



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

September 4, 2025

In Person: UNC University Center, Spruce Suites, 2101 10th Ave., Greeley, CO 80631

Virtual: Call-in Number: (872) 240-3212 **Access Code:** 187-535-685

Weblink: <https://meet.goto.com/NFRMPO/2025nfrmcouncil>

For assistance during the meeting, please contact staff@nfrmpo.org.

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Johnny Olson, 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	Council Announcements	Johnny Olson	-	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 – August 7, 2025	Johnny Olson	10	6:10

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)	Written Report	Handout	-
6	Regional Air Quality Council (RAQC)	Written Report	14	
7	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens <i>Next Virtual Meeting September 25th at 3:00 pm</i>	-	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Johnny Olson	-	6:25
10	Executive Director Report	Elizabeth Relford	22	6:30
11	Finance Committee	Written	27	-
12	TAC	Written	29	-
13	Mobility	Written	Handout	-

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
14	August 2025 Off-Cycle TIP Amendment Resolution 2025-16	Jonathan Stockburger, Transportation Planner I	31	6:35
15	Amended FY2026-2027 UPWP FY2026 Budget Resolution 2025-17	Elizabeth Relford, Executive Director	40	6:40
16	2024 NFRMPO Audit	Robert Dahill, MHP LLC Michelle Edgerly, Go Figure	43	6:50

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	2050 RTP Amendment	Becky Karasko, Transportation Planning Director	44	7:10
18	FY2026-2029 Transportation Improvement Program (TIP)	Jonathan Stockburger	49	7:20
19	FY2025 TIP Delay Review	Jonathan Stockburger	50	7:30
20	MMOF Funding Reconciliation	Becky Karasko	Handout	7:40



Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:55
22	STAC Report	Liz Heid, NFRMPO STAC Representative	59	-
23	Colorado Transportation Investment Office (CTIO)	Written Report	61	-
24	Front Range Passenger Rail District	Tricia Canonico, City of Fort Collins Councilmember Jon Mallo, Past Chair	-	-
25	Host Council Member Report	Johnny Olson, Chair, Greeley City Councilmember	-	8:05

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: October 2, 2025 – Hosted by the City of Fort Collins



MPO Planning Council

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember –Chair

Alternate- Brett Payton, Mayor Pro Tem

Larimer County

Kristin Stephens, Commissioner – Vice Chair

Alternate- Jody Shaddock-McNally, Commissioner

City of Loveland

Jon Mallo, Mayor Pro Tem – Past Chair

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

Town of Eaton

Liz Heid, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor

City of Fort Collins

Tricia Canonico, Councilmember

Alternate- Melanie Potyondy, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Dan Dean, Trustee

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- Brittany Vandermark, Mayor Pro Tem

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Perry Buck, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee (also known as the Joint Mobility Committee)
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle

Revised 6/2/2023

GLOSSARY (cont'd)

SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
SS4A	Safe Streets and Roads for All Funding Program
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission (2017-2022)
SWMPO	Statewide MPO Committee
SWP	Statewide Plan (CDOT)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TERC	Transportation Environmental Resource Council
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally designated place >200,000 population)
TMO	Transportation Management Organization, also known as TMA – Transportation Management Association
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
UrbanSIM	Land Use model software licensing company used by the NFRMPO for the LUAM
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

Meeting Minutes of the North Front Range Transportation and Air Quality Planning Council

August 7, 2025
Hybrid Meeting in Eaton, CO

Voting Members Present:

Johnny Olson - Chair	-Greeley
Kristen Stephens – Vice Chair	-Larimer County
Jon Mallo – Past Chair	-Loveland
Tricia Canonico	-Fort Collins
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Matthew Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Liz Heid	-Eaton
Scott James	-Weld County
Bill Jenkins	-Timnath
Andrew Paranto	-Johnstown

Voting Members Absent:

Fil Archuleta	-Garden City
Mark Clark	-Evans
Jessica Ferko	-APCD
Will Karspeck	-Berthoud

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jonathan Stockburger, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Aaron Hull, Mobility Planner.

In Attendance: Dan Betts; Brad Buckman; Hanna Feldmann; Nicole Hahn; Omar Herrera; Meaghan Johnson; Evan Pinkham; Bonnie Saust; Dena Wojtach; Jaclynn Streeter; Brittany Vandermark.

Chair Olson called the MPO Council meeting to order at 6:00 p.m.

PUBLIC COMMENT

None.

CONSENT AGENDA

James **moved** to *APPROVE THE MINUTES*. The motion was **seconded** by Heid and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Olson opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach, Two Roads Environmental, noted during July, she tracked activities at the Regional Air Quality Council (RAQC) and Air Quality Control Commission (AQCC), with the AQCC setting a November 2025 rulemaking hearing for Colorado's Ozone State Implementation Plan (SIP), and associated control strategies being considered for adoption. The RAQC has created a blueprint of additional control strategies that may be developed to secure additional reductions over the next five to seven years. The Ozone Forum is scheduled for July 25th to share information about what is contributing to ozone levels at individual monitors in the nonattainment area and how ozone is predicted to change with proposed control strategies was postponed due to errors found in EPA's data and will be rescheduled at a later date.

The RAQC held a Control Strategy Blueprint Workshop on July 22nd at DRCOG, seeking feedback from a variety of different stakeholders on potential control strategies to be developed to reduce ozone. This Blueprint Workshop identified familiar control strategies and several new control strategies. A second Workshop will be held in Fort Collins on August 18th. Wojtach also discussed the SIP hearing set for November and that the NFRMPO should consider how to engage and state she will provide information to the Council.

Jenkins asked why the inspection fees were being increased and for clarification on the reasoning behind the 2028 proposal to reduce the inspection waivers for new cars from seven years to three years and what data supported this change. James stated the fees for vehicle inspections had not been increased since their inception in the 1990s and the increase is needed. Wojtach stated the APCD is seeing increases in vehicles being altered during the exemption period and emitting at a higher rate than intended.

Olson asked if an economic impact analysis had been completed. Wojtach noted there is not always good data reported on this topic; however, she suggested drafting a letter to assist in the cause could be beneficial. James requested clarification on page two of the report, specifically the charts showing regional trends in emissions and ozone concentrations across the intermountain west as well as the source apportionment of ozone contributions. Wojtach provided insight into the data behind the charts.

Olson circled back to the question of economic impact and drafting a letter to discuss communities with economic disadvantages and how individuals would be affected. A cost-benefit analysis should be done to assess the effects on communities.

Stevens noted this is a federal requirement due to the region being in the nonattainment area; however, she is not opposed to the question of economic impact. She also noted the importance of having a full discussion at the RAQC Blueprint Workshop on August 18, which will be beneficial to this discussion and to help weigh in on the topic. Following additional discussion, Mallo moved that Relford draft a letter to be signed by Olson on behalf of the Council. The motion was seconded by Fries and passed unanimously.

Regional Air Quality Council (RAQC) – Stephens noted she had nothing additional to add.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) – Stephens discussed the NAAPME Board's meeting last month to approve funding decisions regarding funding for their Community Clean Transportation Assistance Program call for projects. Communities within the NFRMPO that received funding were Greeley, \$1.63M for the Mobility Hub; Weld County, \$1.79M; Fort Collins; Larimer County; and Loveland received partial funding. The RAQC also received \$1.5M to expand their Air Quality programs into the NFRMPO region.

Metropolitan Planning Organization (MPO) Agenda

Chair Olson opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Chair Olson noted there is a \$2B deficit for 2026, which may impact transportation funding, and advised the Council should be prepared for a decrease in funding. Gutierrez noted an Executive Order has been issued for a hiring freeze for open State positions for the next 4 months. Stephens discussed the possibilities of the elimination of tax credits, the cancellation of projects, and the possible use of State reserves to fill the deficit.

Executive Director Report

Karasko reported that due to the reduction of Federal funds, there will need to be a revised budget presented in September for FY2026 UPWP Budget for Council adoption. She also discussed the results of TAC's MMOF second work session to discuss projects and reductions. Those affected had an additional meeting to discuss the impact and future options. Karasko also noted she had attended an Intermountain West MPO meeting in Salt Lake City and discussed the potential opt-in option proposal for MPOs to become direct recipients of Federal Formula funds in the next reauthorization bill.

Relford thanked the Council for the opportunity to lead the NFRMPO and noted she has hit the ground running. She expressed appreciation to Karasko for the valuable assistance and support as she settles into her position.

Finance Committee

A written report was provided.

TAC

A written report was provided.

3rd Quarter FY2025 TIP Modifications

A written report was provided.

Mobility

A written report was provided.

PRESENTATION:

GoNoCo34 TMO Presentation and Discussion – Jaclyn Streeter, GoNoCo34 TMO, provided an update on the TMO, the history of its creation, what it is and what it does, and how MPO communities can benefit. She asked the Council what transportation pain points communities are encountering. Fries inquired about options for Severance. Mallo discussed the possibility of micro transit within NFRMPO communities. Olson discussed vanpooling and other options the TMO can offer.

ACTION ITEM:

NFRMPO 10-Year Priority List of Projects– Karasko discussed the results of the ranking, the scores, and how they evolved to TAC recommendations.

James **moved** to *APPROVE THE NFRMPO 10-YEAR PRIORITY LIST OF PROJECTS*. The motion was **seconded** by Fries and **passed** unanimously.

