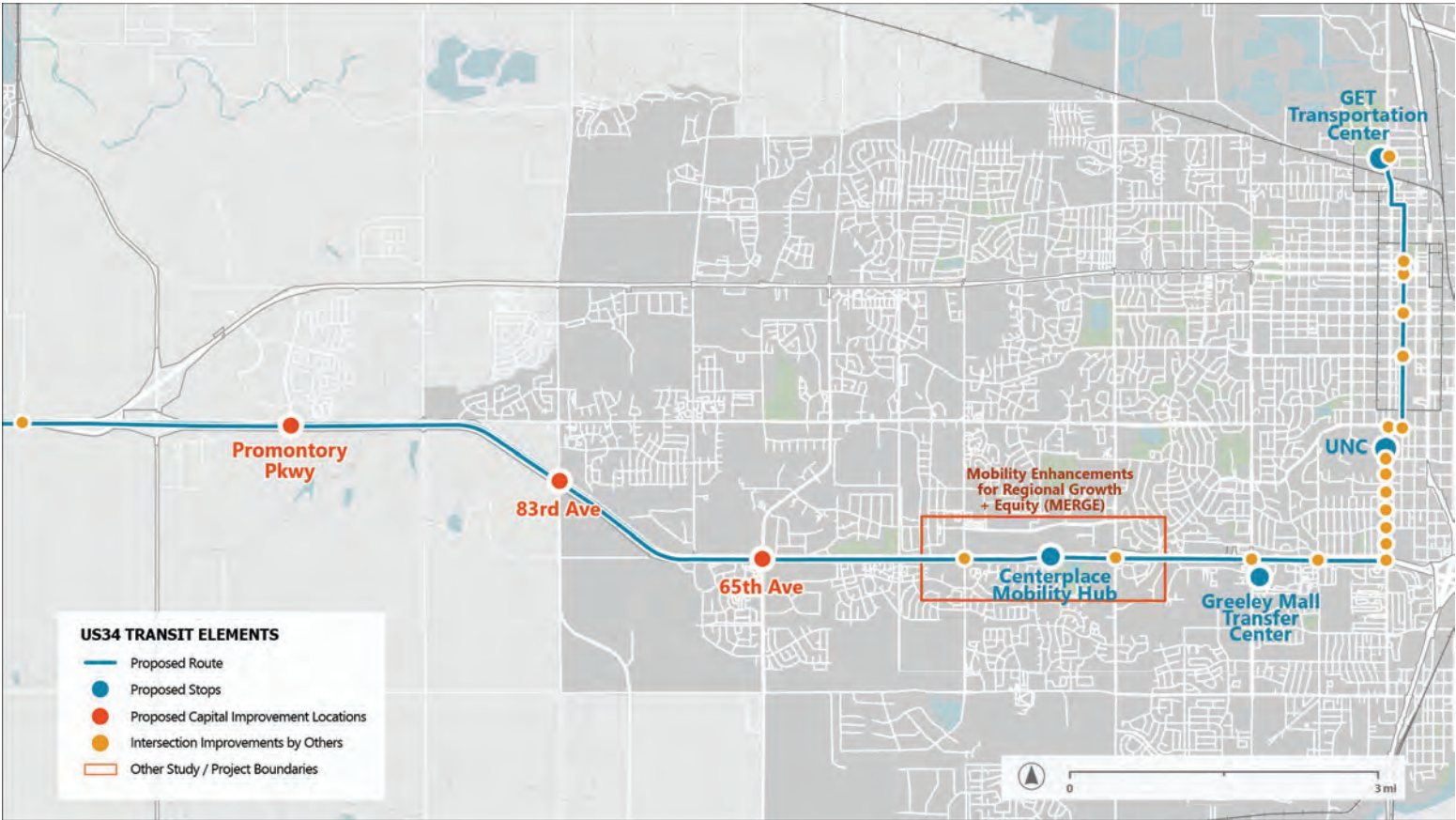
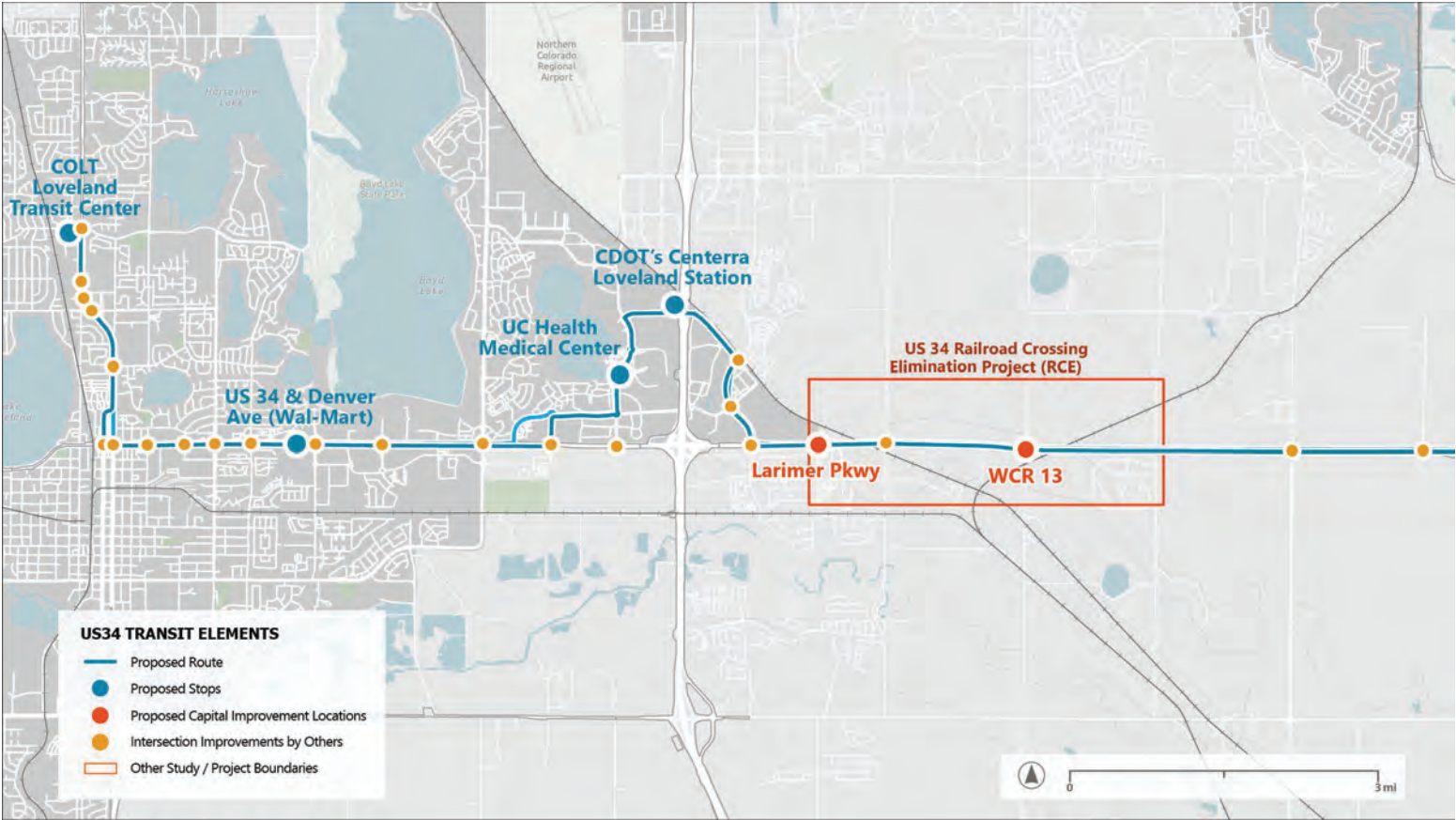
Five (5) US 34 intersections selected for 10%-level design/cost estimation:

