

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

## April 2025 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, May 1, 2025

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

- **Ozone public meetings:** The CDPHE Air Pollution Control Division is holding public meetings in April, May, and June addressing ground-level ozone pollution. These meetings are set before a request for a hearing by the Air Quality Control Commission for proposed updates to [Colorado's State Implementation Plan](#). Join an upcoming public meeting to learn more and share your thoughts on ozone pollution reduction efforts. The division is also offering 101 public information sessions for community members to learn about ozone in an accessible and plain language format. [Register for the Tuesday, May 6 Ozone 101 public information session from 6 p.m. to 7 p.m.](#) and [Register to join the Saturday, May 17 Ozone public meeting from 10 a.m. to 2 p.m.](#)
- **Steering committee on reducing nitrogen oxides from oil and gas exploration and production:** The Nitrogen Oxides (NOx) Reduction Steering Committee began meeting in March 2024. The members committed to holding meetings once a month for at least six months. During these meetings, members engage in technical discussions on potential strategies to reduce NOx pollution. The focus is on reducing NOx emissions from oil and gas exploration and production processes in Colorado. Meetings are held virtually. Members of the public are welcome to observe. For more information about meeting dates and how to register, visit the reducing nitrogen oxides from oil and gas web page. [Register to join the Wednesday, May 28 meeting from 1 p.m. to 3 p.m.](#)

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

### April 16-18, 2025 Commission Meeting

- **Regulation Number 31 request for rulemaking hearing:** The Commission set a hearing to consider establishing a new Regulation Number 31 to address municipal solid waste landfill greenhouse gas control and monitoring requirements.
- **Regulation Number 3 and Regulation Number 7 rulemaking hearing:** The Commission will consider revisions to Regulation Number 3 and Number 7 to address emission reporting, in response to HB 22-1244. The Commission will consider revisions to fee provisions in Regulation Number 3
- **(April 24, 2025) Holly Energy Partners - Operating, L.P. - Denver Products Terminal:** The AQCC held a public hearing to elicit and record comments on the proposed modifications of the Title V Operating Permit for the Denver Products Terminal located at 8581 East 96th Avenue, Henderson, 80640, in Adams County, Colorado.

### May 15, 2025 Commission Meeting

- **Energy & Carbon Management Commission (ECMC):** The Commission will hear a briefing from Tessa Sorensen, Colorado Department of Public Health & Environment Energy Liaison, regarding recent rulemakings of the ECMC and intersections with AQCC.
- **Regulation Number 27:** The Division will brief the Commission on current emission trends and extending the timeframe to request a hearing to establish a state-managed industrial decarbonization fund to address greenhouse gas emissions from the manufacturing sector which revisions follow the Commission's request that the Division review and evaluate the ability of the rule adopted in 2023 to assure sufficient compliance by and compliance pathways for the affected sources
- **AQCC Procedural Rules Guidebook:** Work session
- **Regulation Number 28:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 28 to address technical corrections to the rule, specifically related to agricultural buildings, utility subscription services, and the annual fee deadline.
- **Regulation Number 3 and Regulation Number 30:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 30 to address the health based standards for the adopted priority air toxic contaminants, in response to HB 22-1244. The Division will also request that the Commission consider a non-substantive, restructuring revision to relocate the toxic air contaminant reporting requirements in Regulation Number 3 to Regulation Number 30.



Meeting Minutes of the  
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

April 24, 2025  
3:00 p.m.  
Microsoft Teams

Members	Staff
Kristin Stephens	Paul Sizemore
Bill Jenkins	Becky Karasko
Jon Mallo	Michelle Edgerly, Go Figure
Matthew Fries	Barbara Bills
Mark Clark	Suzette Mallette, Compass Consulting
	Tonja Burshek
	Tanya Trujillo-Martinez

The meeting was called to order by Mallo at 3:01 p.m.

**Approval of Minutes:**

Jenkins made the motion to approve the March 20, 2025, meeting minutes, and Mallo seconded. The motion passed by acclamation.

**Draft FY2026 Budget Recommendation:**

Sizemore started with the change in the VanGo budget due to the increase in the deductible for our Fleet insurance increasing from \$500 to \$5,000 per instance. The budget was increased to reflect this change from \$1,500 to \$15,000.

He briefly mentioned the FY2026-2027 UPWP FY2026 Budget and how our submission to the FHWA is arranged differently, but the totals are the same.

It was moved by Fries that the Finance Committee should recommend approval of the FY2026 budget to the Planning Council. The motion was seconded by Jenkins, and it passed unanimously.

He then addressed two questions from the April Council meeting. The first covered the total cost of consulting services. He explained that out of the \$412,675 budgeted, more than half of the amount, \$210,000, is allocated to the Travel Demand Model and the Land Use Model, \$29,400.