COUNCIL REPORTS:

Transportation Commission – Gutierrez noted the challenges with reduced funding, and Olsen discussed possible further reductions and statewide moratoriums.

The Colorado Contractors Association is bringing a ballot issue forward to require that a percentage of C-DOT funding goes directly to roads. Keep an eye out for this in the future.

STAC Report – Heid reported that the TPR discussed how to fill the gaps in funding and the 2050 statewide plan. She also noted that there were great presentations, including one about Regional Airports.

Colorado Transportation Investment Office (CTIO) – A written report was provided.

Front Range Passenger Rail District – Mallo updated that the service development plan is moving along, and the final is expected by the year-end.
A consultant has been hired.

Host Council Member Report – Heid reported that the project has been delayed due to rain; however, it is successful and contributing to the businesses in the area. She is hopeful to have the ribbon cutting in October. They received \$500k to assist with project completion.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None provided.

The meeting was adjourned at 7:28 p.m.

Meeting minutes submitted by: Tanya Trujillo-Martinez, NFRMPO Mobility Director



1



FIRST, GREAT NEWS FOR NOCO!

- the **Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)** board approved RAQC's application to the Community Clean Transportation Assistance Grant Funding Program.
- RAQC is being awarded this \$1.5 million grant, allowing us to expand the **Clean Air Auto Repair, Engines Off, Accessible Bikes for Community, and Simple Steps. Better Air.** programs throughout the full nine-county ozone nonattainment region.
 - RAQC will add these services for the towns, cities, and unincorporated areas across Larimer and Weld counties.
- We look forward to working with our partners on these efforts and serving our communities with this additional funding in 2026 and beyond.



NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th


REGIONAL AIR QUALITY COUNCIL

2

			Agenda The proposed agenda for August 18, 2025 is as follows:	
Welcome & Orientation			9:30 AM - 9:40 AM	
Mike Silverstein, RAQC Executive Director				
Introductions, Agenda Review, and Plans for the Day			9:40 AM - 9:50 AM	
Wendy Lowe, P2 Solutions, Facilitator				
Foundational Background Information			9:50 AM - 10:25 AM	
Denver Metro / North Front Range Air Quality Planning – Tom Moore,				
Regional Air Quality Council Planning Director				
Intersection(s) of Transportation and Air Quality Planning - Becky Karasko,				
North Front Range Metropolitan Planning Organization				
Questions & Discussion			10:25 AM - 10:50 AM	
All/Wendy Lowe				
Overall Approach to Developing the Control Strategy Blueprint			10:50 AM - 11:00 AM	
Tom Moore				
Bucket One: Immediate "Off-the-Shelf" Ozone Season Emission Reduction Actions			11:00 AM - 11:45 AM	
Bucket explained, Kyra Reumann-Moore, Regional Air Quality Council				
Planning and Policy Manager				
Round One Small Group Discussions				
Lunch			11:45 AM - 12:15 PM	
Bucket Two: Annual and/or Ozone Season Strategies			12:15 PM - 1:05 PM	
Bucket Two Explained, Kyra Reumann-Moore				
Round Two Small Group Discussions				
Bucket Three: Air Quality Control Commission Already Adopted Rules on the Books and Longer-Term Strategies			1:05 PM - 1:55 PM	
Bucket Three Explained, Tom Moore				
Round Three Small Group Discussions				
Gallery Walk – Consider all Results of the Small Group Discussions			1:55 PM - 2:10 PM	
Evaluation Methods for Emissions, Air Quality Benefits, and Costs			2:10 PM - 2:35 PM	
Evaluation Methods, Tom Moore				
Suggestions for Other Criteria to be Used to				
Additional Strategies to Consider			2:35 PM - 2:50 PM	
Suggestions for Additional Strategies to Consider				
General Discussion			2:50 PM - 3:20 PM	
All/Wendy Lowe				
Wrap-up & Next Steps			3:20 PM - 3:30 PM	
RAQC staff				
Adjourn			3:30 pm	
NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18 th				
				3

3

Today, Let's Go Over:

Blueprint Structure and Information Within

What are the Problems Requiring Emission Reductions?

Need for a Strategic Plan Of Emission Controls / Reductions to be Considered Next 2-3 Years

A Road Map draft to have Emission Controls / Reductions Adopted and Working over next 5 Years

4



WHAT'S IN THE BLUEPRINT?

RAQC CONTROL STRATEGY BLUEPRINT AUGUST 18 WORKSHOP VERSION

- Ozone Air Quality Planning Context for our Region
 - RAQC's roles and responsibilities
 - Trends and Levels of Measured Ozone Air Quality at most polluted sites
 - Emissions causing Ozone
- Emission Control Strategies
 - APCD proposal for regulatory updates to be adopted with the Serious Ozone SIP
 - Structure of Control Strategy Buckets
 - Control Strategy Timing and Consideration
 - Emission Control Strategies for the Nonattainment Area – brief summaries & overview links
 - Emissions Control Strategy Evaluation
- Control Strategy Blueprint: Summary for Stakeholder Review
- Blueprint Endorsement Consideration Process by the RAQC Board




NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th




5

CONTROL STRATEGIES BUCKETS IN 2025 BLUEPRINT DEVELOPMENT FOR BOARD AND AQCC CONSIDERATION

Present these 3 buckets of strategies, as well as evaluating the ozone impacts from implementing individual and combinations of the strategies in the buckets


-  **Bucket 1: Immediate “off-the-shelf” Ozone season emission reduction actions** for AQCC consideration in 2026 for seasonal application from 2027 onward
-  **Bucket 2: Year-round and/or Ozone season strategies** considered by RAQC Board during 2024-25, along with additional RAQC staff proposals, for AQCC to consider/implement in 2026/27
-  **Bucket 3: AQCC already-adopted Rules-on-the-Books or “adopt by then” strategies** – those to take effect in the 2027 through 2030 or by the 2030 timeframe

- *Buckets 1 and 2 have assess / evaluate strategies with later adoption in Buckets 2 or 3*
- *There are 23 strategies in the 3 buckets, 17 of those are relatively unique / separate*




NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th

6



STRATEGY OVERVIEWS



Blueprint - Control Strategy Overview August 18/version #1

- The RAQC is developing overviews with more details about each control strategy concept in the Blueprint.
- Currently available overviews are linked in the Blueprint and on the Blueprint webpage. More will be added alongside future, updated Blueprint drafts.

Bucket 1

- Wellsite Venting & Blowdowns
- Indirect Sources Phase 1: Data Reporting
- Landscape Maintenance Equipment – Phase 1 CDPHE Requirements
- Summertime Free Fare Transit

Bucket 2

- Assess changes to electric drill rig and hydraulic fracturing (frac'ing) engine requirements
- Voluntary Facility Emission Reduction Plans from Best Management Practices
- Assess commercial cooking requirements
- Consumer Products VOC Content Limits

Bucket 3

- Implement Electric Drill Rig and Frac'ing Engine Requirements
- Regulatory Facility Emission Reduction Plans from Best Management Practices
- Zero Emission Forklifts

Strategy Name: Ozone Season: Electric Drill Rig and Frac'ing Engine Requirements

Source Sector(s) for emission reductions: Oil & Gas Industry – Drill Rig and Frac'ing Engines

Proposed timeline:

- Proposal and adoption: 2026-2028
- Reductions effective: summer 2030
- Phased?: 75% electrification by 2028, 98% by 2030

Applicable pollutants & expected reductions in 2030 in short tons/summer day:

- Drill Rigs: NOx (2.8 tpd to 6.7 tpd) and VOC (0.19 tpd to 0.44 tpd)
- Frac'ing Arrays: NOx (4.9 tpd to 11.0 tpd) and VOC (0.48 tpd to 1.1 tpd)


Implementation option(s): Required electrification or activity reduction during ozone season

Strategy Description: This strategy would prohibit direct emissions from drill rig and hydraulic fracturing (frac'ing) engines used in pre-production activities in the Denver Metro/North Front Range (DM/NFR) Ozone Nonattainment Area (NAA) during the ozone season (May 1 through September 30). Compliance with this measure would require the use of zero emission technology for drilling and frac'ing during the ozone season and/or scheduling drilling and frac'ing activities outside of the ozone season.

- Cost factors:** In the case that electric instead of fossil-fueled equipment is used, costs would be based on the electric equipment cost and the electric power use and infrastructure costs. In the case that activities are scheduled outside of the ozone season, costs could be incurred due to schedule delays or advances.
- Stakeholder outreach:** This strategy is being discussed as part of the development of the Control Strategy Blueprint.
- Disproportionately Impacted Communities (DICs):** Reducing NOx and VOC emissions from pre-production activities in the DM/NFR NAA supports the goal of reducing environmental burdens, specifically in Weld County.
- Implementation elsewhere:** This strategy has not been implemented elsewhere.

Requests for Input

- What are the availability challenges for use of electrified drill rigs and/or frac'ing engine arrays in the DM/NFR?
- What are the potential costs associated with electrification?
- To what extent would electric infrastructure need to be upgraded to accommodate electric drilling and/or frac'ing?
- What are the challenges associated with scheduling NAA drilling and/or frac'ing outside of the ozone season?




DM/NFR NAA 2026 NOx (TPD)

* Emissions from drill rigs and frac'ing engines are included under the oil and gas (O&G) sector.