- Larimer Parkway
- WCR 13/Colorado Boulevard
- Promontory Parkway
- 83rd Avenue
- 65th Avenue

Proposed Improvements:

- Bus Queue Jump Lanes / Bus-On-Shoulder
- Transit Signal Priority (TSP)



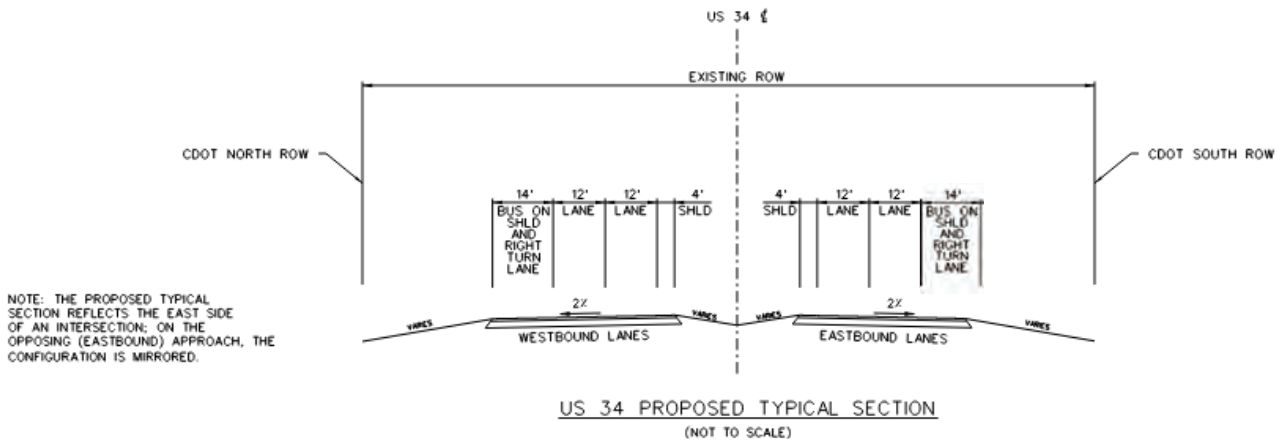


Capital Improvements

Design Typical Section

US 34

Transit Plan



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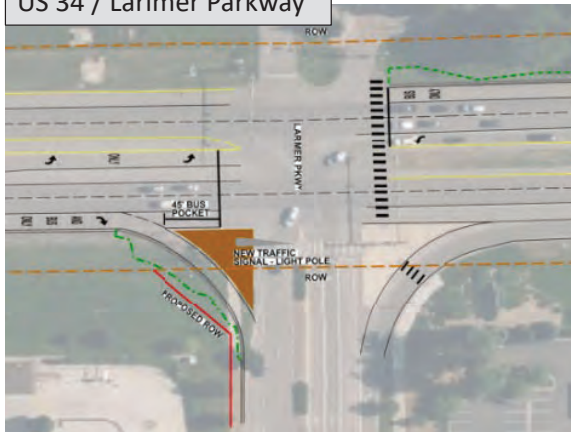
Capital Improvements

10% Design

US 34

Transit Plan

US 34 / Larimer Parkway



US 34 / WCR 13 (Colorado Blvd)



Typical Widening Section



Capital Improvements

10% Design

US 34

Transit Plan



US 34 / Promontory Pkwy



US 34 / 83rd Ave



US 34 / 65th Ave



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North Front Range
Metropolitan
Planning
Organization