The second question concerned our office space lease. Our current lease ends in February 2027. The MPO needs to determine whether to remain at our current location or find a new building. This precipitated quite a bit of comment. Committee members recommended that we consider the amount of functional space- will it vary as a result of staff working remotely- the location-should we be more centralized- is there a large enough area to accommodate a Council meeting? It was also recommended that we contact Blue Ocean sooner rather than later to negotiate a new lease. Sizemore indicated that he would bring this before the entire Council.

**Other Items:**

Sizemore introduced Tonja Burshek, our new Controller, and Tanya Trujillo-Martinez, the new Mobility Director. He indicated that both would be involved in future Finance Committee meetings.

The meeting was adjourned at 3:31 p.m.

# Legislative Report

May 2025

## Direct NFRMPO Impact:

<b>Title</b>	<a href="#">SB25-030</a> : Increase Transportation Mode Choice Reduce Emissions
<b>Description</b>	Concerning measures to increase transportation mode choice to reduce emissions.
<b>Summary</b>	<ul style="list-style-type: none"><li>• Requires MPOs to create a transit and active transportation project inventory and address gaps in transit, bicycle, and pedestrian infrastructure.</li><li>• Requires MPOs to provide a report on the transit and active transportation project inventory to the Transportation Legislative Review Committee (TLRC).</li><li>• Requires local governments in MPOs with populations over 5,000 to submit planned transit, bicycle, and pedestrian projects in their current plans to their MPOs.</li><li>• Encourages local communities to<ul style="list-style-type: none"><li>○ Identify unfinished transit, bicycle, and pedestrian projects.</li><li>○ Prioritize projects in DI communities tat reduce pollution and improve safety for vulnerable road users.</li><li>○ Establish transit, walking and biking targets in collaboration with CDOT, MPOs, and transit agencies.</li><li>○ Submit additional local Transportation Demand Management strategies to their MPO.</li></ul></li></ul>
<b>Status</b>	<ul style="list-style-type: none"><li>• 4/28/2025: Transportation, Housing, and Local Government Discussion, Referred to the House</li><li>• 4/22/2025: Passed the Senate; Introduced in House – Assigned to Transportation, Housing, and Local Government</li><li>• 4/11/2025: Appropriations Discussion; Referred to Senate</li><li>• 3/12/2025: Transportation &amp; Energy Discussion; Referred to Appropriations</li><li>• 1/08/2025: Introduced in Senate – Assigned to Transportation &amp; Energy</li></ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"><li>• Require the NFRMPO to create a transit and active transportation project inventory.</li><li>• Require all local governments in the region, with the exception of Garden City and La Salle, to submit planned transit, bicycle, and pedestrian projects to the NFRMPO.</li></ul>

<b>Title</b>	<a href="#">HB25-1144</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>2/18/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>1/29/2025: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Limit funding opportunities through NAAPME and other enterprises formed by SB21-260.</li> </ul>

<b>Title</b>	<a href="#">HB25-1044</a> : Local Funding for Vulnerable Road User Protection
<b>Description</b>	Concerning authorization for local governments to generate additional fee-based funding for local vulnerable road user protection strategies.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Authorizes a county, municipality, or a TABOR exempt enterprise created by a local government to generate additional fee-based funding for vulnerable road user protection strategies.</li> <li>Authorizes local governments to impose additional local motor vehicle registration fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>2/12/2025: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely</li> <li>1/08/2025: 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 communities to generate additional revenue for eligible safety projects.</li> </ul>

<b>Title</b>	<a href="#">HB25-1007</a> : Paratransit Services
<b>Description</b>	Concerning paratransit services.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Requires any political subdivision of the state, public entity, or nonprofit corporation that provides paratransit services to <ul style="list-style-type: none"> <li>Establish, in coordination with local emergency services, a plan to communicate information and provide paratransit services during emergencies</li> </ul> </li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/17/2025: Signed by Governor Polis</li> <li>3/25/2025: Passed the Senate</li> <li>3/19/2025: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>2/28/2025: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>2/25/2025: Passed the House</li> <li>2/18/2025: Transportation, Housing, &amp; Local Government Discussion; Referred to House</li> <li>1/08/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Requires Transfort, COLT, GET, and other agencies that provide paratransit services to establish a plan to continue services during an emergency and to consult with affected community members when changing the service area.</li> </ul>