<https://raqc.org/control-strategy-blueprint-2025/>

NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August. 18th


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2025 CONTROL STRATEGY BLUEPRINT CONSIDERATION TIMELINE





- Overview at CSC meeting, draft Blueprint and one-page strategy summaries
- All-day workshops (July 22nd @ DRCOG, August 18th @ Fort Collins Senior Center)
- CSC and Board review of complete versions of draft Blueprint and summaries
- Board endorsement
- AQCC presentation



May



June


July


August


September


October


November

Consideration and discussion of Control Strategy Blueprint aspects at RAQC Board, CSC, and ISER WG meetings in parallel

Board review & endorsement of Control Strategy Blueprint

Present Board-endorsed plan to AQCC mid-Nov.

NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August. 18th

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Source Category used for Emission Reduction Planning	Color coding key: Assessment/Data Collection (no direct emission reductions); AQCC-adopted regulations for Required Reductions and/or implementation of Voluntary Emission Reduction Programs; Emission Reductions Rules or Programs requiring Legislative Statutory and/or Funding Actions; Evaluation / confirmation of emission reduction benefits of already “on-the-books” regulations and longer-term strategies
Oil & Gas Production	1) Wellsite Venting & Blowdowns
Permitted Stationary Sources	2) Assess changes to stationary source control permit stringency
Mobile Sources (On-Road and Non-Road Engines)	3) Indirect Sources (trip attractors and generators) Phase 1: Data Reporting
	4) Landscape Maintenance Equipment - Phase 1 CDPHE Requirements
	5) Summertime Free Fare Transit
	6) Enhance vehicle registration and emissions testing evaluation and enforcement

NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th


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BUCKET TWO: ANNUAL (YEAR-ROUND) AND/OR OZONE SEASON STRATEGIES


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STRATEGIES IN BUCKET TWO: PART 1

Source Category used for Emission Reduction Planning	Color coding key: Assessment/Data Collection (no direct emission reductions); AQCC-adopted regulations for Required Reductions and/or implementation of Voluntary Emission Reduction Programs; Emission Reductions Rules or Programs requiring Legislative Statutory and/or Funding Actions; Evaluation / confirmation of emission reduction benefits of already "on-the-books" regulations and longer-term strategies
Oil & Gas Pre-Production	1) Assess changes to electric drill rig and hydraulic fracturing (frac'ing) engine requirements
Permitted Stationary Sources	2) Adopt changes to stationary source control stringency 3) Assess daily NOx emission caps at EGUs 4) Require Phase-Out of Simple Cycle EGUs without Post-Combustion Controls
Mobile Sources (On-Road and Non-Road Engines):	5) Adopt Indirect Source Phase 2: Voluntary Facility Emission Reduction Plans from best management practices 6) Landscape Maintenance Equipment reductions by 2029 – concepts for Phase 2 CDPHE requirements

NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th



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STRATEGIES IN BUCKET TWO: PART 2

Source Category used for Emission Reduction Planning	Color coding key: Assessment/Data Collection (no direct emission reductions); AQCC-adopted regulations for Required Reductions and/or implementation of Voluntary Emission Reduction Programs; Emission Reductions Rules or Programs requiring Legislative Statutory and/or Funding Actions; Evaluation / confirmation of emission reduction benefits of already “on-the-books” regulations and longer-term strategies
Mobile Sources continued (On-Road and Non-Road Engines):	7) Non-Road Engines Emission Targets 8) Expand Vehicle Inspection & Maintenance (I&M) Program
Area Sources	9) Assess commercial cooking requirements 10) Consumer Products VOC Content Limits

- The Bucket 2 list is a great number of strategies to have considered and adopted from mid-2026 into early 2028.
- If there are delays in consideration and adoption, emission reductions will be delayed into the early 2030s due to the ramp-up time for rule effectiveness and penetration into source categories.


NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th


REGIONAL AIR QUALITY COUNCIL

13




REGIONAL AIR QUALITY COUNCIL




BUCKET THREE: AIR QUALITY CONTROL COMMISSION ALREADY ADOPTED "RULES ON THE BOOKS" OR "ADOPT BY THEN" STRATEGIES

14



	<h2 style="text-align: center;">STRATEGIES IN BUCKET THREE</h2> <table border="1"> <tr> <td data-bbox="305 348 529 520">Source Category used for Emission Reduction Planning</td><td data-bbox="529 348 1406 520"> Color coding key: Assessment/Data Collection (no direct emission reductions); AQCC-adopted regulations for Required Reductions and/or implementation of Voluntary Emission Reduction Programs; Emission Reductions Rules or Programs requiring Legislative Statutory and/or Funding Actions; Evaluation / confirmation of emission reduction benefits of already "on-the-books" regulations and longer-term strategies </td></tr> <tr> <td data-bbox="305 520 529 636">Oil & Gas Upstream and Midstream</td><td data-bbox="529 520 1406 636"> 1) For 2032 attainment planning, include *On-the-books* effects of AQCC's upstream Oil & Gas NOx intensity rule by 2030 2) Implement Electric Drill Rig and Frac'ing Engine Requirements </td></tr> <tr> <td data-bbox="305 636 529 720">Permitted Stationary Sources</td><td data-bbox="529 636 1406 720"> 3) For 2032 attainment planning, include *On-the-books* effects of plans for all coal-fired EGUs statewide to close or switch to gas by 2030 </td></tr> <tr> <td data-bbox="305 720 529 919">Mobile Sources (On-Road and Non-Road Engines):</td><td data-bbox="529 720 1406 919"> 4) Indirect Sources Phase 3: Require Regulatory Facility Emission Reduction Plans 5) For 2032 attainment planning, include known *On-the-books* 2027-30 implementation effects in the nonattainment area of adopted Clean Cars and Trucks regulations 6) Assess viability and need for continued Light Duty Vehicle Electrification Incentives 7) Zero-Emission Forklifts </td></tr> </table>	Source Category used for Emission Reduction Planning	Color coding key: Assessment/Data Collection (no direct emission reductions); AQCC-adopted regulations for Required Reductions and/or implementation of Voluntary Emission Reduction Programs; Emission Reductions Rules or Programs requiring Legislative Statutory and/or Funding Actions; Evaluation / confirmation of emission reduction benefits of already "on-the-books" regulations and longer-term strategies	Oil & Gas Upstream and Midstream	1) For 2032 attainment planning, include *On-the-books* effects of AQCC's upstream Oil & Gas NOx intensity rule by 2030 2) Implement Electric Drill Rig and Frac'ing Engine Requirements	Permitted Stationary Sources	3) For 2032 attainment planning, include *On-the-books* effects of plans for all coal-fired EGUs statewide to close or switch to gas by 2030	Mobile Sources (On-Road and Non-Road Engines):	4) Indirect Sources Phase 3: Require Regulatory Facility Emission Reduction Plans 5) For 2032 attainment planning, include known *On-the-books* 2027-30 implementation effects in the nonattainment area of adopted Clean Cars and Trucks regulations 6) Assess viability and need for continued Light Duty Vehicle Electrification Incentives 7) Zero-Emission Forklifts
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NFRMPO TAC meeting report on RAQC Control Strategy Blueprint Workshop of August 18th

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Next Steps:

Comments Due from Workshops by Aug. 25th

Comments Due from Sept. 5th RAQC Board meeting version by Sept. 22nd

Comments Due from Oct. 3rd Board Meeting version in mid-Oct.

Blueprint endorsement at Nov. 7th Board meeting

Informational Blueprint presentation for AQCC at Nov. 20-21 Rulemaking

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August 22, 2025

Mike Silverstein, Executive Director
Regional Air Quality Council
4300 Cherry Creek Drive South
Denver, CO 80246-1530

Re: Comments on August version of the RAQC's Blueprint

Mr. Silverstein,

We are writing on behalf of the North Front Range Metropolitan Planning Organization (NFRMPO) Planning Council, providing high level comments on the RAQC's August 18, 2025, version of the "Control Strategy Blueprint Emission Reduction Strategies through 2030". Regional transportation and air quality planning is at the heart of the NFRMPO. As such, the NFRMPO prioritizes transit and non-motorized forms of transportation and initiates and supports transportation demand management (TDM) in the region, while actively engaging in regional air quality planning efforts, including the work being carried out at the Regional Air Quality Council (RAQC) in the State Implementation Plan (SIP) and development of other specific ozone reduction strategies.

We appreciate the RAQC's efforts to include us in identifying opportunities and developing solutions to address Colorado's air quality challenges, specifically with ozone. We share these initial comments on the latest version of the Blueprint and anticipate continued engagement with the RAQC on control strategy development, as they evolve. At a high level, we want to better understand the process for identifying and fleshing out the control strategies or concepts listed in the Blueprint, as well as the process for selecting any set of control strategies. Additionally, we also want to recommend criteria that should be considered when evaluating control strategies. Finally, we want to share some initial concerns with a concept listed in the Blueprint's Bucket 2, Item 8 pertaining to broadly decreasing the vehicle testing requirement for newer vehicles from seven to three years.

Challenges in providing meaningful comments to a dynamic document

NFRMPO staff participated in the RAQC's August 18, 2025, Blueprint Workshop. During that meeting, RAQC staff requested input on concepts listed in the Blueprint as well as additional concepts that are not listed. The RAQC staff also mentioned their intention to present a revised Blueprint document on September 5, 2025, to their Board. It is unclear what action will be taken at that time, and it is hard to provide comments on an evolving document that does not have a firm timeline for completion. Generally, we want to highlight the role of local governments in providing valuable input during the public process and the challenges of local governments in nimbly responding to dynamic changes to quickly evolving documents. We ask for flexibility in providing feedback, as we are a government body that meets on a monthly basis. However, the development of this Blueprint and selection of control strategies is important to the NFRMPO. We intend to provide comments throughout this process and as quickly as we can.