Capital Improvements

US 34

Transit Plan



Corridor	Cross Street	Description of Proposed Improvements (EB Route)	Description of Proposed Improvements (WB Route)	Estimate Cost Ranges		
				-30%	Estimate	+50%
US 34	Larimer Parkway	Queue Jump - Use existing EBR lane for shared queue jump lane, add porkchop, change to free right, add TSP and replace signal pole in SW corner	Queue jump - Widen shoulder to 14' from stop bar to RR tracks (1,500'), add TSP and signal head	\$ 700,000	\$ 1,000,000	\$ 1,500,000
	Colorado Boulevard / WCR 13	Queue Jump - Use existing accel and turn lane, add TSP and signal head	Queue jump - Add porkchop/free right, widen shoulder to 14' from stop bar (3,800'), add TSP and replace signal pole in SW corner	\$ 600,000	\$ 825,000	\$ 1,250,000
	Promontory Parkway	Queue Jump - Widen shoulder to 14' from stop bar to SH 257 on-ramp (3,100'), add TSP and signal head	Queue Jump - Use existing WBR lane for shared queue jump, redesign porkchop, widen shoulder to 14' (3,100'), add TSP and replace two signal poles on north side	\$ 875,000	\$ 1,250,000	\$ 1,875,000
	83rd Avenue	Queue Jump - Add TSP and signal head	Queue Jump - add TSP and signal head	\$ 100,000	\$ 125,000	\$ 200,000
	65th Avenue	Queue Jump - Use existing EBR lane, redesign porkchop, add free right, widen shoulder to 14' (850'), add TSP and signal head	Queue Jump - Use existing WBR lane, redesign porkchop, add free right, widen shoulder to 14' (850'), add TSP and signal head	\$ 225,000	\$ 325,000	\$ 475,000
Total				\$ 2,500,000	\$ 3,525,000	\$ 5,300,000

Extend shoulder
widening 2,500'
in each direction

North Front Range
Metropolitan
Planning
Organization

Transit Planning

US 34 Transit Plan

Additional Planning Tasks:

- First/Last Mile Analysis
- Future Route Expansion Options (Operating Plan/Costs)
- Funding/Implementation Plan



2025-07-28

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US 34 Transit Planning FIRST/LAST MILE STRATEGIES & RATCs

US 34 Transit Plan

- **FIRST/LAST MILE (FLM):** challenge of accessing transit at the beginning (first mile) and end (last mile) of a trip.
- **APPROACH:**
 - Review industry best practices to identify strategies and evaluate based on applicability to NFRMPO Area Typologies
 - Review NFRMPO's Regional Active Transportation Corridors (RATCs) to identify future connections to the US 34 stop areas



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FLM Strategies Toolkit: Primary Themes

Theme	Description
Repurposing Existing Infrastructure	Enhancements or adaptive reuse of existing assets to improve transit access and connectivity.
New Infrastructure	Construction of new or upgraded facilities that support multimodal access to transit stops and stations.
Transportation Services	New or enhanced mobility services that complement fixed-route transit.
Transportation Demand Management	Programs and policies that incentivize transit use and encourage walking, biking, or shared modes.
General Guidance / Policies	Design and policy guidance on infrastructure types and treatments that improve FLM connections.



FLM Sample Strategies

Theme	Strategy	Description	Implementing Agencies	Area Typologies				
				CBD	Urban	Commercial	Suburban	Rural
Repurpose Existing Infrastructure	Repurpose Publicly Owned Land and Parking	Convert publicly owned land and parking stalls for other types of mobility (e.g., bike lockers, micromobility devices, ride-share, etc.).	Local governments	●	●	●	●	●
New Infrastructure	Bicycle Facilities	Provide new bicycle infrastructure connections to transit stop areas (e.g., protected bike lanes, bike boxes, etc.).	Local governments, NFRMPO, CDOT	●	●	●	●	●
Transportation Services	Micromobility Services	Support implementation of micromobility services (e.g., e-scooters, bike-share, etc.) through establishment of policies/ ordinances, pilot programs, etc.	Local governments	●	●	●	●	●
Transportation Demand Management	Subsidized TNC/Taxi Programs	Establish partnerships with TNCs (e.g., Lyft/Uber) and taxi companies to subsidize the cost of first/last-mile trips.	Local governments, NFRMPO, property owners	●	●	●	●	●
General Guidance / Policies	Transit-Oriented Development (TOD)	Develop TOD plans, policies, and/or programs to encourage walkable, mixed-use developments around transit stop areas/alignments.	Local governments, NFRMPO, property owners	●	●	●	●	●