<b>Title</b>	<a href="#">HB25-1198</a> : Regional Planning Roundtable Discussion
<b>Description</b>	Concerning the creation of a Regional Planning Roundtable Commission.
<b>Summary</b>	<p>Creates the Regional Planning Roundtable Commission within the Department of Local Affairs. The purposes of the commission include:</p> <ul style="list-style-type: none"> <li>• Assisting local government in complying with statutory housing, land use, or other planning requirements;</li> <li>• Assisting local governments in accessing state and federal resources and technical assistance for complying with statutory housing, land use, or other planning requirements;</li> <li>• Assisting local governments in establishing a regional roundtable to address regional housing, land use, or other planning challenges and opportunities.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/30/2025: Appropriations Discussion; Referred to Senate</li> <li>• 4/24/2025: Local Government &amp; Housing Discussion; Referred to Appropriations</li> <li>• 4/22/2025: Introduced in Senate – Assigned to Local Government &amp; Housing</li> <li>• 4/21/2025: Passed the House</li> <li>• 4/15/2025: Appropriations Discussion; Referred to House</li> <li>• 3/25/2025: Transportation, Housing &amp; Local Government Discussion; Referred to Appropriations</li> <li>• 2/10/2025: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Regional roundtables can be used to assist local communities with planning requirements and assist local governments in accessing state and federal resources and technical assistance.</li> </ul>

### Transportation-Related Bills – Limited NFRMPO Impact

- [HB25-1110](#): Railroad Crossing Maintenance Costs
  - Requires the public utilities commission to adopt rules requiring that, unless the applicable road authority is a local government, the total costs to maintain an existing railroad crossing are shared equally between the railroad, railroad corporation, rail fixed guideway, transit agency, or owner of the track and the applicable road authority.
- [SB25-137](#): Greenhouse Gas Credits for Water Quality Projects
  - Authorizes the owner or operator of a water quality green infrastructure project to sell or trade any greenhouse gas credits created by the project in the GHG credit trading program that is established by the air quality control commission by rule.
- [HB25-1228](#): Best Value Design-Build Transportation Contracts
  - Adds additional evaluation factors for design-build contracts administered by CDOT, including project schedule, innovative solutions, improved quality, sustainability, environmental impact, initial cost, long-term life-cycle cost of the transportation projects, resilience, increased scope, and aesthetics.



- [SB25-052](#): Railroad Investigative Report Confidentiality
  - Repeals the current legal requirement that requires investigative reports of railroads made for the public utilities commission to be kept confidential and replaces it with a grant of rule-making authority to make ongoing investigations and security information confidential.
- [SB25-161](#): Transit Reform
  - Makes a variety of changes for the purpose of improving the performance of the Regional Transportation District.
- [SB25-187](#): Sunset Motorcycle Operator Safety Training Program
  - Implements the recommendations of the Department of Regulatory Agencies regarding the Motorcycle Operator Training (MOST) Program. Recommendations include continuing the MOST program for 9 years, until September 1<sup>st</sup>, 2034.
- [HB25-1230](#): Changes Violation Driver Overtaking School Bus
  - Permits the state, a county, a city and county, or a municipality (with approval from the school district) to install and utilize automated vehicle identification systems on school buses to detect a driver of a vehicle that overtakes a stopped school bus in violation of current law.



## MEMORANDUM

To: NFRMPO Planning Council  
From: Jonathan Stockburger  
Date: May 1, 2025  
Re: Report – Q1 2025 TIP Modifications

### Summary

In the first quarter of 2025 (January - March), the NFRMPO processed three Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- January 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m1-tip-modification.pdf>
- February 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m2-tip-modification-full.pdf>
- March 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m3-tip-modification-full.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at [www.nfrmpo.org/tip](http://www.nfrmpo.org/tip).

For any questions about the Q1 TIP Modifications please contact Jonathan Stockburger at [jstockburger@nfrmpo.org](mailto:jstockburger@nfrmpo.org).

### Recommendation

None

### Attachments

- None

## **Larimer County Mobility Committee (LCMC) MINUTES**

**April 22<sup>nd</sup>, 2025**

**1:00 p.m. – 3:30 p.m.**

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

- Ari Edgely, Foothills Gateway
- Bridie Smith, COLT
- Hannah Shelley, Transfort
- Melanie Royalty, Transfort
- Jenna Robinson, SAINT
- Megan Kaliczak, zTrip
- Jaclynn Streeter, GoNoCo34
- Jason Brabson, Heart & Soul
- Nicole Limoges, Larimer County Office on Aging
- Katlyn Kelly, Transfort
- Heidi Pruess, Larimer County
- Jacque Penfold, Retired Social Worker
- Lisa Bitzer, Via Mobility

NFRMPO staff:

- Tanya Trujillo-Martinez, Mobility Director
- Lisa Deaton, Mobility Specialist
- Aaron Hull, Mobility Planner

**Approval of Last Meeting's Minutes:** January 28, 2025, minutes approved by Robinson and seconded by Edgeley.

### **Activity**

**Group Introductions:** Attendees introduced themselves and their organizations.

### **Presentations – February Joint Boulder Mobility and Access Coalition (BMAC) & Northern Colorado Mobility Committee (NCMC) Meeting Recap**

Hull briefly reviewed the joint meeting with NCMC and BMAC. He discussed projects, action plans, campaigns, and priorities each agency works on. BMAC is working on its version of the MPO's Coordinated Plan, called the Mobility and Access for All Ages and Abilities Plan. BMAC is also working on a mountain volunteer driver program, racial equity training, and their Mobility Heroes Campaign. Hull updated the group on the North Front Range Metropolitan Planning Organization's



(NFRMPO) and RideNoCo projects and mentioned a RideNoCo case study and how one was solved with the help of Foothills Gateway.