Request to provide more details and more time to provide meaningful comments

We request the RAQC lay out the process for identifying and fleshing out concepts for inclusion and further elaboration in the Blueprint. There are several new concepts proposed, and others listed, which need further development, in order for us to provide any meaningful comments on those concepts. Thus, we request the RAQC share concept papers for each recommended strategy, using a consistent format. From there, we request a reasonable amount of time, preferably at least one month, to wholly consider

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Fort Collins, Colorado 80521
(970) 800-9560

nfrmpo.org

those concepts in order to formulate our comments. We also request the RAQC provide the process and timeline they intend to use to narrow the list of control strategy concepts.

Suggested evaluation criteria for selecting control strategies

Finally, we want to suggest a list of criteria that should be used and considered via a public process in selecting any set of control strategies. Specifically, it would be most helpful to understand the following when selecting control strategies:

- Anticipated ozone reduction amounts,
- Estimated precursor pollutant reduction amounts,
- Timelines to realize full benefit of control strategies,
- Degree of other pollutant co-benefits,
- Equity and or disproportionately impacted communities affected and potential impacts,
- Implementing agency(ies) and their authority to implement,
- Costs borne by the implementing agency,
- Direct and indirect costs to affected entities, and
- Direct and indirect costs to public – recognizing public health impacts as well public affordability.

Without more detail and a consistent approach, it is difficult to fairly evaluate control strategies, let alone provide elected officials with the tools needed to recommend control strategies that would result in the highest air quality benefits for the region.

Initial comments on vehicle testing exemption for newer vehicles

We also want to provide initial thoughts on the RAQC's Blueprint Bucket 2, Item 8's suggested change to "the no-test exemption for cars less than 7 years old to apply to all cars more than 3 years old." We would appreciate better understanding the data supporting this change as well as any data on the associated impacts to the general public to comply. Given "affordability" is a priority issue for Coloradoans, we want to make sure control strategies address a specific problem and do not un-necessarily add cost and other burdens to the public that are not otherwise required.

We recognize that the RAQC's intent is to improve air quality in the ozone nonattainment area and separately that vehicle emissions contribute to air pollution. We also want to better understand the process, timelines and process for selecting control strategies, as well as more fleshed out concepts before we provide meaningful comments on these control strategies.

Thank you for considering our initial comments and requests. We appreciate the RAQC staff's time and effort and look forward to continued engagement in this very important work. Please contact Elizabeth Relford, Executive Director, at the NFRMPO with any questions at the contact information below.

Sincerely,


Johnny Olson (Aug 25, 2025 10:56:32 MDT)

Johnny Olson,
Chair

Cc: Kyra Reuman-Moore, RAQC

NFRMPO Council Letter on Aug Blueprint (002)

Final Audit Report

2025-08-25

Created:	2025-08-25
By:	Barbara Bills (bbills@nfrmpo.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA9g7PUm1QmON51ZArDMQVQnPIfcgWALQh

"NFRMPO Council Letter on Aug Blueprint (002)" History

-  Document created by Barbara Bills (bbills@nfrmpo.org)
2025-08-25 - 2:49:41 PM GMT- IP address: 198.99.81.44
-  Document emailed to johnny.olson@greeleygov.com for signature
2025-08-25 - 2:49:45 PM GMT
-  Email viewed by johnny.olson@greeleygov.com
2025-08-25 - 4:56:03 PM GMT- IP address: 24.8.254.3
-  Signer johnny.olson@greeleygov.com entered name at signing as Johnny Olson
2025-08-25 - 4:56:30 PM GMT- IP address: 24.8.254.3
-  Document e-signed by Johnny Olson (johnny.olson@greeleygov.com)
Signature Date: 2025-08-25 - 4:56:32 PM GMT - Time Source: server- IP address: 24.8.254.3
-  Agreement completed.
2025-08-25 - 4:56:32 PM GMT



Pikes Peak Area
Council of Governments
Communities Working Together



North Front Range
Metropolitan
Planning
Organization



August 20, 2025

Office of the Secretary
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Re: Docket No. DOT-OST-2025-0468 - Notice and Request for Information: Advancing a Surface Transportation Proposal That Focuses on America's Most Fundamental Infrastructure Needs

Mr. Secretary:

We, the undersigned, represent the five Metropolitan Planning Organizations in the state of Colorado. Jointly we offer the following recommendations on how the next reauthorization of the Federal Surface Transportation Act can be improved to provide more transportation projects in services to the traveling public and support a robust economy.

Recommendations:

- Increase formula funding and make it available at the regional level. It is unlikely that the next reauthorization will be able to provide enough funding to address all needs, our request is not just for increased funding but to make the available funding more efficient by leaving control at the regional level. Discretionary funding is not as efficient as providing funds to decision makers who have the best understanding of problems.
 - Increase funding
 - Increase regional allocation
 - Consider converting discretionary to formula
 - Increasing and improving access to funding to allow smaller entities to administer projects.
- Ensure equitable funding distribution to fast growing States.
 - The bulk of transportation funding is supposed to be distributed through statutory formula-based allocations to the states based on factors such as population. After 2009, rather than utilizing updated formula data, Congress started to allocate funding, including any increases, based on the relative proportion of funding that

each state received the previous year. This has severely limited the increases of funding for high population growth states.

- Transportation Planning (PL) funding
 - Significant increase in funding
 - Reduce/eliminate non-federal match/local share requirement

Thank you for allowing our input into the process. We are happy to provide any additional information as required.



Andrew Gunning
Executive Director
Pikes Peak Area Council of Governments



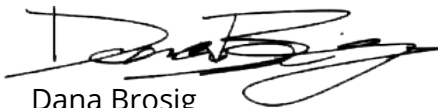
Douglas W. Rex
Executive Director
Denver Regional Council of Governments



Elizabeth Relford
Executive Director
North Front Range Metropolitan Planning Organization



Eva Cosyleon
Metropolitan Planning Organization Manager
Pueblo Area Council of Governments



Dana Brosig
Director
Grand Valley Metropolitan Planning Organization

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

August 21, 2025
3:00 p.m.
Microsoft Teams

Members	Staff
Kristin Stephens	Elizabeth Relford
Bill Jenkins	Tonja Burshek
Jon Mallo	Becky Karasko
Matthew Fries	Tanya Trujillo-Martinez
	Shane Armstrong
	Michelle Edgerly (Go Figure)
	Kyle Gruver (MHP)
	Barbara Bills

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

Approval of Minutes:

Mallo made the motion to approve the July 17, 2025, meeting minutes, and Jenkins seconded. The motion passed by acclimation.

VanGo Rider Portal Update:

Burshek clarified some of the costs for updating the VanGo Portal and a proposed mobile app. Shane confirmed the app's availability on both the Apple Store and Google Store, ensuring broad compatibility. Jenkins moved to support the apps acquisition and Mallo seconded. The motion passed unanimously.

VanGo Fee Schedule:

Burshek and Armstrong discussed the possibility of changing the late fee date from the end of day of the 5th of the month to the 11th. Many federal employees use Transerv cards to pay their fares, and the cards are not loaded until the 10th. This results in late fees and frustrated vanpoolers. By changing the date to the 11th, we remove the cause of the frustration and improve customer service. Relford requested a motion to formalize the policy. Jenkins made the motion and Fries seconded. The motion passed unanimously.

As discussed in previous meetings, the MPO opened accounts with Chase Bank. Relford explained that the MPO plans to transfer funds from COTRUST to Chase Bank until we can close the accounts with FNBO and then transfer those funds back.

Amended FY26-27 UPWP FY26 Budget:

Relford presented significant changes to the 2026 budget due to reduced federal funding from CDOT, which would impact the coordinated planning grant funds. She proposed an amended resolution for the September council meeting to revise the budget accordingly, clarifying that while communities would revert to their normal local match amounts in 2027, there would be no immediate local match changes for 2026. Fries made a motion to recommend the proposed budget amendment to the Council and Jenkins seconded.

Audit Presentation:

Kyle Gruver, from MHP, introduced the audit report, highlighting that the financial statements received an unmodified opinion, indicating accurate preparation under US GAAP. He noted a significant finding related to cash audit adjustments which do not reconcile to the Great Plains accounting system's lack of integration with the general ledger, which would be resolved with a new accounting system. Despite some challenges during the audit process, including staff turnover and communication issues, Kyle reassured the committee that there were no material weaknesses or compliance issues. The audit findings indicated a strong financial position for the MPO, and the committee agreed to proceed with the submission of the audit to the state after the council meeting.

The meeting was adjourned at 3:59 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 20, 2025**

PRESENTATION ITEM

Clean Transit Enterprise (CTE) SB230 Formula Grant Program NOLA – Craig Secrest, CTE, provided an overview for the new SB230 Formula Grant Program. This program provides support for transit vehicle electrification, transit, and passenger rail. Secrest walked through the program goals, the types of projects and agencies that would be eligible for funding under the program, and where the funds for the program are derived from. He provided an update to the implementation progress of the program and noted the next steps. Secrest ended by noting the amount of funding available in each fiscal year and the application process.

