



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda—**REVISED**

April 2, 2026

**In-Person:**

Weld County Administration Building, Events Center, 1150 O Street, Greeley, CO 80631

**Virtual:**

**Meeting ID:** 242 745 954 796 50 **Passcode:** 2ee6t58o **Weblink:** [Join the meeting now](#)

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Kristin Stephens, Chair	-	6:00
2	Public Comment - 2 min each  <i>(accepted on items not on the Agenda)</i>	<i>Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.</i>	-	-
3	Councilmember Announcements	Kristin Stephens	-	6:05

**Consent Agenda**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – March 5, 2026	Kristin Stephens	10	6:10
	2025 Quarter 4 Unaudited Financials	Tonja Burshek, Controller	17	
	NFRMPO Planning Council Transit Representative <b>Resolution 2026-05</b>	Elizabeth Relford	23	
	Amended FY2026-2027 UPWP FY2026 Budget Amendment #2 <b>Resolution 2026-06</b>	Elizabeth Relford	24	
	2025 TMO Call for Projects <b>Resolution 2026-07</b>	Tanya Trujillo-Martinez, Mobility Director	27	



## Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Jessica Ferko, CDPHE-APCD	Handout	6:15
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	29	6:25
7	Regional Air Quality Council (RAQC)	Kristin Stephens	-	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-

## Metropolitan Planning Organization Agenda

### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:35
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:40
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	37	6:50
12	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	-	6:55
13	Finance Committee	Written	38	-
14	March 2026 TAC Executive Summary	Written	40	-
15	2026 Colorado Legislature Updates	Written	Handout	-
16	Mobility Program Updates	Written	Handout	-

### Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	March 2026 TIP Amendment <b>Resolution 2026-08</b>	Jonathan Stockburger, Transportation Planner I	42	7:00



**Discussion Items**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
18	Active Transportation Plan (ATP)	Jerome Rouser, Transportation Planner II	45	7:05

**Presentation**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
19	Front Range Passenger Rail District Update	Sal Pace, General Manager	Handout	7:35

**Council Reports**

<b>Agenda Item Number</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>	<b>Page Number</b>	<b>Time</b>
20	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:05
21	STAC Report	Kristin Stephens, NFRMPO STAC Representative	46	-
22	Host Council Member Report	Scott James, Weld County Commissioner	-	8:15

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: May 7, 2026 – City of Greeley



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

## March 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, April 2, 2026

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

- **Oil and gas emission control updates:** Join a public meeting to learn the Division's proposed updates to controlling pollution in the oil and gas industry. The proposals would include revisions to [Air Quality Control Commission Regulation 7](#) and [Regulation 19](#). The division will also share a brief update on controlling lead hazards. Register to join an upcoming meeting on [Tuesday, April 21, 6-8 p.m.](#) Register to join an upcoming meeting on [Wednesday, June 24, 11 a.m.-1 p.m.](#) Register to join an upcoming meeting on [Saturday, July 18, 11 a.m.-12 p.m.](#)
- **Air Monitoring 101:** Learn the basics of air monitoring in Colorado. The meetings will cover: (1) What air monitoring is and what it tells us about air quality (2) How air quality regulations guide air monitoring (3) The types of regulatory and community air monitoring the state conducts and supports (4) Resources to find real-time air monitoring data and advisories. Register to join an upcoming meeting on [Tuesday, April 28, 6-7:30 p.m.](#) Register to join an upcoming meeting on [Tuesday, May 5, 2-3:30 p.m.](#)
- **Lawn and garden in-use requirements:** Join a public meeting to learn the division's planned proposal to expand requirements for lawn and garden equipment. 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 an upcoming meeting [Wednesday, May 27, 1-2:30 p.m.](#) Register to join an upcoming meeting on [Tuesday, June 2, 6-8 p.m.](#)



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

### March 2026 (The Commission did not meet in the month of March)

- **March 31, 2026 - Cripple Creek and Victor Gold Mine, Teller County - Title V Operating Permit Number 11OPE362:** Public comment hearing to elicit and record comments on (1) APCD's preliminary analysis of the proposed Title V operating permit renewal and associated permit modifications, and (2) whether the permit application should be approved or denied.

### April 15-17, 2026 Commission Meeting

- **Rulemaking Hearing for Regulation Numbers 24, 26 & 30 - Toxic Air Contaminants:** The Commission will consider revisions to Regulation Numbers 24, 26 & 30 to adopt emission control regulations and associated compliance demonstration provisions that reduce air emissions for new and existing stationary sources of priority toxic air contaminant (PTAC) previously identified by the Commission. These PTAC of benzene; chromium compounds, hexavalent (hexavalent chromium); ethylene oxide (EtO); formaldehyde; and hydrogen sulfide (H<sub>2</sub>S). Additionally, the Commission will consider certain reporting requirements intended to address current information gaps and identify opportunities for future PTAC control strategies.





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North Front Range  
**Metropolitan  
Planning  
Organization**

## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: Jonathan Stockburger**  
**Date: April 2, 2026**  
**Re: Logo and Color Palette Changes**

### Summary

NFRMPO Staff have agreed to changes to the NFRMPO logo and color palette. All color changes were made to better comply with digital accessibility requirements, especially for documents with white backgrounds. The complete list of changes can be found below:

- Added mountain to logo
- Changed the “NFRMPO Blue” and “NFRMPO Green” to darker shades
- Added third “NFRMPO Teal” color to logo
- Changed logo font to “Assistant”
- Added alternate “NFRMPO Pink” color to color palette (selected through staff voting)
- “NFRMPO Gray” remains unchanged

### Attachments

- Updated NFRMPO Color Palette

## Primary Color Palette

### NFRMPO Blue



C	M	Y	K	R	G	B	Hex
96	70	38	23	19	73	104	124867

White Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

Black Background: ✗ Large Text ✗ Regular Text ✗ Graphical Objects

### NFRMPO Green



C	M	Y	K	R	G	B	Hex
74	29	89	14	74	128	71	4a8047

White Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

Black Background: ✓ Large Text ✗ Regular Text ✓ Graphical Objects

### NFRMPO Teal



C	M	Y	K	R	G	B	Hex
85	37	32	3	20	128	152	148098

White Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

Black Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

## Secondary Color Palette

### NFRMPO Pink



C	M	Y	K	R	G	B	Hex
8	96	37	0	221	43	106	dd2b6a

White Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

Black Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

### NFRMPO Gray



C	M	Y	K	R	G	B	Hex
41	23	16	51	116	118	120	747678

White Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

Black Background: ✓ Large Text ✓ Regular Text ✓ Graphical Objects

## Marketing Typography Family:

Assistant Light

Assistant Regular

**Assistant Bold**

Large text refers to anything 18 pt or above or bold text that is 14 pt or above. Everything smaller is considered regular text. Graphical objects include any icons or visual elements which add meaning. For example a standalone icon like a print icon with no text, or the important parts of a complex diagram such as each line in a graph, or each section in a pie chart. This also applies to user interface components, which include anything a user needs to interact with. For example, buttons, hyperlink text and data entry fields etc.

NFRMPO logos and further compliant colors can be found in the logo folder **Administrative > Reference > Graphics > Logos > NFRMPO Logos**

To determine if colors are compliant, please visit [webaim.org/resources/contrastchecker/](https://webaim.org/resources/contrastchecker/)

The Assistant font family can be downloaded at [fonts.google.com/specimen/Assistant](https://fonts.google.com/specimen/Assistant)

For information on creating accessible maps, please visit [gis.colorado.gov/accessibility/](https://gis.colorado.gov/accessibility/) or [mn.gov/mnit/about-mnit/accessibility/maps/](https://mn.gov/mnit/about-mnit/accessibility/maps/)



