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# Executive Summary



## Purpose

The [2045 Regional Transportation Plan](#) (RTP) provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. The North Front Range Transportation and Air Quality Planning Council (NFRMPO), also known as the NFRMPO, is responsible for long range regional transportation planning. The NFRMPO has undertaken this [2045 RTP](#) to extend the planning horizon for the region and to ensure FAST Act compliance.

The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley. The entire NFRMPO region is also included in the nine county Denver-North Front Range 8-Hour Ozone Nonattainment area. Due to this air quality Nonattainment status, the NFRMPO is required to update its long-range transportation plan every four years.

## Process

This planning process was conducted under the direction of the 17-member Planning Council, made up of one elected official from each member community, as appointed by that community, as well as a representative from the Colorado Department of Public Health and Environment's (CDPHE) Air Pollution Control Division (APCD) and the State Transportation Commission. The Planning Council's purpose is to provide local governments with the opportunity to direct regional transportation planning efforts and allocate federal funding to regional transportation priorities. Additionally, the Technical Advisory Committee (TAC) consists of staff from each member community, the Colorado Department of

Transportation (CDOT), CDPHE-APCD, and the Regional Air Quality Council (RAQC) who work together to provide technical recommendations to the Planning Council. This [2045 RTP](#) was developed by NFRMPO staff, with technical input from TAC.

## Outcomes

As the region moves toward 2045, there will be significant population growth, with 88 percent more residents in 2045 than in 2015. Population and employment growth are occurring fastest in the North I-25 corridor resulting in 662 percent higher population in 2045 than in 2015. Other important demographic changes include:

- Employment will increase along the I-25 corridor by an estimated 27,000 jobs. The more developed and built out the community, the less population and employment growth is projected to occur.
- The anticipated population growth rate in the region (88 percent) outpaces the anticipated growth rate of jobs (67 percent). This imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65 and over will increase from 10 percent of the population in 2015, to 17 percent of the population by 2045. This demographic shift may mitigate growth in the number of residents traveling outside the region to employment.

It is critical to keep these demographic trends, the availability of future transportation funding, the need to maximize the current transportation system, and the future needs of the region's population in mind when planning for the future of the North Front Range's regional transportation system.