● = Most applicable, ● = Applicable ● = Not applicable

US 34 Transit Planning

ROUTE EXPANSION

US 34

Transit Plan



- **POTENTIAL ADDITIONAL STOP LOCATIONS:**
 - Locations previously analyzed and deferred
 - New locations based on development patterns, recommendations from relevant studies/plans, or stakeholder input
- **OPERATING PLAN EXPANSION SCENARIO:**
 - Improve weekday peak frequencies (comparable to peer services)
 - Dependent on ridership and future demand

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US 34 Transit Planning

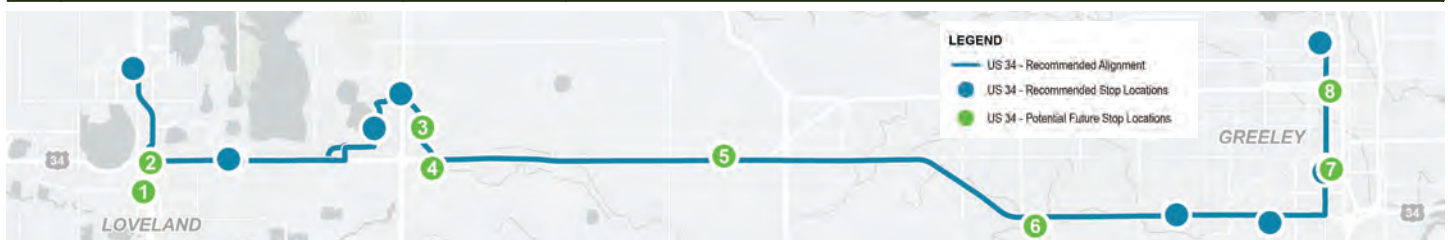
ROUTE EXPANSION

US 34

Transit Plan



ID	Stop Location	Jurisdiction	Considerations / Context
1	Vicinity of 8th St & Railroad Ave	Loveland	Potential Front Range Passenger Rail (FRPR) station. Exact location/site layout TBD.
2	US 34 between Cleveland Ave and Lincoln Ave	Loveland	Potential new transfer location under consideration by Loveland. Exact location/site layout TBD.
3	Centerra Pkwy & Kendall Pkwy	Loveland	Identified as part of US 34 Transit Plan to serve travel demand to Centerra; deferred due to low projected boarding activity.
4	Johnstown Plaza (on US 34)	Johnstown	Identified as future stop location in LINKNoCo Phase I and analyzed in US 34 Transit Plan; deferred due to lack of existing infrastructure, low transit connectivity, and low projected boarding activity.
5	Cascadia (West of SH 257 at 131st Ave)	Greeley	Proposed Regional Hub in <i>Greeley Mobility Development Plan</i> (2025). Would serve the planned Cascadia mixed-use development and business district.
6	US 34 & 65th Ave (UCHealth Greeley Hospital)	Greeley	Identified as part of US 34 Transit Plan to serve medical center & growth in SW Greeley; deferred due to minimal existing infrastructure and lack of transit connectivity. <i>Proposed Regional Hub in Greeley Mobility Development Plan</i>
7	University of Northern Colorado (10th Ave & 22nd St)	Greeley	US 34 service will serve existing stop location at 11th Ave & 22nd St. Details on mobility hub TBD; US 34 service could deviate to 10th Ave to serve new facility.
8	Greeley City Hall	Greeley	Proposed Community Hub in <i>Greeley Mobility Development Plan</i> . Part of Greeley's Micromobility Pilot Zone.