ACTION ITEM

Off-Cycle August 2025 TIP Amendment – Stockburger presented the Off-Cycle August 2025 TIP Amendment, which includes one additional project and one project revision. The project addition is *Harmony Road Mobility Hub* with \$500,000 State SB-267 funding. The project revision is an update to the *Region 4 Surface Treatment* pool with the project *Centerra Parkway East* with \$6,550,105 Federal STBG funds and \$1,361,605 SHF in FY27 and \$6,006,446 Federal STBG funds and \$1,248,592 SHF in FY28. Tracy moved to recommend the Planning Council approve the Off-Cycle August 2025 TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

2050 RTP Amendment – Karasko discussed the amendment to the 2050 RTP. This amendment was necessary due to the requirement for a conformity analysis from one of the new FY2026-2029 TIP projects from Weld County. The project adds one new lane in each direction on WCR66, for a total of 4 lane miles. She walked through the NFRMPO Air Quality Significant Project Definition for Conformity. Karasko also noted the project requires a new Conformity Determination and an updated GHG Transportation Report.

FY2026-2029 TIP Narrative Draft – Stockburger discussed the Draft FY2026-2029 TIP Narrative. He provided an overview of the information in the document. He noted that the only additional item added from the FY2024-2027 TIP Narrative is instructions on how to fill out TIP Amendment and Modification forms. Stockburger walked through the updated Project Tables and Financial Plan. He asked TAC members to review the Project Tables and ensure their community's projects are represented and accurate. Stockburger also requested feedback regarding the TIP Narrative.

FY2025 TIP Project Delay Review – Stockburger noted the results of the FY2025 TIP Delay Review. There were 26 projects which were eligible for delay review for FY2025. Four projects are up for a 3rd Delay, one project is up for a 2nd Delay, six projects are up for a 1st Delay, and 11 projects are not delayed further. TAC will approve 1st Delays, while any subsequent delays are approved by the NFRMPO Planning Council.

MMOF Funding Reconciliation – Karasko and Hornkohl walked through two proposals for MMOF Project funding reductions as part of the MMOF reconciliation efforts. One proposal showcased the reductions without a Transportations Alternatives (TA) Call for Projects, and the other proposal showed the scenario without the call. After discussion and some changes to the no TA Call Proposal, TAC decided to review the new funding amounts and make sure they are still workable for the respective projects. TAC also highlighted the need to make sure these projects are given priority in future Calls for Projects with eligible funding sources.

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: September 4, 2025

Re: Action – Off-Cycle August 2025 TIP Amendment

Objective

To approve the Off-Cycle August 2025 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The Off-Cycle August 2025 TIP Amendment includes 1 revision from CDOT Region 4 and one addition from CDOT DTR:

- Adding the new project *Harmony Road Mobility Hub* with \$500,000 State SB-267 funding.
- Revising the *Region 4 Surface Treatment* by adding the project *Centerra Parkway East* with \$6,550,180 Federal STBG/NHPP funding and \$1,361,605 State SHF funding in FY27 and \$6,006,446 Federal STBG/NHPP funding and \$1,248,592 SHF funding in FY28.

The 30-day Public Comment period for the Off-Cycle August 2025 TIP Amendment began on August 25, 2025 and will close on September 25, 2025.

Funding Types and Uses

SB-267 enacted during the 2017 legislative session, authorizes \$1.8B over four years to transportation projects. Funding must be used on Tier 1 projects on the CDOT 10-Year Development Program, 25 percent must be spent on projects in rural counties, and 10 percent of funding is dedicated to transit projects.

Surface Treatment Block Grant (STBG) is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads.

NHPP/SHF – National Highway Performance Program (NHPP) provides federal funds and the State Highway Funds (SHF) for the condition and performance of the National Highway System (NHS) and the construction of new facilities on the NHS.

Analysis

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the *FY2024-2027 TIP* remains fiscally constrained.
- **Disadvantages:** None



Recommendation

TAC recommended Planning Council approval the Off-Cycle August 2025 TIP Amendment to the FY2024-2027 TIP at their meeting on August 20, 2025.

Attachments

- Off-Cycle August 2025 Policy Amendment Form
- Environmental and Demographic Impact Analyses

NEW ENTRY										
Title:		Harmony Road Mobility Hub								
Sponsor:		CDOT DTR								
STIP ID:										
TIP ID:		2026-011								
Type:		Mobility Hub								
Air Quality:		Excluded from conformity analysis								
Description:		Design and construction for transit improvements of Harmony Road Mobility Hub, including curb ramp improvements, striping, and miscellaneous repairs.								
Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB-267	\$500,000	\$0	\$0	\$0	\$0	\$50,000	\$450,000	\$0	\$0
	Total	\$500,000	\$0	\$0	\$0	\$0	\$50,000	\$450,000	\$0	\$0
Revision #		Revision Description								
2025-A8		New Project								

PREVIOUS ENTRY

Title: Region 4 Surface Treatment
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
Description: Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:
STIP ID: Sponsor Total Project Cos Title:
SR45218.211 CDOT R4 \$4,500,000 SH257 Windsor Resurfacing
SNF5788.045 CDOT R4 \$1,125,000 SH257 & Eastman Park Drive Intersection
SR45218.232 CDOT R4 \$5,600,000 US 85 5th to O St. Business Surface
SR45218.234 CDOT R4 \$5,764,000 SH257 Windsor Resurfacing Eastman to 34
SR45218.250 CDOT R4 \$754,412 CO60: Campion East Chips
SR45218.251 CDOT R4 \$4,211,380 CO402: CR7 to I-25
SR45218.253 CDOT R4 \$6,100,000 CO52A Resurfacing I-25 to US85

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG/NHPP	\$33,909,282	\$0	\$9,091,292	\$4,986,000	\$10,157,000	\$9,674,990	\$0	\$37,495,000	\$0
State	SHF	\$5,598,675	\$0	\$1,926,143	\$614,000	\$1,668,000	\$1,390,532	\$0	\$6,823,000	\$0
	Total	\$39,507,957	\$0	\$11,017,435	\$5,600,000	\$11,825,000	\$11,065,522	\$0	\$44,318,000	\$0

NEW ENTRY

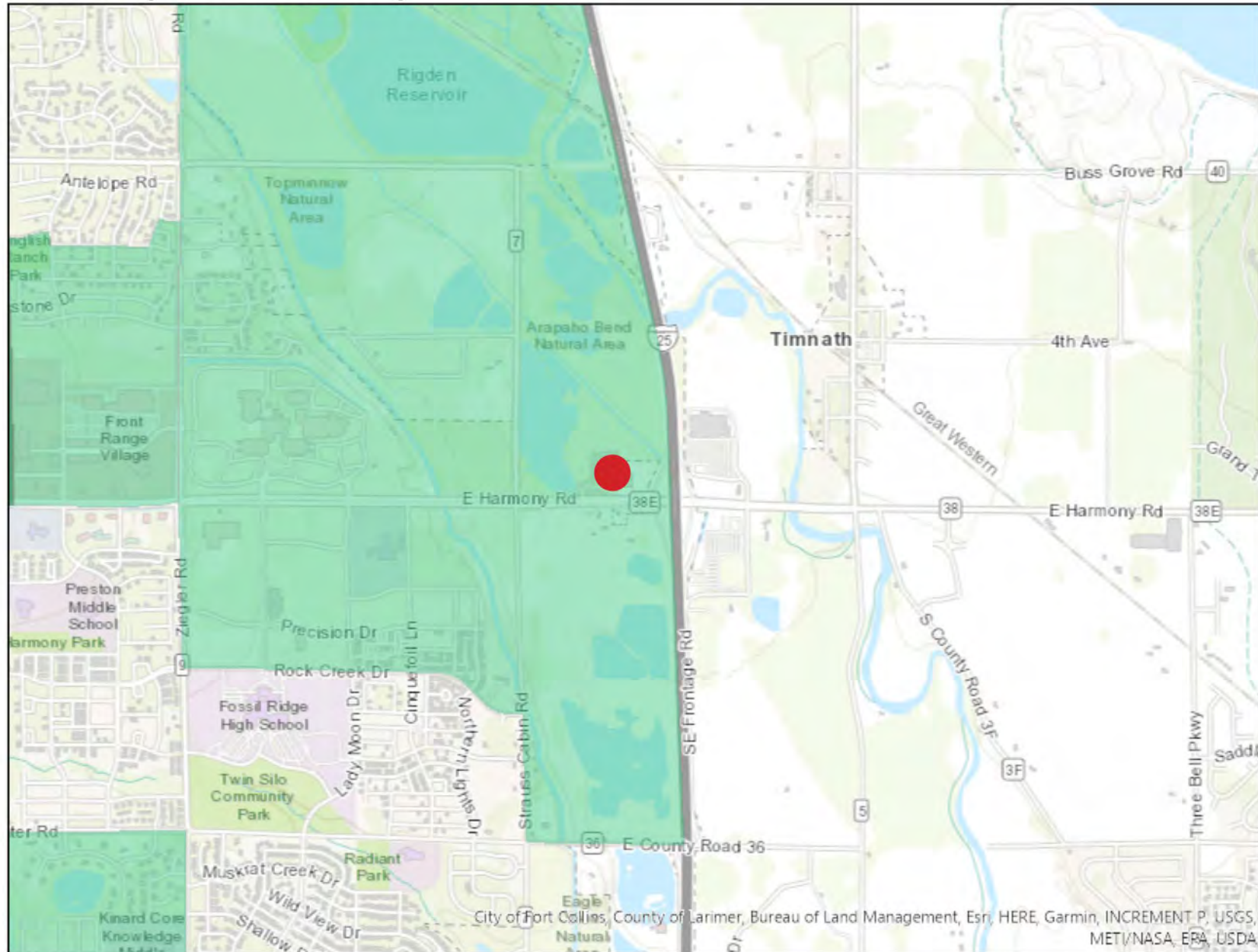
Title: Region 4 Surface Treatment
Sponsor: CDOT Region 4
STIP ID: SR45218
TIP ID: P-13
Type: Surface Treatment
Air Quality: Exempt from conformity analysis
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SNF5788.045 CDOT R4 \$1,125,000 SH257 & Eastman Park Drive Intersection
SR45218.232 CDOT R4 \$5,600,000 US 85 5th to O St. Business Surface
SR45218.234 CDOT R4 \$5,764,000 SH257 Windsor Resurfacing Eastman to 34
SR45218.250 CDOT R4 \$754,412 CO60: Campion East Chips
SR45218.251 CDOT R4 \$4,211,380 CO402: CR7 to I-25
SR45218.253 CDOT R4 \$6,100,000 CO52A Resurfacing I-25 to US85
SR45218.257 CDOT R4 \$7,911,710 Centerra Parkway East