He discussed how the two groups talked about holding a Mobility Summit to bring the regions together to discuss what each group is working on and learn from each other.

### **Presentation – Transportation Solutions Group & SAINT Updates**

Robinson gave a brief history of SAINT, what is new, and their impact in 2024. She discussed that the last-minute cancellations are going down because they implemented an automated call reminder, and cancellations are down to 9%. Robinson said they are working on their scheduling accessibility and now have an online ride request form, where previously, people had to call and leave a message. She said another change that has been implemented is to limit the number of rides people can schedule at once. This would allow new riders to get on the schedule because of the limits on established riders. Robinson discussed funding and said they have received eleven grants instead of just three in the past. SAINT has committees working on fundraising and corporate sponsorships. She said they are working on expanding their volunteer opportunities, increasing community engagement, developing vendor relationships, and implementing a new scheduling system.

Robinson introduced the newly formed Transportation Solutions Group, which she helped create with the Interfaith Council, which serves Fort Collins and Loveland. The group meets on the first Tuesday of the month at various places from 9 to 10 a.m. and is open to anyone. The next meeting is May 6<sup>th</sup> at the Alpine Bank at College and Prospect.

She said there have been two meetings so far, and the first project is identifying those who provide rides, such as a church, a PTA, or anyone who is actively helping with transportation, and to begin compiling a list. The second project is to identify anyone with vehicles they no longer use, such as the City of Fort Collins or the City of Loveland. Also, look for discounted or free car repair services. She said this is an excellent opportunity for interns to research and engage in community engagement to bring awareness to the community's needs. Hull pointed out that this is a grassroots effort, and the group is not affiliated with the NFRMPO or other government agencies. Robinson said that she would like to add different voices that are not present in the group, such as those from kids' afterschool programs or immigrants.

### **Presentation – RideNoCo Updates**

Deaton shared the call center's year-to-date stats and demographics. She said that about 60% of calls are from Larimer County, mostly from Fort Collins and Loveland. People needing last-minute rides are up, and over half of the calls are for medical trips. Deaton shared outreach events that



RideNoCo and the NFRMPO will be attending this year and talked about the Larimer County Answers on Aging Fair, its success from last year, and how it will be bigger this year.

## Discussions

Hull gave an overview of letter writing to advocate for mobility and be sent to various councils, boards, and commissions. He said letters effectively communicate and voice concerns and are a standard tool to address topics and groups. Hull explained that it is a way to bring up subjects that these committee members may not be thinking about, but it is also a tool that can be used to start a conversation and bring awareness. Bitzer said it is an effective way to be seen and heard, especially by senators and representatives. Kelly added that the RideNoCo call center stats help demonstrate the public's needs.

Pruess shared ideas and asked what the goal of the letter was. She asked if it would bring awareness and if we expected something in return. Hull said bringing awareness is up to the mobility committee to decide the letter's goal. Pruess gave examples of what the council may want to hear from the group. Kaliczak mentioned that we all have different ideas and should figure out a way, such as an activity, at the next meeting to see what the ideas are. Robinson asked about breakout rooms in Teams. Kaliczak asked about the talking points from the last meeting. Hull suggested sharing our demographics to help people make their topic decisions. Hull confirmed we can do breakout rooms on Teams. Hull will email the group regarding the letter and the slides.

## Case Studies

Deaton shared two similar case studies. One of the trips was from Laporte to the Fort Collins Senior Center, and the other was from Livermore to the Loveland VA clinic. There are no affordable solutions. Deaton mentioned another call from a man who lives in Loveland and needs to get to work at the library in Red Feather Lakes three days a week. He recently had a seizure, and his driver's license has been suspended until they figure out the cause. It was suggested that the person who needs to go the Red Feather look into VanGo, but that would not work because it is a reverse commute. Penfold suggested that the person who needs to get to the VA clinic contact their case manager for assistance and mentioned Qualified Listeners. Kaliczak said the zTrip would do this trip, but it is a matter of funding. A conversation began about a carpooling platform to find potential rideshares.



## **Wrap-Up + Member Updates**

### **COLT & Transfort News & Updates**

Kelly shared that at the next LCMC meeting in July, the Transfort Staff will present their optimization study and look at the Transit Master Plan.