COLORADO  
**Transportation  
Investment Office**

# 10-Year Plan Project Strategy

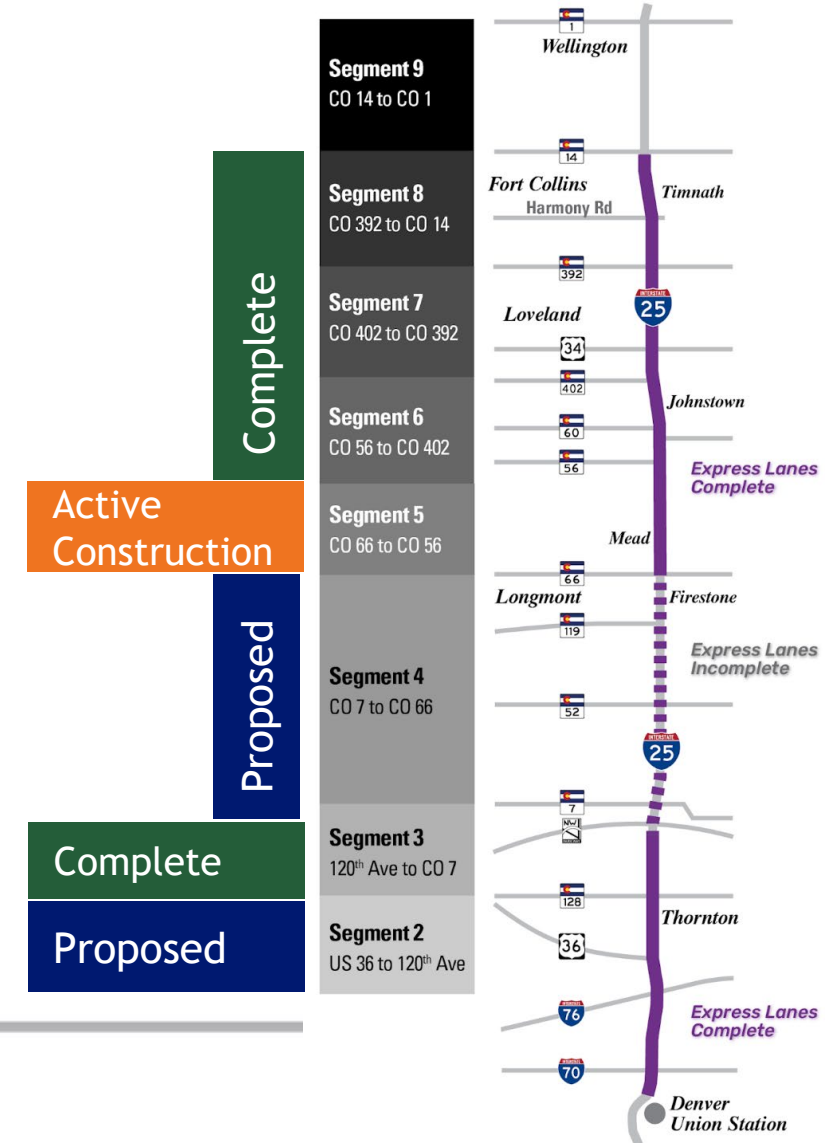
March 18, 2025

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# I-25 Corridor Overview

## I-25 Environmental Impact Statement

- Initiated in 2001 - FEIS signed 2011
- Purpose & Need addresses the explosive growth in Northern Colorado, improve the safety of I-25 corridor, replace aging and obsolete infrastructure, and provide users choice through modal alternatives
- Preferred alternative scope limits extended north of Union Station to Wellington and west to US 287 and east to US 85. Included: Express Lanes, Express Bus, General Purpose Lanes, Commuter Bus on US 85, and Commuter Rail
- Express Lane was determined to be built first, generating revenue to fund the preferred alternative
  - 16 miles of Express Lane remaining for 52 miles continuously
- Bustang on the Northline launched in July 2015
- Preferred alternative meets PD14 goals in 2025



Advancing  
Transportation  
Safety



Fix  
Our  
Roads



Sustainably  
Increase  
Transportation  
Choice

# Financing Strategy to Advance the I-25 Corridor

Building upon CTIO's existing I-25N loan structure with the Build America Bureau (BAB), the TIFIA program offers a ready vehicle for a flexible and low-cost borrowing option.

## Option 1: Upsize existing TIFIA loan to maximum eligible amount (if possible)

- Potential to retain existing interest rate (4.26%)
- Utilize higher eligibility threshold (49% compared to prior 33%)

## Option 2: Deploy unused capacity of existing \$501m loan, negotiate second loan to maximum eligible amount

- Second loan sized to 49% of total eligible costs for full corridor, including incremental eligibility of projects previously completed or under construction
- Access to existing interest rate for a portion of new project costs (up to \$501m cap); new interest rate applies to borrowing under second loan (above \$501m)

Utilizing TIFIA will balance CTIO's ability to complete existing I-25 projects and maintain flexibility to address other priorities.

## Next Steps and Estimated Timeline

- Reach out to Build America Bureau (BAB) & Confirm Approach (4 weeks)
- Conduct T&R analysis (12+ weeks)
- Engage rating agencies and BAB (~6-8 weeks)
- Undergo TIFIA creditworthiness process (36+ weeks)

# Eligible Cost Basis for TIFIA Loan Sizing

Prior / Active Projects		Planned Projects	
Scope Element	Eligible Cost (\$m, YOE)	Scope Element	Eligible Cost (\$m, YOE)
2.1	70	2.2	273
3.1, 3.2	138	2.3	95
4.1	27	3P	326
5.1, 5.2	378	4P	405
6.1	297	<b>Total Planned<sup>3</sup></b>	<b>\$1,099</b>
7.1, 7.2, 8.1	655		
8.2	4		
<b>Total Prior/Active<sup>3</sup></b>	<b>\$1,568</b>		

<b>Combined Eligible Cost</b>	<b>2,668</b>	← BAB policy as of July 2025
Loan Size Cap	x49%	
<b>Max Combined TIFIA Borrowing</b>	<b>1,307</b>	← Existing loan amount
Loan Capacity Utilized	(501)	
<b>Upsized / Second Loan Amount<sup>5</sup></b>	<b>\$805</b>	← <b>Max additional TIFIA borrowing</b>

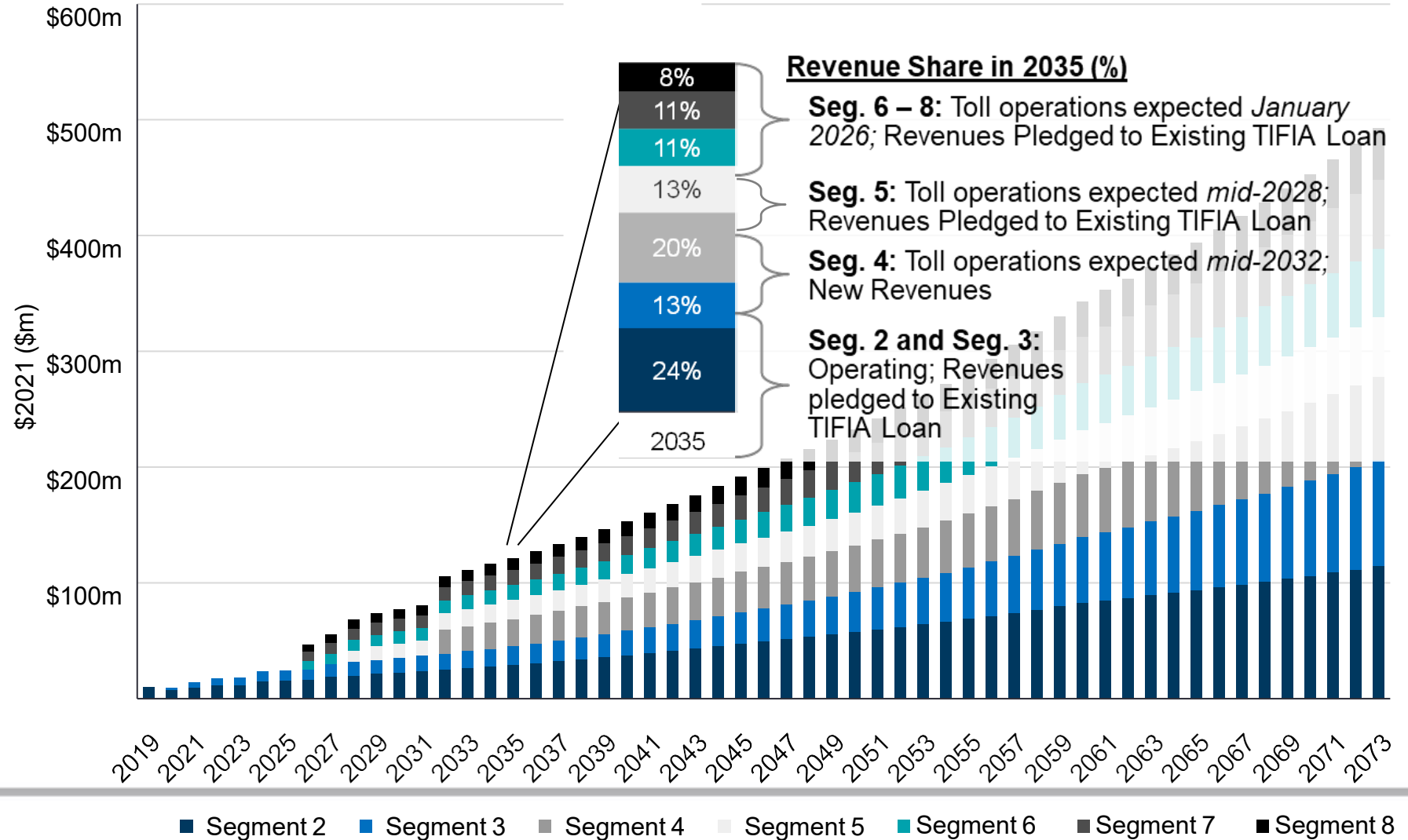
- Maximum TIFIA loan amount determined, in part, as a percentage of eligible project costs.
- Planning, environmental, ROW acquisition, construction, and select financing activities are generally considered eligible costs.<sup>4</sup>
- Cost eligibility can include prior expenditures, subject to BAB and FHWA approval.
- Prior BAB policy limited borrowing to 33% of eligible costs, with certain exceptions; as of July 2025, all loans can be sized to 49%.
- Based on prior and planned expenditures, max TIFIA borrowing amounts to \$1.3b, or 49% of combined eligible costs.
- Of that amount, \$501m has already been borrowed, leaving \$805m of *potential* additional loan capacity (subject to creditworthiness).



# Projected Gross Toll Revenue by Segment

## Key Takeaways:

- Proposed strategy maintains healthy **coverage ratio for debt of over 2.0x** (rate coverage requirement is 1.25x for current loan).
- Once operational, **Segments 5-8 comprise 43% of expected corridor revenue by 2035**, more than doubling corridor revenues.
- Revenue generated from new segments (3b+4) amounts to **20% of corridor revenue in 2035**, with Segment 4 generating second highest revenue of all segments.
- T&R sensitivity analysis showed the addition of Segments 4 and 5 is expected to **increase revenue from other segments by an average of 12%** over the forecast term.