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US 34 Transit Planning

ROUTE EXPANSION

US 34

Transit Plan



Base & Expansion Operating Scenario Comparison

Operating Measure	Base		Expansion Scenario <i>Increased WD Peak Frequency</i>	
	Weekday	Sat/Sun	Weekday	Sat/Sun
Service Day	Weekday	Sat/Sun	Weekday	Sat/Sun
Service Span	5:00 am –10:00 pm	6:00 am –10:00 pm	5:00 am –10:00 pm	6:00 am –10:00 pm
Peak Service Periods	13 hours 6:00 am - 7:00 pm	13 hours 6:00 am - 7:00 pm	6 hours 6:00 am - 9:00 am 3:00 pm - 6:00 pm	13 hours 6:00 am - 7:00 pm
Off-Peak Service Periods	4 hours 5:00 am - 6:00 am 7:00 pm - 10:00 pm	3 hours 7:00 pm - 10:00 pm	11 hours 5:00 am - 6:00 am 9:00 am - 3:00 pm 6:00 pm - 10:00 pm	3 hours 7:00 pm - 10:00 pm
Peak Frequency	30	30	15	30
Off-Peak Frequency	30	60	30	60

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US 34 Transit Planning

ROUTE EXPANSION

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Transit Plan



Operating Cost Comparison

Operating Measure	Base	Expansion Scenario	Difference	Percent Difference
Annual Revenue Miles	585,000 mi	805,000 mi	220,000 mi	
Gross Operating Cost	\$5,270,000	\$7,250,000	\$1,980,000	37.5%

Assumes cost per mile of \$9.01 (2023 value escalated to 2026\$). Source: NTD Agency Profile, 2023

Fleet Requirements

Operating Measure	Base	Expansion Scenario
Peak Frequency (mins)	30	15
Peak Vehicle Requirements	5	10
Spare Vehicle Requirements	1	2
Total Vehicle Requirements	6	12

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US 34 Transit Planning

US 34 Transit Plan



FUNDING

Federal Funding Options:

- SS4A (Safe Streets and Roads for All)
- CMAQ (Congestion Mitigation and Air Quality Improvement Program)
- BUILD (Better Utilizing Investments to Leverage Development)
- Congressionally Directed Spending
- Note: Unlikely to be competitive in many of traditional federal grant programs (due to size/nature of improvements).

State Funding Options:

- CDOT 10-year capital improvement plan
- MMOF (Multimodal transportation and Mitigation options Fund)
- CTE (Clean Transit Enterprise)
- NAAPME (Nonattainment Area Air Pollution Mitigation Enterprise)

Note: There are few sources available for transit operations



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US 34 Transit Planning

US 34 Transit Plan



GRANT APPLICATION STRATEGY

- Bundle intersections as one project for maximum benefit.
- Data collection: safety and congestion along corridor.
- Development activities:
 - Project description
 - Schedule
 - Additional pre-construction activities



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US 34 Transit Planning

US 34 Transit Plan



IMPROVEMENT PRIORITIZATION

Three possible strategies for prioritizing improvements:

1. **Quick Wins** (83rd Ave and 65th Ave)
2. **Critical congestion areas** (WCR13/Colorado Blvd and Larimer Parkway)
3. **Other Planning and/or Construction Efforts**
 - Larimer Parkway/US 34
 - Colorado Boulevard (WCR 13)/US 34
 - Promontory Parkway/US 34

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Next Steps

US 34 Transit Plan



- *Early 2026* – DRAFT US 34 Transit Plan
- *January 7th* – US 34 Coalition
- *January 8th* – NFR Transportation Planning Council
- *January 21st* – Receive Final PMT/TAC Comments
- *January 26th* – FINAL US 34 Transit Plan
- *January 26th* – Initiate Public Comment Period
- *February 18th* – NFRMPO TAC Recommendation
- *March 5th* – Planning Council Adoption



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Questions/Comments?