No Updates from COLT.

### **LCMC Member Updates**

Bitzer announced that Via Mobility Services is adding weekend service from June 1<sup>st</sup> through August 31<sup>st</sup>, 9 am – 4 pm. Staff will be in the office to schedule same-day rides.

### **Upcoming Meetings:**

- a. Larimer County Mobility Committee (LCMC): July 22, 2025
- b. Northern Colorado Mobility Committee (NCMC): May 27, 2025
- c. Weld County Mobility Committee (WCMC): June 24, 2025



## **MEMORANDUM**

**To: NFRMPO Planning Council**

**From: Paul Sizemore, Executive Director**  
**Becky Karasko, Transportation Planning Director**

**Date: May 1, 2025**

**Re: FY2026-2027 Unified Planning Work Program (UPWP) Tasks & FY2026 Budget**

### **BACKGROUND**

#### **BUDGET**

The NFRMPO prepares an annual budget for the organization and the VanGo™ program. The budget is developed for the calendar year and accounts for federal fiscal year requirements. The federal budget component is used to develop the Unified Planning Work Program (UPWP). The UPWP is typically approved by Council in May so that MPO staff can submit the scopes of work to CDOT for the contracts that are renewed by September 30, 2025. Additionally, CDOT is now accepting applications for SPR funds to support MPOs in their work tasks if the CPG carryover is less than 25 percent. These applications are due to CDOT by the end of March.

#### **VanGo™**

The VanGo™ program operates as an enterprise fund. It uses no State or Federal funds to operate and is addressed in the UPWP Appendix A. The funds that operate the program are fare revenues, vehicle sales, and Fort Collins exchange funds. Fort Collins Exchange funds come from vanpool operations. MPO staff submit mileage and other factors to the Federal Transit Administration (FTA) and we receive FTA funds back. Since most of the FTA funds are for vehicle purchases, which is substantially more than we could use, we have an agreement with the City of Fort Collins where they retain the federal funds and provide us with sales tax dollars, giving us more flexibility.

The total budget is \$983,821. The largest expenses are payroll, fleet maintenance and vehicle purchases. There is a full-time operations person, accounting staff time, and the Executive Director is the supervisor of the program. There is \$430,000 to purchase up to ten vehicles, an increase over the five vehicles purchased in 2025. Since federal employees are required to return to the office, there has been an uptick in van ridership which we expect to continue.



## MPO

The MPO side has three program areas. They are Planning, Mobility and Administration. Planning has five team members, and they are responsible for the federal and state requirements that pertain to MPOs such as the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) and all the supporting plans and programs.

Mobility was created by the NFRMPO Council in 2020 and has three team members. They have created a One Call/One Click Center (RideNoCo) geared to people with disabilities and older adults and are advancing this work to as many providers as possible. The team is also responsible for the federally required Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) and has standing meetings with the Weld County Mobility Committee, the Larimer County Mobility Committee, and jointly as the Northern Colorado Mobility Committee.

Administration covers accounting and the Executive Director. This team prepares the budget, works with external auditors in performing the annual audit, submitting billings to CDOT for reimbursement, reconciling bank statements, contract monitoring and the overall financial oversight of the organization. The total budget is \$2,426,777. The largest expenses are payroll (\$1,324,505), rent (\$206,468), software licenses (\$53,880), and consultants (\$412,675). This budget is larger than the 2025 budget largely due to increases in salary from benchmarking positions and the beginning of the travel model development for the next RTP. Local match will be lower in 2026 due to CDOT using toll credits to cover match on the CPG grant. It is expected that 2026 is the final year that CDOT will be applying the toll credits to local match.

Revenue comes from the Consolidated Planning Grant (CPG), Surface Transportation Block Grant (STBG), Colorado Department of Health and Environment (CDPHE), FTA 5310, MMOF, State Planning and Research funds (SPR). The MPO budget is organized into a set of tasks outlined in the Unified Planning Work Program and funds are allocated as shown in this table.

FY2025-2026 Unified Planning Work Program: FY2026 Budget				
		Federal/State	Local match	Total
Task 1.0	Plan Monitoring	\$99,160	\$0	<b>\$99,160</b>
Task 2.0	Plan Development	\$1,068,323	\$27,536	<b>\$1,095,859</b>
Task 3.0	Planning Services	\$295,763	\$15,489	<b>\$311,252</b>
Task 4.0	Plan Implementation	\$56,959	\$0	<b>\$56,959</b>
Task 5.0	Mobility	\$347,313	\$274,750	<b>\$622,063</b>
Task 6.0	Administration	\$241,486	\$0	<b>\$241,486</b>
<b>Total</b>				<b>\$2,426,777</b>