# I-25 Corridor Project Summary

Additional TIFIA borrowing—combined with unused capacity of the current TIFIA loan—could support planned capital expenditures and close the funding gap.

Latest project costs from the 2025 corridor finance plan (amounts in YOE)	Estimated Cost	10-Year Plan Funding	Addl. Funding Required	TIFIA Borrowing (see below)
2.2 – Op. and Safety Improv. from US 36 to 104th Avenue, Mobility hub upgrades	\$272m	\$110m	\$162m	
2.3 – US 36 to CO 128/120 <sup>th</sup> Ave.	\$95m	\$0m	\$95m	
3P - CO 128/120th to CO 7	\$326m	\$87m	\$239m	
4P - CO 7 to CO 66	\$405m	\$38m	\$367m	
<b>Total Planned</b>	<b>\$1,099m</b>	<b>\$235m</b>	<b>\$863m</b>	

Current Loan Amount	\$501m
Less: Draws for Prior / Active Projects	(\$412m)
Subtotal: Available Capacity from Current Loan	\$89m
Plus: Additional Borrowing Capacity	\$805m
Subtotal: Combined Loan Capacity for Planned Projects	\$894m
Less: Planned Capital Costs	(\$863m)
<b>Delta</b>	<b>\$31m</b>

# I-25 Corridor Flexibility

Assuming the new financing strategy outlined is implemented, CTIO will have flexibility within the corridor to address other priorities of the CTIO Board. Below is a conservative picture of what the corridors financial position would look like given these risk considerations:

- Delayed commencement of segment 5 tolling operations
- Extended closure of segment 2 express lanes (to complete planned projects)
- Revenue performance in segments 4-8 is lower than forecasted

Restricted Surplus Revenue (2027 \$m)	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Annual Amount*	16	11	0	8	25	27	31	-8	20	33
Cumulative Amount*	16	27	27	35	60	87	118	110	131	163

\*assumes debt service for new loan commences in 2034

Per our loan agreements, any restricted surplus revenue from the corridor may be disbursed to or upon the written direction of the Transportation Enterprise for any purpose in line with CTIO statute and state law and as long as the disbursement will not violate any coverage requirements or lockup requirements.

# I-270 Corridor Overview



Fix  
Our  
Roads



## I-270 Corridor Improvements

- Interstate 270 in Denver and Adams Counties
- \$900.8M Total Cost
  - Strategic Funding (\$174.5M FY19-26, \$25.5M FY27-30, \$0M FY31+, and \$700.8M Other)
- Project Description: Replacement of critically deficient bridges and roadway structure along I-270. Addition of an Express Lane in the east and westbound direction.
- Construction of the Vasquez Interchange, ITS infrastructure, and I-76 ramp improvements
- Implementing an overlay project on SH 224 with construction of a pedestrian bridge at Leyden Park and completion of sidewalk gaps connecting to new ADA ramps

# Interim Strategy to Advance the I-270 Corridor

- Update traffic and revenue forecast.
  - CTIO will need an updated forecast to develop informed financing scenarios.
  - Current study is over 5 years old and will need to be refreshed
- Review assumptions for financial analysis, including O&M costs, lifecycle costs, construction costs, and schedule.
- Interim update of financial capacity analysis.
- Identification of potential credit enhancements / strategies.
- Debt market updates and considerations.
- Continue to support the project team on tolling related questions and assumptions as part of the DEIS process.

# Feedback Requested

- Does the Board feel the proposed financing strategy for the I-25 corridor project balances the goal of both advancing the completion of the Express Lanes network while maintaining flexibility to address other priorities?
- Does the Board feel that proposed next steps for the I-270 corridor are appropriate given the the current status of the project?



**Front Range Passenger Rail District  
Board of Directors 2026  
REGULAR MEETING**  
Join Zoom Meeting

Join by Phone: 720-707-2699  
Webinar ID: 846 0703 5098

**Thursday, March 26, 2026, 10:00 AM**

**AGENDA**

- 1. Call to Order; Roll Call, Establish Quorum**
- 2. Public Comment**

Advance registration is required to speak during Public Comment. The order of speaking is on a first-come, first-served basis. Public comments will be limited to 3 minutes per person. People wishing to make a comment must sign-up before the start of the meeting at [https://bit.ly/FRPRD\\_PublicComment](https://bit.ly/FRPRD_PublicComment).
- 3. Approval of Minutes**
  - A. Approve February 27, 2026, Meeting Minutes (Page 4)
- 4. General Manager's Report**
  - A. CDOT IGA Update
- 5. State Report**
- 6. Committee Reports**
  - A. Government Affairs and Communications (Page 10)
  - B. Finance (Page 15)
  - C. Planning (Page 18)
  - D. Executive (Page 23)
- 7. Board Action Items**
  - A. Resolution No. 2026-08 Identifying the Sterling Ranch Primary Station Location and a Potential Special Event Station at Burnham Yard (Page 27)
  - B. 503 Strategies (Page 32)
  - C. All the Way Media (Page 42)
  - D. Ascend Beyond, LLC (Page 56)
  - E. Aspect Strategic (Page 65)

- F. BBMK Government Affairs (Page 74)
- G. Burdekin English (Page 83)
- H. Elbra Strategic Advising (Page 98)
- I. HDR Planning and Project Development (Page 107)
- J. HDR Strategic Communications (Page 119)
- K. Kurt Bagley, LLC (Page 131)
- L. MCM Strategies (Page 142)
- M. Moreland West, LLC (Page 152)
- N. Trujillo LLC (Page 161)
- O. Votoupal and Associates (Page 171)

**8. Discussion**

- A. FRPR Proposed Legislation

**9. Director Updates**

**10. Executive Session**

- A. *Executive Session pursuant to Section 24-6-402(e)(I), C.R.S. for the purpose of discussing matters subject to negotiations and personnel.*

**11. Adjourn**

# Legislative Report

April 2026

**Direct NFRMPO Impact:**

<b>Title</b>	<a href="#">HB26-1065</a> : Transit and Housing Investment Zones
<b>Description</b>	Concerning transit and housing investment zones.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Creates a mechanism for a local government and transit agencies to:</li> <li>• Undertake a transit investment project</li> <li>• Designate a transit investment area in which the project will be built</li> <li>• Create a transit investment authority or designate other financing entities with the power to receive and use the increment of revenue derived from the states sales tax collected in the area.</li> <li>• Allows local governments to apply to the Office of Economic Development and the Colorado Economic Development Commission to undertake a project, and to form an authority or designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity.</li> <li>• Creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/23/2026: Finance Discussion; Referred to Appropriations</li> <li>• 1/21/2026: Introduced in House – Assigned to Finance</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local agencies to create transit investment areas to help fund transit projects.</li> </ul>

<b>Title</b>	<a href="#">SB26-021</a> : Clean Fleet Enterprise Replacing Aging Diesel Trucks
<b>Description</b>	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes the Clean Fleet Enterprise to incentivize, support, and accelerate the replacement of diesel-powered trucks with a model year of 2009 and earlier with heavy-duty trucks that is a model year of 2018 or later.</li> <li>• Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/17/2026: Transportation, Housing and &amp; Local Government; Referred to House</li> <li>• 3/3/2026: Passed the Senate.</li> <li>• 2/23/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <li>• 1/14/2026: Introduced in Senate – Assigned to Transportation &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.</li> </ul>

<b>Title</b>	<a href="#">HB26-1071</a> : Local Government Vehicle Identification System on Interstate Highways
<b>Description</b>	Concerning allowing a local government to locate an automated vehicle identification system on an interstate highway.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/19/2026: Local Government &amp; Housing Discussion; Referred to Senate</li> <li>• 2/26/2026: Introduced in Senate- Assigned to Local Government &amp; Housing</li> <li>• 2/23/2026: Passed the House</li> <li>• 2/17/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 1/26/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).</li> </ul>

<b>Title</b>	<a href="#">HB26-1076</a> : Transportation Statutory Clean-Up
<b>Description</b>	Concerning modification to select statutory provisions relating to transportation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety.</li> <li>• Establishes a 4-year term limit for members of the NAAPME board who are appointed by the Governor and clarifies when the initial term for each appointment ends.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 2/20/2026: Introduced to Senate- Assigned to Transportation &amp; Energy</li> <li>• 2/18/2026: Passed the House</li> <li>• 2/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.</li> </ul>

<b>Title</b>	<a href="#">HB26-1127</a> : Reporting After Fatal Car Crash
<b>Description</b>	Concerning a report after motor vehicle crashes resulting in death.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/31/2026: Passed the Senate</li> <li>• 3/25/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 3/10/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/5/2026: Passed the House</li> <li>• 2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House</li> <li>• 2/04/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.</li> </ul>

<b>Title</b>	<a href="#">HB26-1237</a> : Transportation Safety Modifications
<b>Description</b>	Concerning modifications to select statutory provisions to improve transportation safety.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive.</li> <li>• Prohibits an individual from stopping, standing, or parking a vehicle in the portion of a roadway designated as a bike lane, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device.</li> <li>• Clarifies that specified officers and authorized employees may move an attended or unattended motor vehicle, vehicle cargo, or debris that is on a highway right-of-way and that obstructs or impedes traffic or highway maintenance or operations</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/17/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/12/2026: Passed the House</li> <li>• 3/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/18/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Planning Council has identified safety as a regional priority.</li> </ul>