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG/NHPP	\$40,459,387	\$0	\$9,091,292	\$4,986,000	\$10,157,000	\$9,674,990	\$6,550,105	\$37,495,000	\$6,006,446
State	SHF	\$6,960,280	\$0	\$1,926,143	\$614,000	\$1,668,000	\$1,390,532	\$1,361,605	\$6,823,000	\$1,248,592
	Total	\$47,419,667	\$0	\$11,017,435	\$5,600,000	\$11,825,000	\$11,065,522	\$7,911,710	\$44,318,000	\$7,255,038

Revision # Revision Description
2025-A8 New Project

Criteria	
Project Title	
Project previously included in TIP	Yes/No
TIP ID #	
Project located 1/4 mile of an Index Area	Yes/No
Project Sponsor	CDOT Division of Transit & Rail
Project Type	Capital Improvements
Funding Source	SB-267
Call Awarded	N/A
Burdens	<div> <div>Short Term (Construction) (Yes/No)</div> <div>Long Term (Post Construction) (Yes/No)</div> </div>
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Additional Anticipated Burdens <i>Detail any additional anticipated project burdens</i>	
Benefits	(Yes/No)
Decrease in travel time	No
Improved air quality	No
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes
Additional Anticipated Benefits <i>Detail any additional anticipated project burdens</i>	
Outreach – Describe any outreach completed in selection of project or future anticipated outreach	
<p>CDOT Division of Transit & Rail is working with CDOT's Property Management team for this project.</p>	

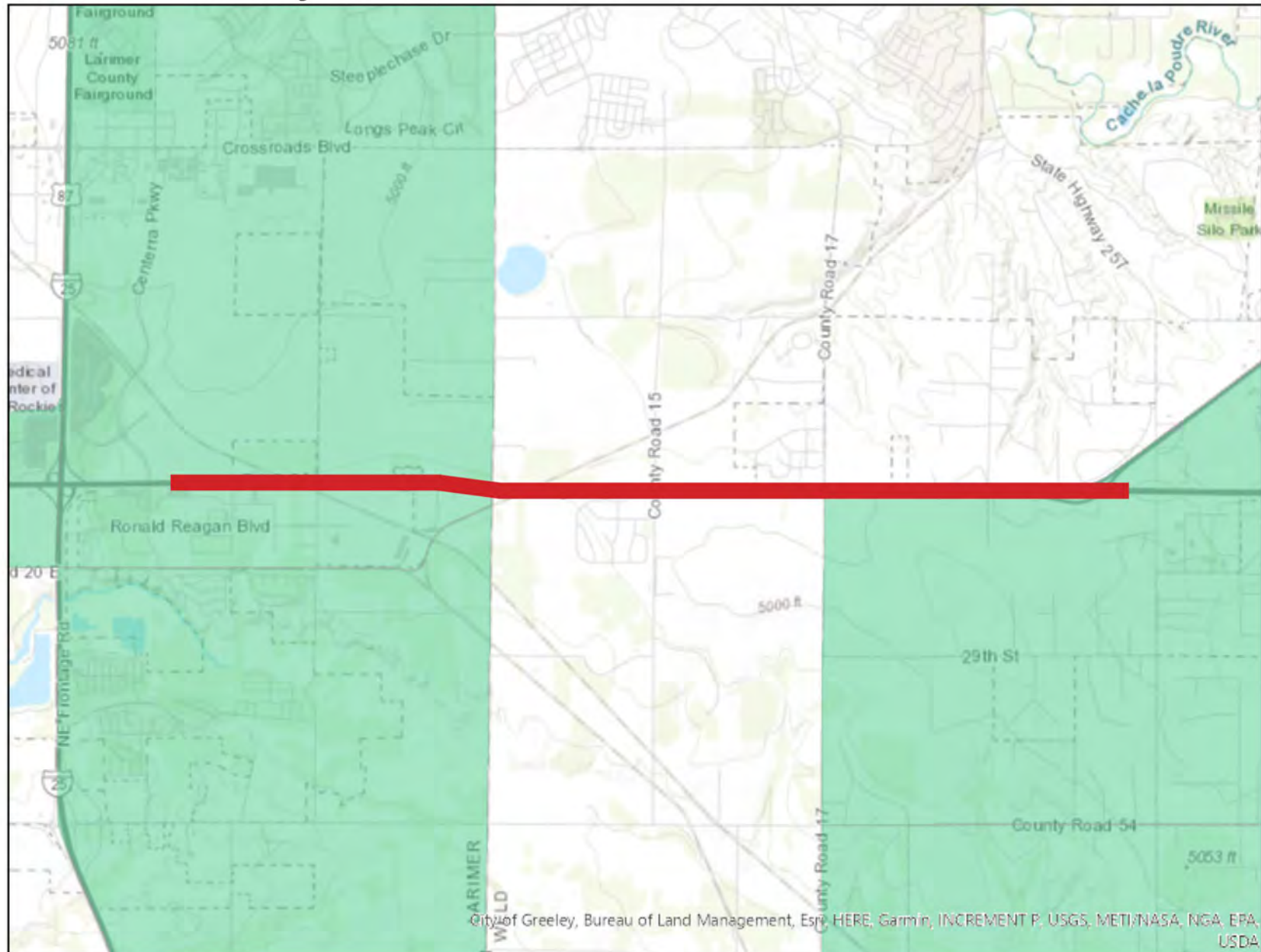
Harmony Road Mobility Hub



- Project Location
- One Impact Analysis Area
- Two Impact Analysis Area
- Three Impact Analysis Area

Criteria	
Project Title	
Project previously included in TIP	Yes/No
TIP ID #	P-13
Project located 1/4 mile of an Index Area	Yes/No
Project Sponsor	CDOT Region 4
Project Type	Surface Treatment
Funding Source	Surface Treatment
Call Awarded	N/A
Burdens	<div>Short Term (Construction)</div> <div>(Yes/No)</div> <div>Long Term (Post Construction)</div> <div>(Yes/No)</div>
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	Yes
Increased traffic congestion, isolation, exclusion, or separation	Yes, nighttime lane closures during construction
Additional Anticipated Burdens <i>Detail any additional anticipated project burdens</i>	None
Benefits	(Yes/No)
Decrease in travel time	No
Improved air quality	No
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No
Additional Anticipated Benefits <i>Detail any additional anticipated project burdens</i>	Good state of repair for pavement surface
Outreach – Describe any outreach completed in selection of project or future anticipated outreach	

Centerra Parkway East



- █ Project Location
- █ One Impact Analysis Area
- █ Two Impact Analysis Area
- █ Three Impact Analysis Area

**RESOLUTION NO. 2025-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE SEPTEMBER 2025 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the September 2025 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following project:

- Adding the new project *Harmony Road Mobility Hub* with \$500,000 State SB-267 funding.
- Revising the *Region 4 Surface Treatment* by adding the project *Centerra Parkway East* with \$6,550,180 Federal STBG/NHPP funding and \$1,361,605 State SHF funding in FY27 and \$6,006,446 Federal STBG/NHPP funding and \$1,248,592 SHF funding in FY28.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of September 2025.

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Elizabeth Relford, Executive Director
Date: September 4, 2025
Re: Amended FY2026-2027 Unified Planning Work Program (UPWP)
FY2026 Budget

On May 1, 2025, the Planning Council approved Resolution No. 2025-14 adopting the FY2026-2027 UPWP and 2026 Budget. Since then, revised numbers have been presented to staff that more accurately reflect the 2026 budget amounts. Therefore, the purpose of this action item is to true up the 2026 budget to reflect the revised federal funding amounts intended to be contracted with our agency partners.

None of the UPWP tasks are being modified. The revised budget amounts remain at a similar funding level to what was previously identified. Table 1 reflects the proposed UPWP 2026 funding changes:

Funding Source	Resolution 2025-14	Resolution 2025-17
Coordinated Planning Grant (CPG)	\$1,399,716	\$1,305,970
Surface Transportation Block Grant (STBG)	\$206,975	\$603,938
Multi-modal Transportation & Mitigation Options Fund (MMOF)	\$250,562	\$260,000
State Planning & Research Funds (SPR)	\$120,000	\$120,000
Fort Collins Mobility Management (\$5310 Exchange Funds)	\$18,695	\$19,603
Federal Transit Agency (FTA) \$5310 Urban	\$43,658	\$43,658
Federal Transit Agency (FTA) \$5310 Rural	\$34,398	\$34,398
Colorado Department of Public Health & Environment (CDPHE)	\$35,000	\$35,000
Total	\$2,109,004	\$2,422,567

The difference in funding totals is estimated to be **\$313,563**. While some of these funds may rollover into 2027, but for accounting purposes, these will be the contracted amounts for the MPO.