## APRIL PLANNING COUNCIL DISCUSSION

At the April 3, 2025, Planning Council Meeting, the Council discussed the draft FY2026 budget. Staff has additional information on two of the items discussed

- **Total cost of consulting services:** Council discussed the total cost of consulting services at \$412,675. The majority of this expense in 2026 is related to the update of the Regional Travel Demand Model in preparation for the next Regional Transportation Plan. Of the total, \$210,000 is allocated directly to the model update, while another \$29,400 is allocated to work on the land use model that provides inputs to the travel model.
- **Office space lease:** The MPO first entered into a lease for its office space in 2006 and the lease has been amended and updated periodically since then. The current lease was entered into in 2022 and ends in February of 2027. The lease includes a base charge for rent as well as a common area maintenance (CAM) charge for all maintenance, cleaning, trash removal, etc. (individual tenants do not have to contract separately for these services). The office lease has been evaluated by staff and Council periodically in the past. At their April 24, 2025 meeting, the Finance Committee suggested that staff conduct this evaluation and engage with the landlord in 2025, well in advance of the end of the current lease in 2027. Staff supports this approach.

## UPWP TASKS BACKGROUND

The NFRMPO staff has drafted the Tasks and Products for the *FY2026-2027 Unified Planning Work Program (UPWP)*. The NFRMPO TAC recommended Planning Council approval of the FY2026-2027 UPWP Tasks at their April 16, 2025 meeting. Finance Committee reviewed the FY2026 Budget at their April 24, 2025 meeting and recommended Planning Council approval at the May 1, 2025 meeting. Approval at the May 1, 2025 meeting allows for CDOT and FHWA approval prior to the beginning of FY2026 on October 1, 2025.

The draft *FY2026-2027 UPWP* Tasks are provided at the link below. The full *FY2026-2027 UPWP* is open for Public Comment **Friday, April 25, 2025 through May 26, 2025** and may be accessed here:

[https://nfrmpo.org/wp-content/uploads/FY2026-2027-UPWP\\_DRAFT\\_For-Public-Comment.pdf](https://nfrmpo.org/wp-content/uploads/FY2026-2027-UPWP_DRAFT_For-Public-Comment.pdf).

## ACTION

The NFRMPO Finance Committee recommended approval of the FY2026 Budget at their April 24, 2025 meeting.

NFRMPO staff requests Council approve **Resolution 2025-14** adopting the FY2025-2026 UPWP Tasks and FY2026 Budget pending no negative public comment.

**Attachments:** *Resolution 2025-14*  
**FY2026-2027 UPWP FY2026 Budget**



**RESOLUTION NO. 2025-14**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE FY2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) TASKS AND FY2026**  
**BUDGET**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2026-FY2027 UPWP with a FY2026 Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

**WHEREAS**, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and

**WHEREAS**, the UPWP and budget have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and

**WHEREAS**, the FY2026-2027 UPWP has continued the trend to reduce the use of Surface Transportation Block Grant Program (STBGP) funds for planning to allow for more construction funds; and

**WHEREAS**, the FY2026 Budget has a local match component which is provided by NFRMPO member communities and adoption of this Resolution signifies agreement from each member to provide their portion of the Local Match; and

**WHEREAS**, the NFRMPO has budgeted a federal fund total of \$2,109,004, which includes CPG (\$1,399,716); STBG (\$206,975); MMOF (\$250,562); SPR (\$120,000); Fort Collins Mobility Management (\$18,695); FTA \$5310 Urban (\$43,658); FTA \$5310 Rural (\$34,398); and CDPHE (\$35,000). The required match for each funding source is also identified by each funding source.

**WHEREAS**, the NFRMPO has budgeted \$983,821 for VanGo™ operation including \$175,000 in fares; \$658,821 in Fort Collins sales tax funds (exchanged for FTA \$5307); and \$150,000 in van sales.

**NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council** hereby approves the FY2026-2027 Unified Planning Work Program (UPWP) Tasks and FY2026 Budget and requisite match funds.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of May 2025.

\_\_\_\_\_  
Johnny Olson, Chair

ATTEST:

\_\_\_\_\_  
Paul Sizemore, Executive Director

FY2026-2027 Unified Planning Work Program: FY2026 Budget																
	CPG Federal	CPG match	CPG Complete Streets	STBG Federal	STBG Match	SPR	CDPHE	MMOF	MMOF Match	5310 FC Exchange	5310 FC Exchange Match	Urban 5310 Federal	Urban 5310 Match	Rural 5310 Federal	Rural 5310 Match	Total
Task 1.0	\$99,160	\$0														\$99,160
Task 2.0	\$782,113	\$0	\$33,746	\$132,464	\$27,536	\$120,000										\$1,095,859
Task 3.0	\$186,252	\$0		\$74,511	\$15,489		\$35,000									\$311,252
Task 4.0	\$56,959	\$0														\$56,959
Task 5.0								\$250,562	\$250,562	\$18,695	\$4,674	\$43,658	\$10,915	\$34,398	\$8,599	\$622,063
Task 6.0	\$241,486	\$0														\$241,486
Total	\$1,365,970	\$0	\$33,746	\$206,975	\$43,025	\$120,000	\$35,000	\$250,562	\$250,562	\$18,695	\$4,674	\$43,658	\$10,915	\$34,398	\$8,599	\$2,426,777