<b>Title</b>	<a href="#">HB26-1269</a> : Transit Access
<b>Description</b>	Concerning transit access.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires covered transit agencies to take specific actions in the following areas to increase transit access. For this bill, covered transit agencies refer to transit agencies that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but does not directly provide transit services. <ul style="list-style-type: none"> <li>○ Information for transit riders;</li> <li>○ Language access initiatives;</li> <li>○ Access to restroom amenities; and</li> <li>○ Reporting requirements.</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/30/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/25/2026: Passed the House</li> <li>• 3/18/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>

<p><b>NFRMPO Impact</b></p>	<ul style="list-style-type: none"> <li>• Transfort is the only NFRMPO transit agency that is impacted by this bill</li> <li>• Beginning on June 30, 2027, Transfort must ensure that clear, up-to-date transit system maps are displayed at all bus stations, and bus rapid transit stops. Transfort must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all bus stations, and transit stops with a covered shelter. Transfort may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. Transfort is not required to replace its fixed signage, displays, or maps solely to comply with these new requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps.</li> <li>• Transfort would be required to ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the agency operates or that are required by the agency's existing language access plan. Existing language access plans can be used to satisfy this requirement</li> <li>• Require Transfort to annual report their progress on action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Agencies must post this annual report on a publicly accessible website.</li> </ul>
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### Direct NFRMPO Impact: Bills Rejected by General Assembly

<b>Title</b>	<a href="#">HB26-1266</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>3/10/2026: Transportation, Housing &amp; Local Government Discussion; Postponed Indefinitely</li> <li>2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Retail delivery fees are used to fund NAAPME grants that can be used for projects in the region. This repeal would lead to less funding available for projects through NAAPME funding.</li> </ul>

<b>Title</b>	<a href="#">HB26-1086</a> : Adjust Subdivision Access to State Highway System
<b>Description</b>	Concerning an adjustment to the requirement that subdivision plans must provide access to the state highway system.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Current law prohibits local authorities from approving a subdivision plan or plat that does not have access to the state highway system.</li> <li>Removes this restriction and specifies that a person may submit, and a local authority may approve, an application for a subdivision plan or plat that does not provide all lots and parcels created by the subdivision access to the state highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>2/17/2026: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Allow local agencies to approve subdivision plans or plots that do not have access to the state highway system.</li> </ul>

### Transportation-Related Bills – Limited NFRMPO Impact

- [HB26-1102](#): Funding for Colorado DRIVES Account
  - Increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account, and consistent with current law, crediting the remainder of the fees to the HUTF.
- [HB26-1053](#): Motor Vehicle Regulation Administration
  - Under current law, an owner of a vehicle that pays specific ownership tax, except intrastate commercial carriers, have their license plates retired and are reissued new plates when the vehicle’s ownership is transferred. This bill repeals this requirement and authorizes the owner to transfer the plates to a new motor vehicle.
- [HB26-1041](#): Electronic Vehicle Records

- This bill repeals the existing requirement that a paper certificate of title be used for specific vehicle transactions, thereby allowing the use of a certificate of title in an electronic format in all circumstances.
- [SB26-035](#): Increase of Traffic Violation Penalties
  - This bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period. The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.
- [SB26-063](#): Nonemergency Medical Transportation Services
  - This bill requires a transportation broker to contract with at least 5 transportation providers to provide nonemergency transportation services to medicare members. Requires Medicaid members be able to preapprove nonemergency medical transportation services and choose a preferred transportation provider to receive non-emergency transportation services through.
- [SB26-026](#): Weight for Vehicles with Child Restraint System
  - As it relates to child restraint system requirements, current law defines a "motor vehicle" to include certain passenger vehicles that have a gross vehicle weight rating of less than 10,000 pounds. The bill increases the gross vehicle weight rating criteria in the definition to less than 16,000 pounds.
- [HB26-1102](#): Funding for Colorado DRIVES Account
  - This bill authorizes the Department of Revenue to charge a fee for an individual who fails to appear at a scheduled appointment for a driver's license, to redirect fees for special vehicle registrations for personalized license plates from the highway users tax fund (HUTF) to the DRIVES account, and to redirect \$2 of each late vehicle registration fee from the HUTF to the DRIVES accounts and crediting the remainder of the fees to the HUTF.
- [HB26-1242](#): Interlock Device for Impaired Drivers
  - This bill will eliminate the waiting period to apply for an interlock-restricted license following a conviction related to driving under the influence of drugs or alcohol.
- [HB26-1125](#): Parent Penalties Minor Using Electric Bicycle
  - The bill creates penalties to be assessed against a parent or guardian who permits their minor child or ward to operate an electrical assisted bicycle, electric motorcycle, electric scooter, or electric skateboard (electric vehicle) if the minor child or ward operates the electric vehicle in a manner that violates certain laws concerning the usage of such electric vehicles, including laws regarding age requirements for different classes of such electric vehicles, how to safely and properly operate such electric vehicles on roadways or pathways, and required safety gear.

## Weld County Mobility Committee (WCMC) – MINUTES

March 24, 2026 | 1:00 p.m. to 3:30 p.m.

### Hybrid Location:

The United Way of Weld County, 814 9<sup>th</sup> Street, Greeley, CO 80631

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### Call Meeting to Order, Welcome, and Overview of Agenda

#### Introductions & Icebreaker

#### 1. Call Meeting to Order, Welcome, and Overview of Agenda

##### In Person:

- Tyler Lamm, United Way Weld County
- Steve Teets, WAND
- Michelle Trevino, United Way Weld County
- NFRMPO Staff: Tanya Trujillo Martinez, Aaron Hull, Lisa Joyner

##### Virtual:

- Trevor Trepanier, GET
- Celest Ewert, Envision
- Megan Kaliczak, zTrip
- Sarah G, Connections for Independent Living
- Jaclyn Streeter, GoNoCo34
- Michael Ford, Colorado Driver's COOP

##### Approval of September Minutes:

Kaliczak moved to approve the September 2025 meeting minutes, which Lamm seconded; the motion passed unanimously.



## Public Comment

There was no public comment.

## Co-Chair Elections

Hull announced that the WCMC must elect two co-chairs. Torres is currently the sole co-chair and is eligible to serve a second year. Teets nominated Lamm and Ewert to serve as the second co-chair; both declined the nomination. Hull suggested nominating Torres as chair and electing a separate co-chair. Kaliczak nominated Torres to serve as chair. Hull then asked Teets if he would serve as co-chair and asked whether Lamm could assist Teets with online materials and printing. Kaliczak seconded the motion to appoint Teets as co-chair. The motion passed unanimously.

## Mobility Program Updates:

Joyner shared the RideNoCo year-to-date call center data, discussed call center trends, and gave outreach updates.

## Presentations

Trujillo-Martinez provided an update on RideNoCo activities since the previous meeting. She reviewed the RideNoCo website redesign and planned improvements, with a soft launch anticipated in mid-April. She also discussed funding opportunities the mobility program has applied for that fall outside of traditional transportation grants and are more closely aligned with health care, which could be used to enhance call center technology and data collection.

Trujillo-Martinez explained that calls are currently answered by phone. The goal is to create an online form to collect trip requests and send them to transportation providers, creating a closed-loop system. Teets suggested calling



## Hybrid Meeting

riders back to see if they received a ride. Tanya explained that call-backs would be too time-consuming and that the new system would provide that information automatically.

Trujillo-Martinez discussed upcoming initiatives related to Mobility Management and Transportation Demand Management, including the expansion of the Trip Discovery System (TDS). She noted that expanding TDS to additional agencies in Northern Colorado and beyond is a key growth area for RideNoCo. Teets requested an overview of MyWayToGo for new WCMC members, and Hull explained that the platform is like the RideNoCo Trip Discovery Tool but offers additional features such as carpooling and vanpooling options, incentives, and participation challenges.

## Discussion Items

Hull gave an update about replacing the Trip Discovery tool with the MyWayToGo tool on the RideNoCo website. He said MyWayToGo is a more affordable option, and it offers expanded features like carpool and vanpooling, challenges, and incentives. MyWayToGo is working on its own web updates and will have an app. Hull also provided an overview of proposed bylaw updates, noting that the bylaws have not been updated in years. He said the team will work on revisions and present them to the committees in April or May. Trujillo-Martinez added that the bylaws ensure that we meet federally mandated requirements and how we are doing that as a committee.

As part of the bylaw updates, Hull asked the group for their thoughts on combining the three mobility committees into one meeting. He noted the meetings could be held monthly, bi-monthly, or quarterly, and that there is a lot of overlap in information in the three current meetings. He also asked for



## Hybrid Meeting

feedback on location, and having co-chairs representing both Larimer and Weld counties. Teets and Lamm shared a few meeting ideas. Trujillo-Martinez pointed out that people who attend all three meetings often hear the same updates multiple times and said combining meetings could increase participation. Hull also noted that the Northern Colorado committee has higher attendance.

Kaliczak said quarterly meetings would not be frequent enough and favored meeting monthly or bi-monthly. She supported rotating in-person locations with a virtual option and stressed the importance of having representation from both counties. She stressed the importance of sharing information across counties because that is how you learn and grow.

Trepanier agreed with moving to one monthly or bi-monthly meeting and said both county representation is important, especially with the ongoing RTD discussions. He added that county-specific issues could still be addressed through separate meetings if needed.

Hull noted that the bylaws need clearer definitions for membership, voting, and committee size. Teets recommended requiring alternate representatives when members are unable to attend and suggested a minimum of seven voting members.