The following **VanGo™** budget amendments reflect updated estimates from the City of Fort Collins regarding our intergovernmental agreement to swap FTA funds for Sales Tax dollars.

Funding Source	Previous Amount	Proposed Amount
VanGo™ Fares	\$175,000	\$175,000
VanGo™ Reserves	\$308,821	\$387,932
Van Sales	\$150,000	\$150,000
Fort Collins Exchange Funds (IGA) (Exchange FTA & Sales Tax \$)	\$350,000	\$270,889
Total	\$983,821	\$983,821



The total budget amount for VanGo is not being modified.

The 2026 Unified Planning Work Program (UPWP) and funds are amended as shown in this table. The previous total amount was identified at \$2,426,777 and the table below has been amended to reflect the budget changes. The total difference between the resolutions is a decrease in UPWP funding of **\$4,210**.

NFRMPO FY2026 Estimated Budget

TASK	CPG*	Complete Streets	STBG	STBG Match	SPR	CDPHE	MMOF	MMOF Match	5310 TMA Exchange	5310 TMA Exchange Match	FTA 5310 Urban	FTA 5310 Urban Match	FTA 5310 Rural	FTA 5310 Rural Match	TOTAL
TASK 1.0 PLAN MONITORING	\$156,716	-	-	-	-	-	-	-	-	-	-	-	-	-	\$156,716
TASK 2.0 PLAN DEVELOPMENT	\$825,912	\$32,649	\$132,464	\$27,536	\$120,000	-	-	-	-	-	-	-	-	-	\$1,138,561
TASK 3.0 PLANNING SERVICES	\$261,194	-	\$74,511	\$15,489	-	\$35,000	-	-	-	-	-	-	-	-	\$386,194
TASK 4.0 PLAN IMPLEMENTATION	\$117,537	-	-	-	-	-	-	-	-	-	-	-	-	-	\$117,537
TASK 5.0 MOBILITY		-	-	-	-	-	\$130,000	\$130,000	\$19,603	\$4,900	\$43,658	\$10,915	\$34,398	\$8,599	\$382,073
TASK 6.0 ADMINISTRATIVE**	\$241,486	-	-	-	-	-	-	-	-	-	-	-	-	-	\$241,486
TOTAL	\$1,305,970	\$32,649	\$206,975	\$43,025	\$120,000	\$35,000	\$130,000	\$130,000	\$19,603	\$4,900	\$43,658	\$10,915	\$34,398	\$8,599	\$2,422,567

*CPG being matched by CDOT/FHWA Toll Credits in FY2026.

**\$241,486 for Task 6.0 is covered under Indirect Costs.

ACTION

The NFRMPO Finance Committee recommended approval of the FY2026 Budget at their August 21, 2025, meeting.

NFRMPO staff requests Planning Council approve **Resolution 2025-17** adopting the amended estimated FY2026 UPWP Budget.

Attachments: *Resolution 2025-17*
FY2026-2027 UPWP FY2026 Budget

RESOLUTION NO. 2025-17**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
AMENDING THE FY2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) 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, on May 1, 2025, the North Front Range Transportation & Air Quality Planning Council adopted Resolution 2025-14 approving the FY2026-2027 UPWP with a FY2026 Budget that identifies the work elements, tasks, and direct expenses associated with the 2026 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 estimates were developed to allocate expenses as direct costs to programs, and where possible, to reduce the indirect rate while more accurately reflecting true program costs; and

WHEREAS, the amended FY2026-2027 UPWP FY2026 budget is being updated with numbers reflecting revised federal amounts to be allocated to the North Front Range Metropolitan Planning Organization (NFRMPO) in 2026; and

WHEREAS, the FY2026 Budget includes using CDOT Toll Credits to help offset the local community match component for the Coordinated Planning Grant (CPG) funds. The adoption of this Resolution signifies agreement from each NFRMPO member community to provide their portion of the Local Match; and

WHEREAS, the NFRMPO has budgeted a combination of federal, state, and local match funds estimating \$2,421,659, which includes CPG (\$1,305,970); STBG (\$603,938); MMOF (\$260,000); SPR (\$120,000); Fort Collins Mobility Management 5310 Exchange Funds (\$19,603); FTA \$5310 Urban (\$43,658); FTA \$5310 Rural (\$34,398); and CDPHE (\$35,000).

WHEREAS, the NFRMPO has budgeted \$983,821 for VanGo™ operations, including \$175,000 in fares; \$270,889 in estimated Fort Collins sales tax funds (exchanged for FTA \$5307, \$5339, and \$5310); \$387,932 in VanGo™ interest reserves, and \$150,000 in van sales.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the amended FY2026-2027 Unified Planning Work Program (UPWP) 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 4th day of September 2025.

Johnny Olson, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Michelle Edgerley – Go Figure

Date: September 4, 2025

Re: 2024 NFRMPO Audit

BACKGROUND

Per the NFRMPO's funding contracts, the Agency is required to have an annual independent audit of its financial statements. Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of local government and therefore, must prepare and have audited calendar year (January 1-December 31) financial statements.

McGee, Hearn and Paiz, LLP (MHP) performed the 2024 independent audit. Kyle Gruver, MHP, LLC, met with the Finance Committee on August 21, 2024, to review the finance statement package, audit opinion, and required communication with management. The audit opinion states the NFRMPO's financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2024. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed.

The Unmodified audit identified a Significant Deficiency in the internal controls regarding cash reconciliations. An adjusting journal entry was recorded in order for cash and accounts receivable balances to be accurately stated at year end. The NFRMPO staff developed and implemented an action plan to correct this issue (included in the Financial & Compliance Report as Exhibit I).

No noncompliance or violations were noted. No issues or problems were identified with federal expenditures, and the NFRMPO qualified as a low-risk auditee.

Upon approval, the Audited Financial Statements will be submitted to the Federal Highways Administration, Federal Transit Administration, Colorado Department of Transportation, Colorado Department of Public Health and Environment, State Auditors' Department, and the City of Fort Collins.

The full audit is available here: <https://nfrmpo.org/wp-content/uploads/2024-North-Front-Range-Metropolitan-Planning-Organization-Financial-and-Compliance-Report-DRAFT-8-14-2025.pdf>

ACTION

The Finance Committee made a motion to recommend approval of the 2024 Audited Financial Statements by the NFRMPO Planning Council.

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: September 4, 2025

Re: 2050 RTP Amendment

Summary

During the NFRMPO FY2026-2029 TIP Project Submission Call held in December 2024, a locally funded capacity project from Weld County was submitted. This project met the NFRMPO's definition of a regionally significant air quality project (definition below) and required a 2050 RTP Amendment and the Conformity Determination Analysis as well as an update GHG Transportation Report. In March, a request to update the West Elizabeth BRT Project in the 2050 RTP was also received and was combined with the previous request for the 2050 RTP Amendment.

NFRMPO Air Quality Significant Project Definition for Conformity:

- Adding at least two (2) through lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above; Adding new interchanges or grade-separated intersections; Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

Recommendation

NFRMPO Staff requests TAC members review the 2050 RTP Amendment Requests and provide feedback at the TAC meeting. West Elizabeth BRT Project



Original Route in the current 2050 RTP:

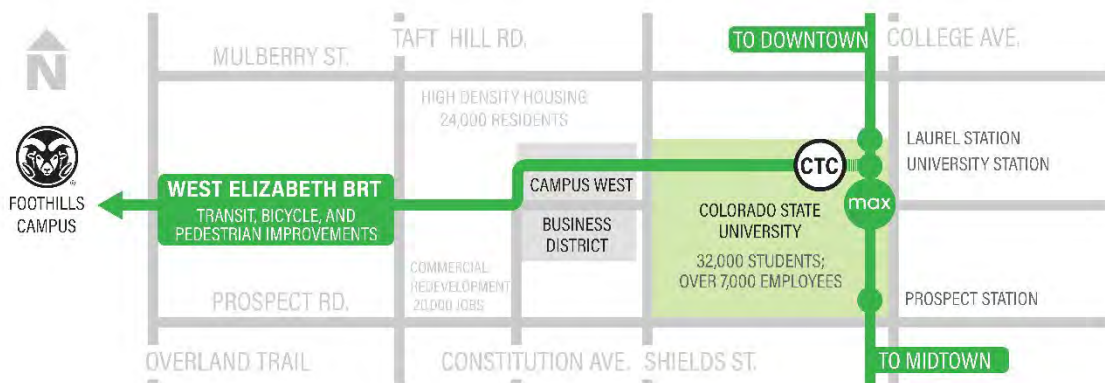
- Starts at CSU Transit Center
- Goes down W Plum St.
- Turns onto Shields St.
- Turns onto W. Elizabeth St. down to the Foothills Transit Center.