COLORADO DEPT. OF TRANSPORTATION

# Region 4

North Front Range Council



## 10-Year Plan Update

May 1, 2025



## 10-Year Plan of Strategic Projects

In 2019, CDOT embarked on a statewide effort to hear directly from Coloradans about what they need from our transportation system.

From this feedback, CDOT developed a comprehensive list of projects to deliver the transportation system our state deserves which we call the **10-Year Strategic Project Pipeline (10YP)**.



## 10YP Statewide Progress To Date

- CDOT has made significant progress in delivering the 10YP to catch up on critical road and bridge repairs, add travel options, relieve traffic choke points, make critical safety improvements, and bring transit to new corners of the state.
- CDOT has completed 71 projects from the 10YP projects to date, with an additional 39 projects currently under construction.
- **100% of the projects in the first four years of the plan are complete or under construction, and over half of the current 10YP is now complete or in progress!**

3



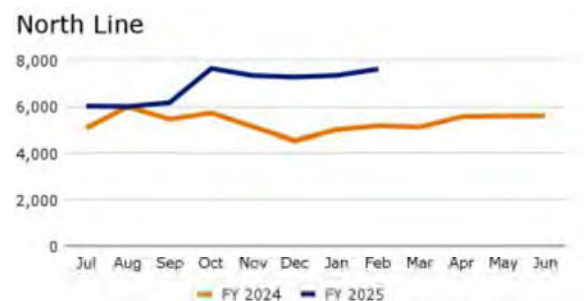
## 10YP Project Spotlight - NFR

### I-25 North Mobility Hub Network Build Out [COMPLETE]

As part of the 26-mile long operational and safety improvement projects along the I-25 corridor in Region 4, three mobility hubs were constructed:

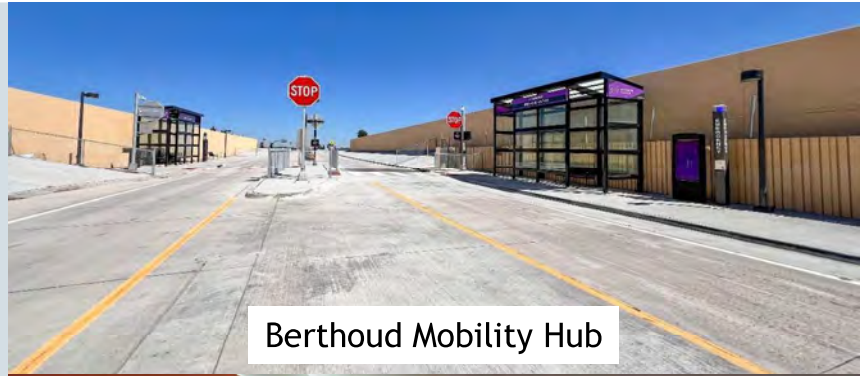
- 1) Firestone-Longmont Mobility Hub at CO 119;
- 2) Berthoud Mobility Hub at CO 56; and
- 3) Centerra Loveland Mobility Hub located north of US 34 on Kendall Parkway.

The Bustang platforms at the Berthoud and Centerra Loveland Mobility Hubs are located in the median of Interstate I-25. The innovative center-loading platforms will reduce travel times for Bustang riders by an estimated 10-minutes at each stop.





Firestone-Longmont Mobility Hub



Berthoud Mobility Hub



Centerra-Loveland Mobility Hub



## 10YP Project Spotlights - NFR

### I-25 North Express Lanes: Segments 6, 7 & 8 [COMPLETE]

The I-25 North Express Lanes Projects from Berthoud (CO 56) to Fort Collins (CO 14) are substantially complete, improving a 20-mile stretch of I-25 that meets the evolving needs of our communities by prioritizing safety, offering multimodal options, and providing operational efficiency, while extending and preserving the life of the transportation infrastructure to maintain reliability and resiliency on a regional and national level to promote lasting connectivity to safety move people, goods, and information. Preliminary safety data has shown the I-25 corridor, from Berthoud to Fort Collins, has experienced an average **41% reduction in crash rates** post construction.

### US 34/US 85 Interchange Signage & Striping [UNDERWAY]

Crews started work to upgrade the signage and striping at the US Highway 34 and US 85 interchange and complete limited bridge rehabilitation. The project is expected to finish in 2025.