Trujillo-Martinez emphasized that the committee should lead its own meetings, including agenda development and presentations, and that a minimum number of regular voting members should be required. Trepanier stressed the need to distinguish between committee members and the public. Ewert stated that the majority should constitute a quorum, and Trevino asked whether current attendees are considered voting members.

Hull raised the possibility of renaming the committee to the Regional Coordinating Council. Teets asked about members who attend meetings sporadically and then stop participating. Hull explained that members who miss three meetings would no longer be eligible to vote but could be replaced by a



## Hybrid Meeting

proxy or alternate. Lamm asked whether there is a limit on how many members from a single organization may serve on the committee.

### 2026 Mobility Action Plan Updates

Hull provided an update on the Mobility Action Plan (MAP), explaining that he is streamlining and updating the document. He reviewed the 2023 action plan goals and progress to date. Teets emphasized the need to share information more broadly, beyond the three primary transportation agencies. Trevino noted the importance of increased collaboration and suggested providing program updates that organizations could link to on their websites. The committee discussed issues related to vouchers and paratransit services.

### Wrap-Up & Member Updates

Trepanier provided an update on the new paratransit service with VIA Transportation. He noted that there is no start date for US34 and proposed names for the route went to the city council.

Ewert announced Envision's 12<sup>th</sup> annual 5k Walk in My Shoes event that will take place on June 6, 2026. Information booths or vendor booths are available.

Kaliczak shared that Transdev's contract ends with NEMT as the broker in June. The State of Colorado has not signed a contract with the new third-party NEMT broker yet, and when that happens, there will be new rules and regulations for all ride providers.



## Hybrid Meeting

Teets summarized a letter from an ADA rider who uses a service dog regarding an incident in which his wheelchair was not properly secured on the bus. After contacting dispatch for assistance, the driver reportedly responded negatively. During the trip, the rider experienced a medical episode, alerted by his service dog, but his requests for help were ignored. He fell from his chair and landed on the floor with his service dog. Upon arrival, an ADA supervisor was present and later characterized the service dog as aggressive. The rider was subsequently informed that he was no longer permitted to use the service.

## Public Comment

There was no public comment.

## Agenda Suggestions

Updates for Greeley Evans Transit's new Paratransit Service with VIA Transportation.

## Meeting Adjournment

Teets made a motion to adjourn the meeting, seconded by Trevino.

## Upcoming Meetings:

1. Larimer County Mobility Committee: April 28, 2026
2. Northern Colorado Mobility Committee: May 26, 2026
3. Weld County Mobility Committee: June 23, 2026

## \*Please note:

- The WCMC and LCMC have changed to **hybrid** meetings and will have an option to meet in-person as well as virtually. Locations for the hybrid meetings will be at the following:
  - The WCMC will be held at The United Way of Weld County office at 814 9<sup>th</sup> Street, Greeley, CO 80631.
  - The LCMC will be held at the Loveland Youth Campus at 2366 E 1st St, Loveland, CO 80537.



# Active Transportation Plan (ATP)

Planning Council  
April 2, 2026



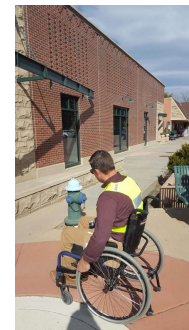
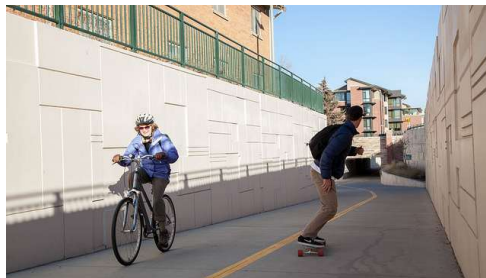
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## What is Active Transportation?



**Human-powered\* and human-scaled modes of transportation**  
pedestrian (walk or roll), bicycle, scooter, skateboard, etc.

\*includes electric assist



2

2

## What is the Active Transportation Plan (ATP)?



- An update to our shared regional vision for improved active transportation within and between communities
- Guidance for consistent active transportation planning across the region
- Toolkit for NFRMPO member communities and other partners



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## Plan Format




- Five chapters:
  - Chapter 1: Introduction
  - Chapter 2: Existing Conditions
  - Chapter 3: Strategies, Approaches, and Emerging Trends
  - Chapter 4: Regional Active Transportation Corridors (RATCs)
  - Chapter 5: Action Steps
- Appendices

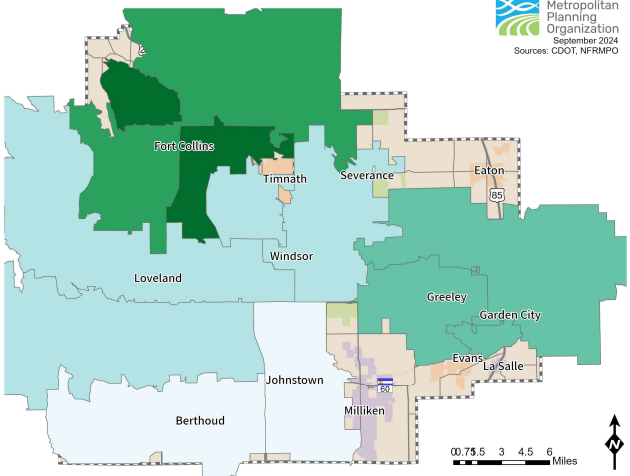
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## 2025 ATP Survey




- 262 Responses
  - 3 in Spanish
- 19 zip codes
- Closed on September 27, 2024



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## 2025 ATP Survey



### I would ride a bicycle more if...

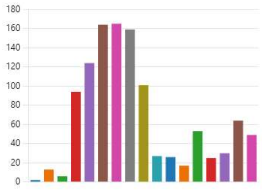
Top 5 responses

- There were more physical barriers between bikes and automobiles
- There were more space separating bicycles from automobiles
- There were more off-street trails/multiuse paths
- Motorists drove more respectfully
- There was secure bike parking near my destinations

4. I would ride a bicycle more if: (Choose all that apply)

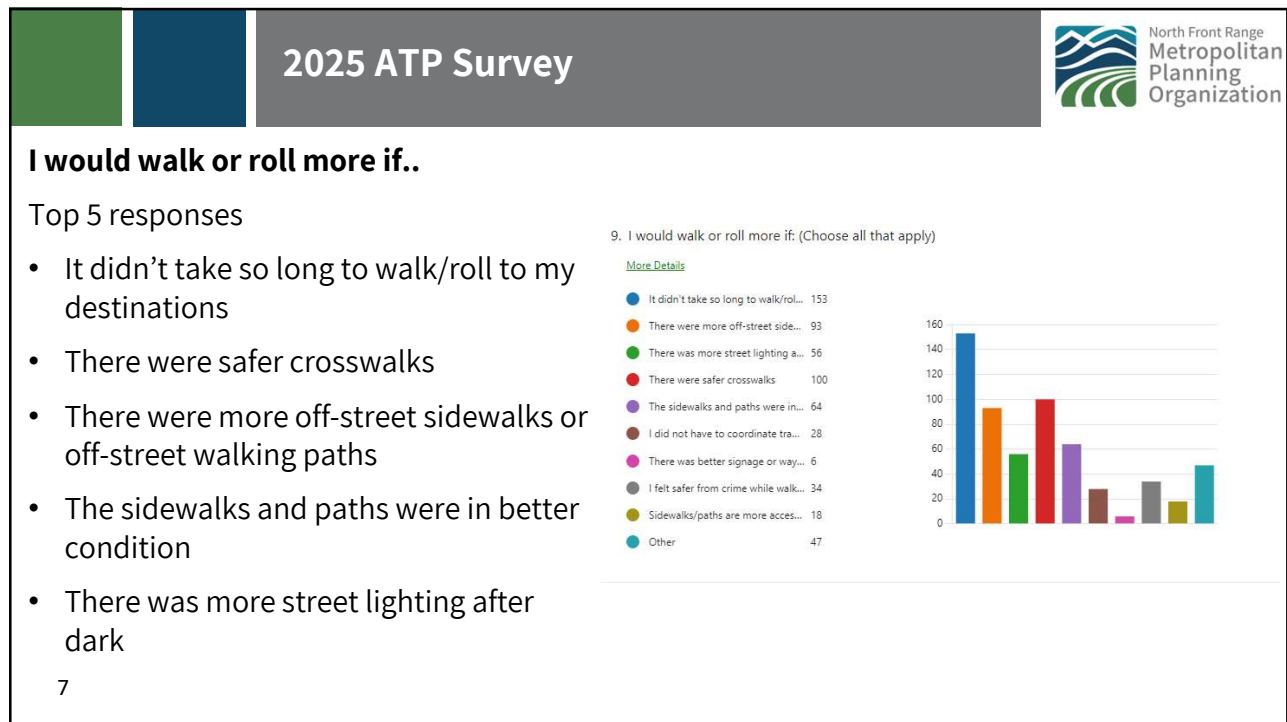
[More Details](#)

● I knew how to ride a bicycle	2
● I felt more confident in my bicyc...	13
● I had access to a bicycle	6
● Vehicle speeds were slower	94
● Motorists drove more respectfully	124
● There were more space separati...	164
● There were more physical barrie...	165
● There were more off-street trails...	159
● There was secure bike parking n...	101
● I did not have to coordinate tra...	27
● There was better signage or way...	26
● I had access to public or workpl...	17
● There was better street lighting ...	53
● I was in better physical shape	25
● I had an electric assist bicycle (e...	30
● Bike lanes and paths are better ...	64
● Other	49

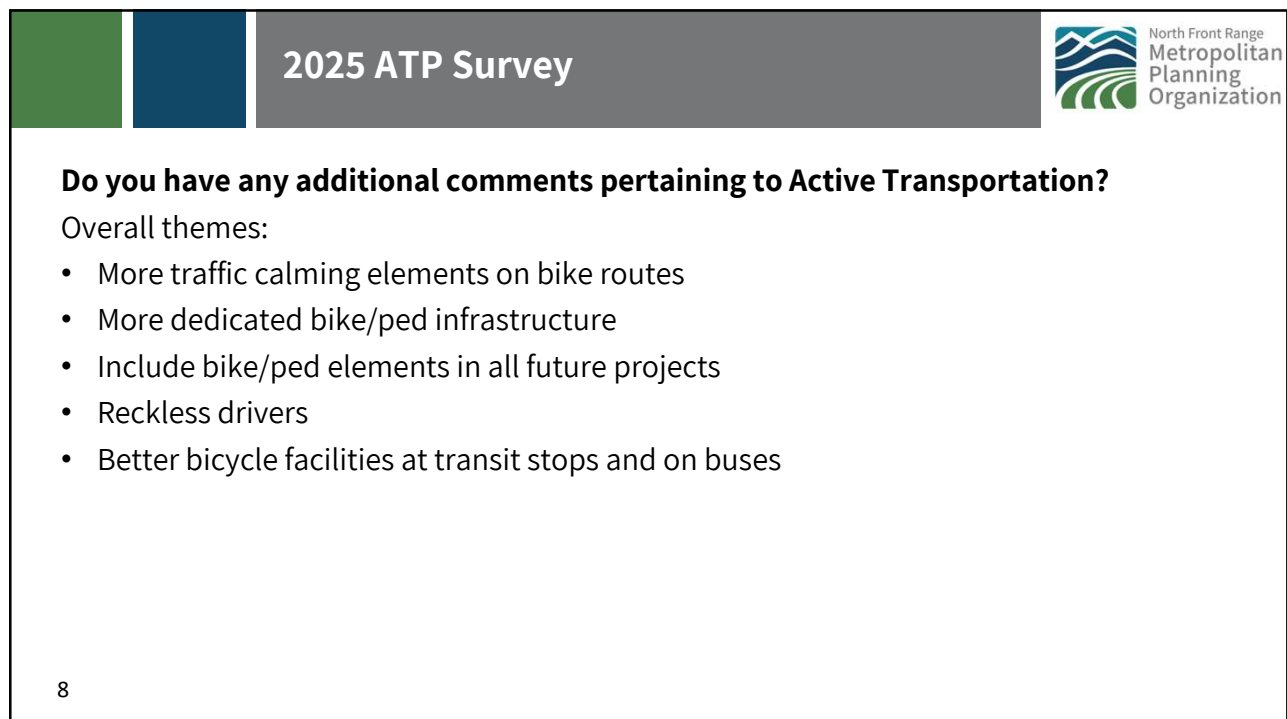


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## Guidance, Best Practices, and Assistance



- **Micromobility Solutions** (E-Bikes, E-Scooters, E-Boards, etc.)
- **General Design Standards** (LCUASS, FHWA, NCHRP)
- **Quick-Win Projects**
- **Pilot Projects**
- **Walk Audits and Infrastructure Assessment**
- **Local Policy** (Developer Requirements, Bicycle Safety Stop Law, Speed Limits Reductions, etc.)
- **Wayfinding and Signage**
- **Bicycle Parking**
- **Educational and Encouragement Programs** (Safe Routes to School, Bicycle Friendly Driver, etc.)



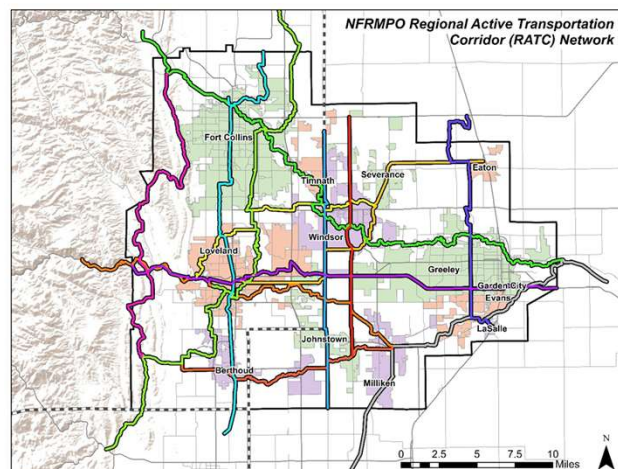
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## Regional Active Transportation Corridors



- 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 2050



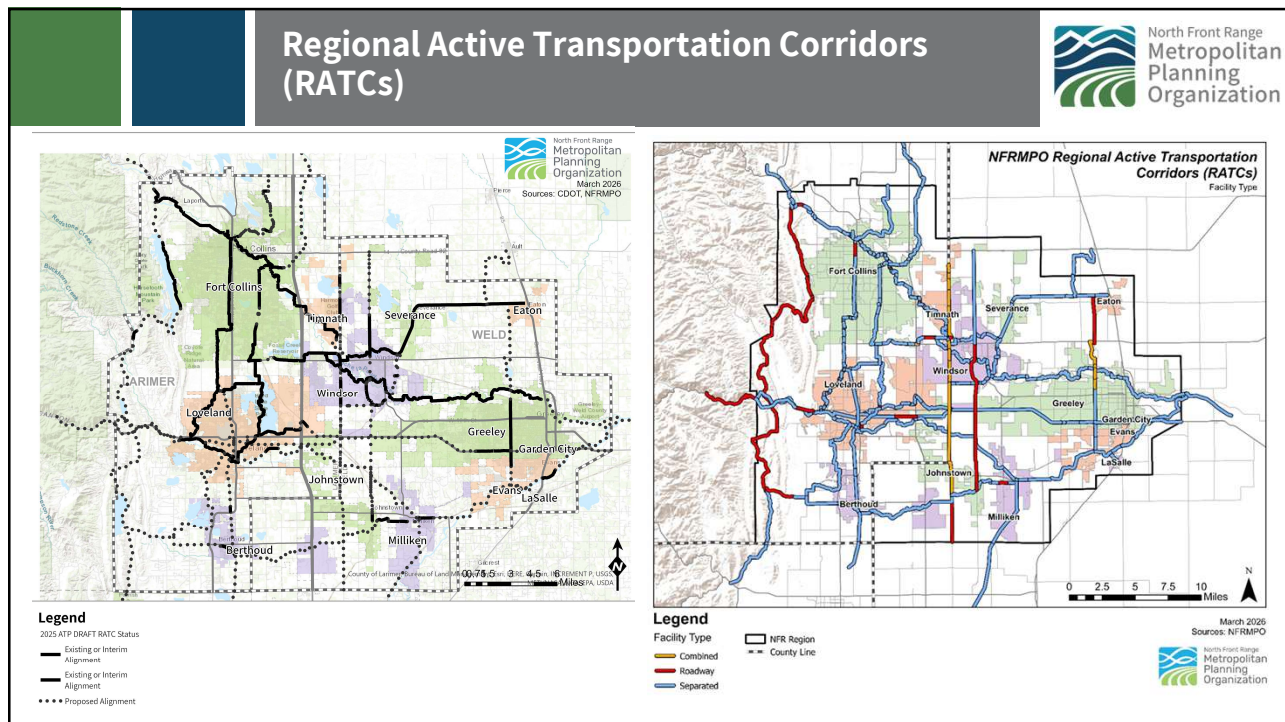
**Legend**

— #1, South Platte American Discovery	— #5, North Loveland/Windsor	— #11, US-34 Parallel
— #2, Little Thompson River	— #6, Poudre River Trail	— #12, Carter Lake/Horseooth Foothills
— #3, Big Thompson River	— #7, Front Range Trail West	— #13, Johnstown/Severance
— #4, Great Western/Johnstown/Loveland	— #8, BNSF Fort Collins/Berthoud	— [Symbol] NFR Region
	— #9, Johnstown/Timnath	— [Symbol] County Line
	— #10, Eaton/LaSalle	

March 2026  
Sources: NFRMPO  
North Front Range Metropolitan Planning Organization


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## RATC Visioning



North Front Range Metropolitan Planning Organization

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

<b>3-B</b>	NFRMPO Boundary to Rossum Drive	Proposed and Existing	Separated	Larimer County, Loveland, CDOT	<p>If there is opportunity for this corridor to follow city- and county-owned land tracts, the trail would follow the Big Thompson River and take advantage of the various bike/ped and wildlife crossings that would be accommodated within the US34 PEL Recommended Alternative where US34 bridges cross the river. This segment of RATC #3 can support additional regional soft-surface trail development connecting the existing trail network at Devil's Backbone Open Space with future trails at Skyline Natural Area. This segment is a crucial link in completing the roughly 15-mile recreation loop between various open lands. Rossum Drive serves as the western terminus of RATC #11.</p>
<b>12</b>	<b>Key Local Connection Needs</b>	Skyline Natural Area			
	<b>Crossing Needs</b>	Crossing Needs: Level 2- Rossum Drive; Level 4- US34 near Fawn Hollow Motel, US34 near Fireside Cabins RV Park, US34 near Wild Lane			