## Transition Between Plans

### Current 10-Year Plan

FY 2019-2027



- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

- Development Slated for 2025
- Adoption in Dec. 2025
- Replaces "Out" Years with new four-year prioritized plan

#### Refresh Cycle to "New" Plan:

- Evaluate current "out" years projects (FY 2027+)
- Identify new projects (from planning process & asset management needs)
- Revised funding scenarios
- Updated project pipeline

### "New" 10-Year Plan

FY 2027-2036



4-Year Prioritized Plan #2 to be developed in 2029-30 for FY31-34



## 10-Year Plan Goals History

### Capital Development Plan (unconstrained)

SB267 (FY19-22)

- 10% Transit, 80% spent 4yrs after COB
- Projects of Regional Significance

### SB260 Signed (FY22-FY32)

- New Revenue
- GHG Rule

### Refresh to 10 year Plan (FY27-36) (Constrained ~\$225M/yr) Prioritize (FY27-30)

- SB260
- IIJA
- PD14
- GHG Compliance



### Development of 10 year plan (FY19-28) (Constrained ~\$500M/yr) Prioritized (FY19-22) SB267

- 10% Transit, 80% spent 4yrs after COB
- 25% Rural Paving
- 50% Asset management
- TC Guiding Principles

### Revision to 10 year plan Prioritized (FY23-26) (~\$350M/yr)

- SB267
- SB260
- IIJA
- GHG Compliance
- TC Guiding Principles



## 10YP Vision

### Vision

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

### Desired Outcomes:

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



## Goal Achievement through the 10YP

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



### Advancing Transportation Safety

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

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



### Fix Our Roads

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

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



### Sustainably Increase Transportation Choice

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

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





## Strategies for Goal Achievement

- Achievement the goal of 1% or less poor interstate highways.
- Continuing Rural Pavement Program, projects focusing on improvement of poor pavement on rural state highways at similar levels as previous years.
- Addressing Major Arterials throughout the state that are “over performing” their original design (i.e. US-40, US-50, and US-287)
- Addressing safety concerns throughout the state
  - Passing Lanes
  - Inadequate Shoulders
  - Locations with High Crash Rates
  - Vulnerable Road Users
- Major Transit Projects Statewide (i.e. Front Range and Mountain Rail; Bustang, Bus Rapid Transit).
- Incorporating Active Transportation and Alternative Modes into 10-Year Plan Projects, where appropriate.
- Achievement of GHG Goals and meeting reduction levels outlined in GHG Rule.



## Funding for the 10YP (Strategic Funding ONLY)

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



## 10YP Regional Distribution Targets

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

### 10-Year Plan Distribution Targets:

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

13



## Region 4's Distribution Target

### Current 10-Year Plan FY 2019-2027



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

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

14



## Region 4 RPP Formula *(Updated 2025)*

### R4 RPP Formula

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

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

15



## R4 TPR/MPO Draft Allocations R4 RPP Formula

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

16



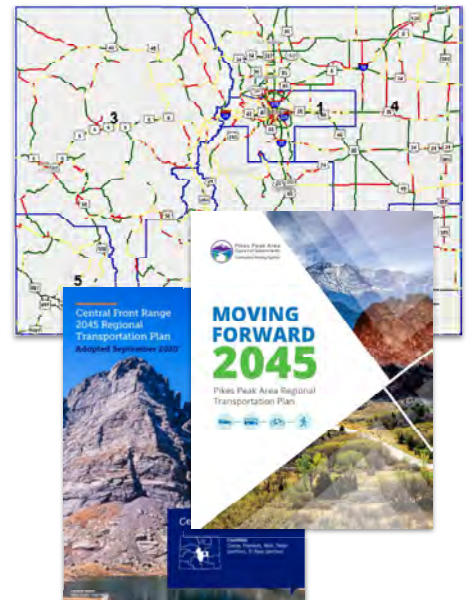
## Current 10YP FY27+ Projects

1. Any projects that are currently under construction will be moved forward into the next four year plan (FY 27 - FY 30).
2. CDOT will deliver on all projects not currently delivered in the current 10YP unless Regions provide justification why the project is no longer needed
  - a. Identified other funds other than 10-Year Plan Strategic funds to deliver project
  - b. Input from local partners that project is not a priority for the next plan.
  - c. Delays in delivery of the project, holding funds that could be allocated to other projects that are closer to delivery.
  - d. *Other reasons?*
3. Incorporate project elements for 10YP and update cost elements of all projects moving forward.
4. Develop staging period for projects - either 1st Four Years (FY 27 - FY 30) or Out Years (FY 31+), for appropriate cost estimates.



## Adding New Projects to the 10YP

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





## Next Steps & Questions

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