**RATC #3: Corridor-Level Information**

Corridor Description	Planning References																																						
<p>The Big Thompson River Trail provides a regional connection across the south-central portion of the NFRMPO region. This corridor connects both Larimer and Weld County with access to destinations like Downtown Loveland via RATCs #7 and #8, Devil's Backbone Open Space, and Downtown Milliken.</p> <p>Future considerations in developing this corridor should also consider the vision for RATC #11 in the area between the NFRMPO Boundary (The Dam Store/ LCR31D) and Rossum Drive. There is opportunity for these two RATCs to be combined and/or serve as complementary alignments depending on engineering and cost constraints.</p>	<p>Larimer County - Larimer on the Move Transportation Plan (2025)</p> <p>Loveland- Connect Loveland Transportation Master Plan (2023)</p> <p>CDOT- US34 Planning and Environmental Linkages (PEL) Study (2019)</p> <p>Johnstown- Johnstown Updated Land Use Framework Plan (2019)</p> <p>Milliken- Milliken Comprehensive Plan Update (2023)</p>																																						
<table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th>Total Length (Miles)</th> <th colspan="2">On-Street Miles</th> <th colspan="2">Off-Street Miles</th> <th colspan="2">Population within 1/2 mile</th> <th colspan="2">Jobs within 1/2 mile</th> <th colspan="2">Schools within 1/2 mile</th> <th colspan="2">Transit Stops within 1/2 miles</th> </tr> <tr> <th>2020</th> <th>2050</th> <th>2020</th> <th>2050</th> <th>2020</th> <th>2050</th> <th>2020</th> <th>2050</th> <th>2020</th> <th>2050</th> <th>2020</th> <th>2050</th> </tr> </thead> <tbody> <tr> <td>5.67</td> <td>32.07</td> <td>0</td> <td>4.9</td> <td>5.67</td> <td>27.17</td> <td>115,907</td> <td>49,051</td> <td>13,630</td> <td>18,467</td> <td>6</td> <td>8</td> <td>21</td> </tr> </tbody> </table> <p>Note: On-Street and Off-Street Miles may add up to more than the Total Length if RATC has segments within "combined" on- and off-street facilities. 2020 schools and transit stops were used for 2050 calculations. 2020 figures for existing facilities also include interim facilities.</p>	Total Length (Miles)	On-Street Miles		Off-Street Miles		Population within 1/2 mile		Jobs within 1/2 mile		Schools within 1/2 mile		Transit Stops within 1/2 miles		2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	5.67	32.07	0	4.9	5.67	27.17	115,907	49,051	13,630	18,467	6	8	21	
Total Length (Miles)	On-Street Miles		Off-Street Miles		Population within 1/2 mile		Jobs within 1/2 mile		Schools within 1/2 mile		Transit Stops within 1/2 miles																												
2020	2050	2020	2050	2020	2050	2020	2050	2020	2050	2020	2050																												
5.67	32.07	0	4.9	5.67	27.17	115,907	49,051	13,630	18,467	6	8	21																											

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## Chapter 5: Action Steps



- 5 Categories:
  - Safety
  - Monitoring
  - Land Use and Urban Form
  - Local Assistance
  - Funding

### Chapter 5: Action Steps

The Action Steps identified in this Chapter should be prioritized over the next four years (one plan cycle) to improve active transportation in the NFRMPO region. Action Steps are broken into the following categories: Safety, Monitoring, Land Use and Urban Form, Local Assistance, and Funding. With each Action Step, responsible agencies/partners are identified. Additional recommendations, suggestions, and other guidance are spread across corresponding sections of the ATP.

#### Safety

**Support efforts to expand educational programs such as the Bicycle Friendly Driver course (City of Fort Collins and Bicycle Colorado) to other local agencies.**

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

**Work with local agencies to conduct locally specific analysis of bike/ped crashes, near miss, and other emerging safety issues.**

Responsibility: NFRMPO Staff

**Monitor the implementation of actions to prevent harmful crashes involving pedestrians identified in the USDOT Pedestrian Safety Action Plan and get involved where appropriate.**

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

**Encourage local agencies to work with law enforcement to enforce laws related to walking and bicycling safety with a focus on aggressive behavior from drivers, speeding, and code violations.**

Responsibility: NoCo Bike & Ped Collaborative

**Support local Safe Routes to School programs and provide assistance as needed.**

Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

**Develop a regionwide Safe Routes to School Strategy and Regional School Site Analysis to determine which schools/areas are in most need of SRTS resources.**

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## Chapter 5: Action Steps



- Safety
  - **Work with local agencies to conduct locally specific analysis of bike/ped crashes, near miss, and other emerging safety issues.**
    - Responsibility: NFRMPO Staff
  - **Seek out opportunities for multidisciplinary coordination among regional partners including planning, engineering, public health, school district, and law enforcement agencies to address walking and bicycling safety and identify future regional approaches to safety.**
    - Responsibility: NFRMPO Staff
  - **Support local Safe Routes to School programs and provide assistance as needed.**
    - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

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## Chapter 5: Action Steps



- Monitoring
  - **Assign a Bicycle Level of Traffic Stress (LTS) to all roads within the NFRMPO region and incorporate Bicycle LTS into project scoring and prioritization.**
    - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative, TAC and Council
  - **Generate a public-facing, interactive, mobile-friendly map of the regional low stress bike network. Explore opportunities to incorporate the map into existing apps or web maps.**
    - Responsibility: NFRMPO Staff, TAC, NoCo Bike & Ped Collaborative, other Local Agency Staff
  - **Explore opportunities to purchase a “data bike” to collect quantitative pavement condition data**
    - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

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## Chapter 5: Action Steps



- Land Use and Urban Form
  - **Continue offering technical assistance in the review of local development plan proposals.**
    - Responsibility: NFRMPO Staff
  - **Review and update existing development requirements to ensure bicycle and pedestrian connectivity and access is accommodated in new areas.**
    - Responsibility: Local Agency Staff
  - **Evaluate opportunities in underutilized areas that lack connectivity through connector trails, etc.**
    - Responsibility: Local Agency Staff

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## Chapter 5: Action Steps



- Local Assistance
  - **Develop an Active Transportation Assistance Program to:**
    - Conduct infrastructure audits (walking, biking, transit) to identify areas for improvement and train local leaders to conduct audits on their own;
    - Assist with identification of grant opportunities and submitting grant applications for active transportation infrastructure and program improvements;
    - Assist with review of existing local codes and policies, identification of best practices updates or adjustments to those codes and policies, and development of local complete street policies;
    - Host periodic training sessions (in-person, webinars, web training videos) to address areas of interest identified by planning partners;
    - Improve and maintain ongoing feedback mediums such as online mapping and feedback tools (Community Remarks, Esri Crowdsource Reporter, etc.); and
    - Explore opportunities to host and/or promote regional classes and trainings to improve individual confidence and comfort walking and biking, with a focus on virtual formats and a recording archive.
    - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

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## Chapter 5: Action Steps



- Funding
  - **With each NFRMPO Call for Projects, identify opportunities to:**
    - Encourage applications representing a more diverse range of project types that are highly consistent with the intent of each funding program;
    - Emphasize the important of projects that support mode shift away from single-occupant vehicle (SOV) travel; and
    - Better align funding decisions with NFRMPO target achievement.
    - Responsibility: NFRMPO Staff, TAC, Planning Council, NoCo Bike & Ped Collaborative
  - **Seek out funding opportunities for regional active transportation education, trainings and events.**
    - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

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## Chapter 5: Action Steps



- Wayfinding
  - **Continue leading the effort to identify wayfinding signage needs and connecting to All RATCs through a shareable and editable online interactive mapping platform, such as Community Remarks or ArcGIS Crowdsource Reporter. Individual mapping should be supplemented with in-person workshops along the network to field test and refine the initial recommendations.**
  - Responsibility: NFRMPO Staff, NoCo Bike & Ped Collaborative

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## Next Steps



- Public comment period opened: March 20, 2026
- Planning Council Discussion: April 2, 2026
- TAC Recommendation: April 15, 2026
- Public Comment Period ends: April 20, 2026
- Planning Council Adoption: May 7, 2026

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**Questions?****Jerome Rouser, AICP**

Transportation Planner II

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**FRPR** FRONT RANGE PASSENGER RAIL

**MOVING FROM PLANNING TO PUBLIC READINESS**

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Fort Collins • Loveland • Longmont • Boulder • Louisville • Broomfield • Westminster • Denver • Littleton • Douglas County • Colorado Springs • Pueblo • Trinidad • Plus special event stops

Discussions have commenced with *the Broncos* to consider a special event station at their new stadium location.

## About the Front Range Passenger Rail District

- Created by the Colorado General Assembly in 2021
- Empowered to refer tax question for voter approval
- Statutory direction to plan, finance, construct and operate intercity passenger rail from state line to state line


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# Why Front Range Rail?

Front Range Rail will benefit every Front Range resident by:

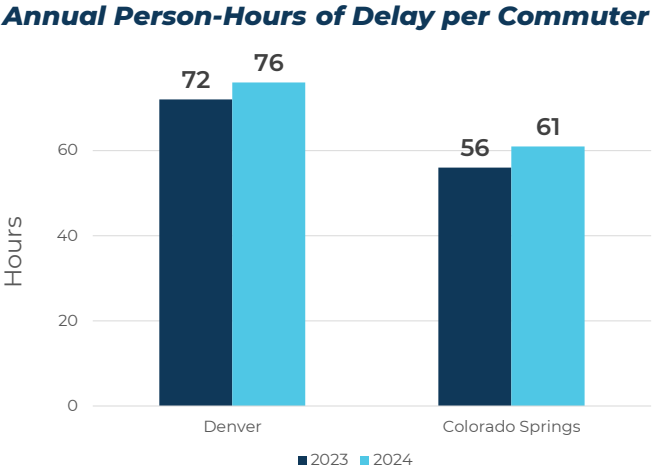
- Taking Cars Off I-25
- Improving air quality
- Lowering household transportation costs


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## Why Front Range Rail: Taking Cars Off I-25

**Annual Person-Hours of Delay per Commuter**




City	2023 (Hours)	2024 (Hours)
Denver	72	76
Colorado Springs	56	61

Commuter delays are **increasing year over year**. Denver metro commutes are delayed 76 hours – almost **two full work weeks**.



\*Source: 2025 Urban Mobility Report

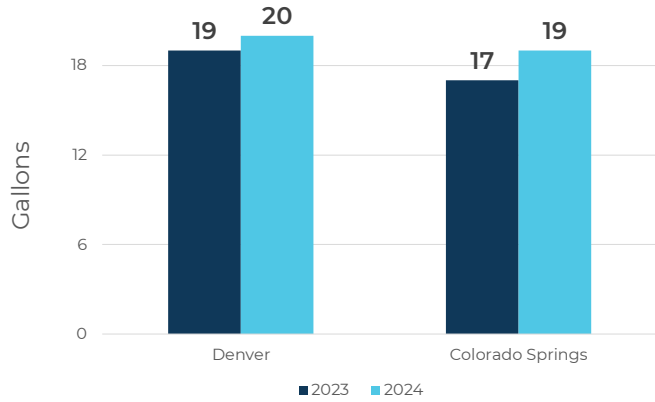

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## Why Front Range Rail: Improve Air Quality

Fuel consumption is **increasing year over year**. In 2024, the average Denver metro commuter consumed an excess of 20 gallons **just because of traffic delays**.

Excess Fuel Consumed per Commuter

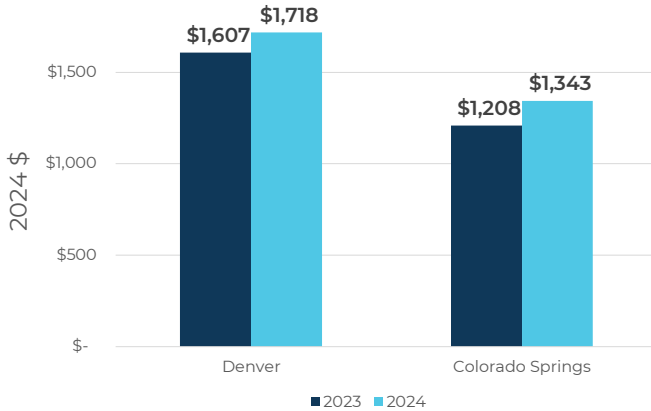


\*Source: 2025 Urban Mobility Report

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## Why Front Range Rail: Reduce Costs

Annual Congestion Cost per Commuter

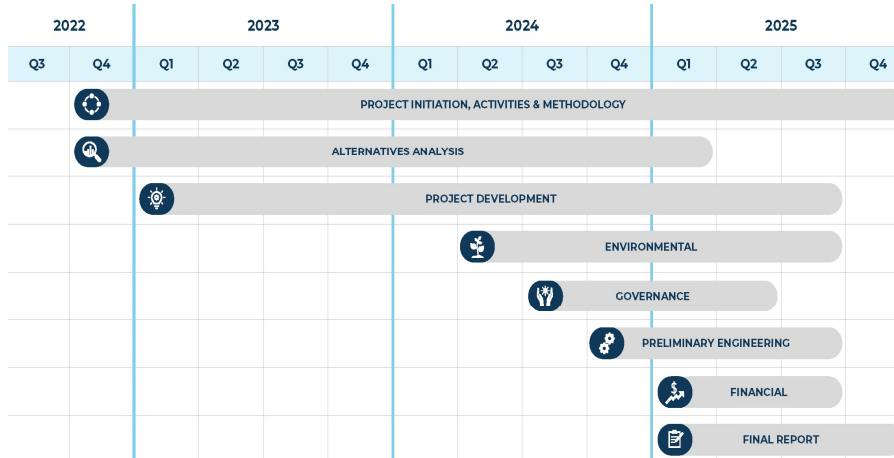


Congestion costs are **increasing year over year** for commuters. In 2024, the congestion cost on the average Denver metro commuter was \$1,718.

\*Source: 2025 Urban Mobility Report

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## The Service Development Plan Near Completion



- The Service Development Plan (SDP) is the required blueprint for routes, stations, service levels, costs, and implementation.
- Completion of the SDP is required to advance federal approvals, environmental review, and funding.
- Front Range Passenger Rail is in Step 2 of the FRA Corridor ID Program and the most advanced passenger rail corridor in the U.S., positioning the region for near-term delivery.

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### ALTERNATIVE ANALYSIS RECOMMENDATION

## Utilize Existing Freight Tracks & Deliver Service Sooner

Alternative	Frequency (round trips)	Max Speed (mph)	Ridership (000s)	O & M (\$ million)	Revenue (\$ million)	Capital Cost (\$million)
1	6	79	700-1,200	47-57	8-12	(\$)
2	6	90	715-1,220	47-57	8-12	(\$\$)
3	10	79	990-1,600	71-87	12-14	(\$\$\$)
4	12	79	1,130-1,930	82-92	13-16	(\$\$\$\$)
5	12	90	1,150-1,970	82-92	13-16	(\$\$\$\$\$)

Alternative 3 in the Service Development Plan was selected as a practical approach for delivering service:

- 10 round trips best align with cost benefit and projected ridership demand.
- 79 mph maximum speed is recommended based on corridor conditions.
- Only 14 of 180 miles can support speeds above 79 mph because of elevation and curvature.

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# Joint Service: Accelerates Service Delivery



**Starter Service: 3 Daily Round Trips by 2029 (Denver–Fort Collins)**

**Capital Build-Out Fully Funded by RTD & State Enterprises**

**Ballot Funds Go Directly to Station & Service Expansion**



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## Moving Forward: The Front Range Passenger Rail District is exploring a 2026 ballot question

The plan includes...

### Stakeholder Engagement

Complying with statutory mandate for outreach ahead of ballot referral.

### Results-Oriented Approach

Commitment to an open and transparent public process.

### Online Engagement

Online Engagement Platform launched in January 2026.

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## Local Return

### Millions of Dollars Sent Annually to Municipalities

Purpose: Support local vision while strengthening downtown communities

Community controlled Funds for Stations, Connectivity & Placemaking

Local communities maintain local control over station area ownership and management



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## Research and Data

- Precinct analysis to review boundaries and align district boundaries with route alignment
- Polling and focus groups will provide guidance
- All research stops after referral and compliant with FCPA & TABOR

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## Financing Plan

Two documents are being developed to safeguard taxpayers' investment:

- **Implementation Plan** links funding to service outcomes
- **Financial Plan** describes how funds will be managed, allocated, and safeguarded

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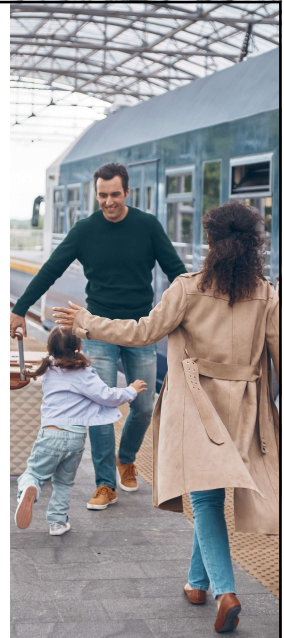
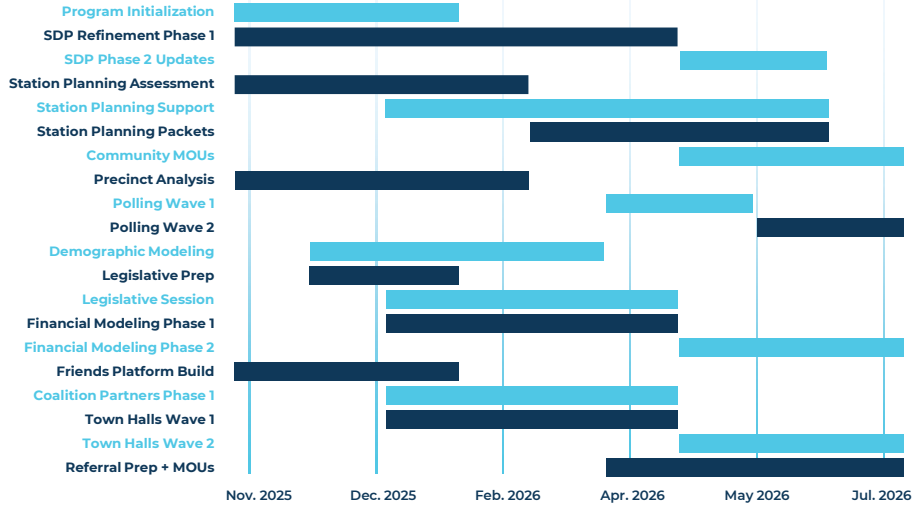


## Next Steps

- **Branding exercise:** we're asking constituents to help name the public service name of the line
- **Agreements with freight railroads and public-facing Operating Plan:** showing project viability
- **Station-Area Visioning:** adopted by local municipalities showing intent to partner

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# FRPRD Ballot Access Plan: Timeline



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**THANK YOU**

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