West Elizabeth Locally Preferred Alternative (Fort Collins)

New Route (Re-routing):

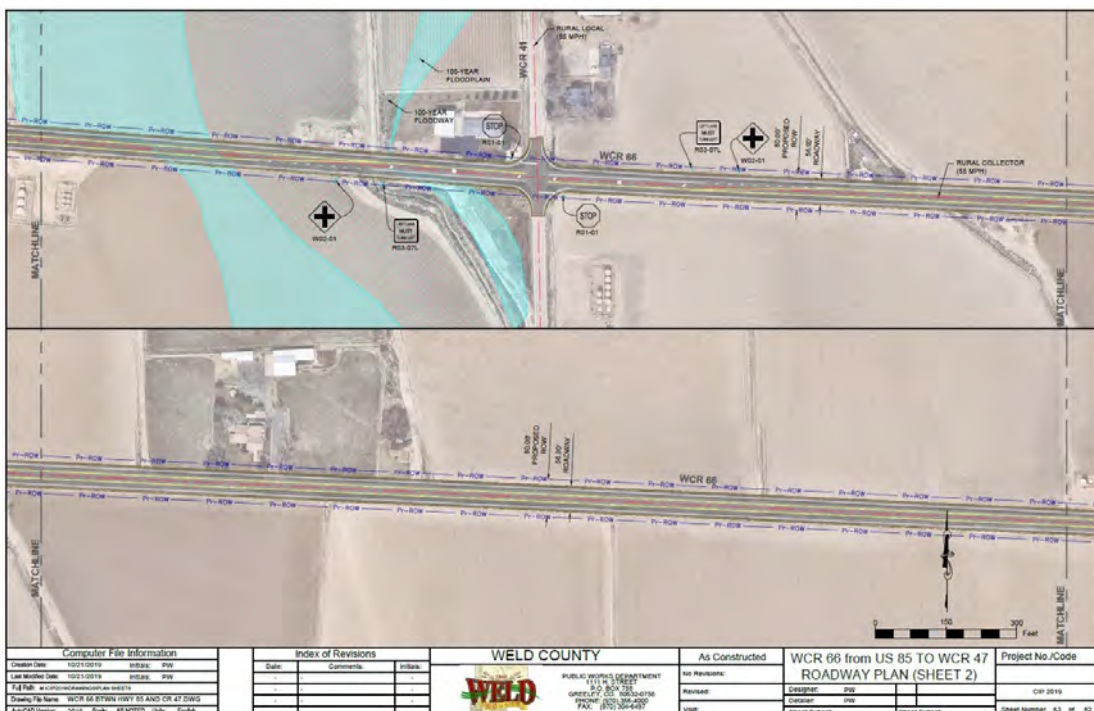
- Starts at CSU Transit Center
- Remains on W Plum St.
- Turns onto Constitution Ave
- Continues onto W. Elizabeth St. down to the Foothills Transit Center.

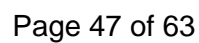
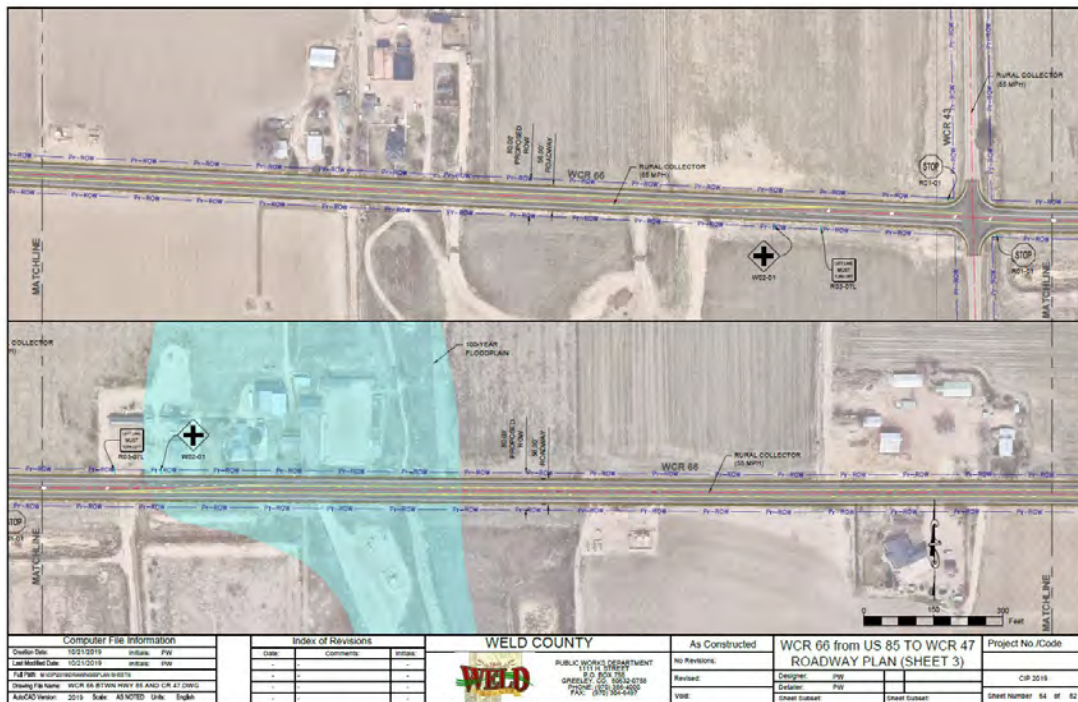


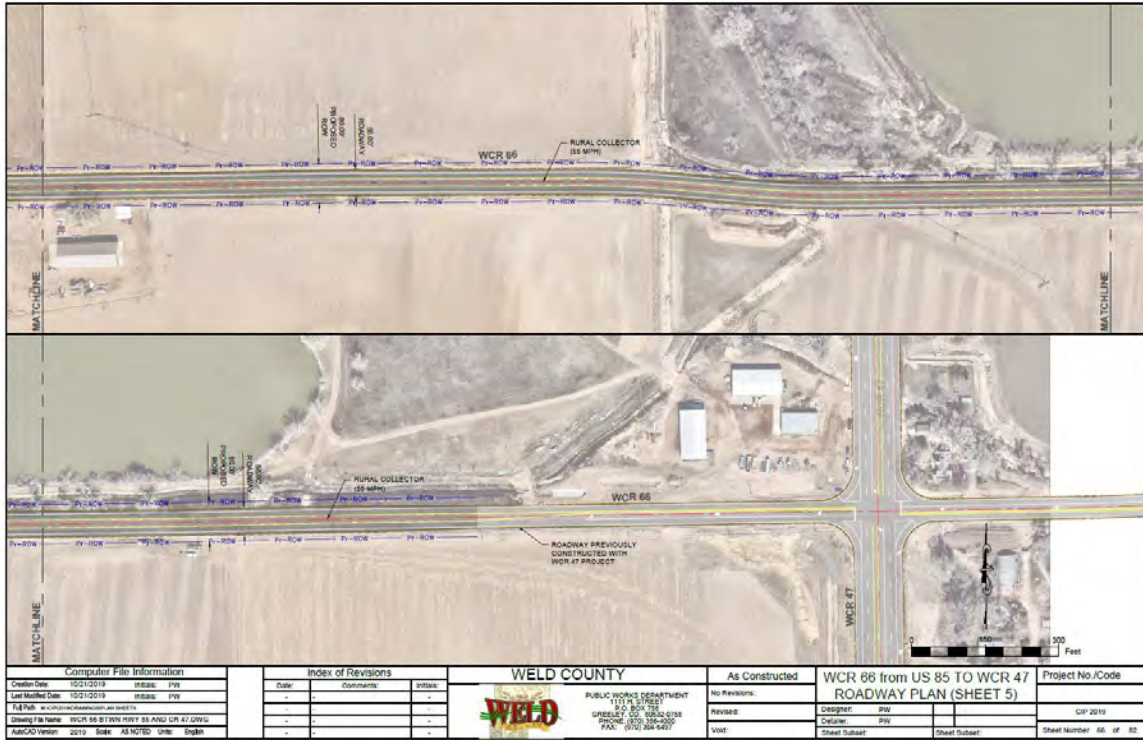


WCR 66 Project

Expansion of WCR 66 from US 85 to WCR 47 (4 Miles) from 2 through lanes to 4 through lanes.







Computer File Information			Index of Revisions		WELD COUNTY		As Constructed	WCR 66 from US 85 TO WCR 47 ROADWAY PLAN (SHEET 5)		Project No./Code
Created Date:	10/21/2019	ISSUED: PW	Date:	Comments:	Initials:	 PUBLIC WORKS DEPARTMENT 1111 N. STREET GREELEO, CO. 80639 PHONE: (303) 338-4000 FAX: (303) 338-5457	No Revisions:	Designer:	PW	CIP 2019
Last Modified Date:	10/21/2019	ISSUED: PW	-	-	-		Revised:	Checker:	PW	
Full Path:	\\s:\projects\2019\10212019\10212019\10212019.dwg		-	-	-		Visit:	Sheet Subst:		
Author/Version:	2019	Scale: AS NOTED UNB English	-	-	-			Sheet Subst:		



MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: September 4, 2025

Re: Draft FY2026–2029 Transportation Improvement Program (TIP)

Narrative

Background

The NFRMPO is drafting the Fiscal Years (FYs) 2026 - 2029 Transportation Improvement Program (TIP) to be in alignment with the 2050 Regional Transportation Plan (RTP) Amendment, air quality conformity determination and regional emissions analysis, and Colorado Greenhouse Gas (GHG) Transportation Report as well as to be in alignment with the CDOT FY2026-2029 Statewide TIP (STIP) as adopted May 15, 2025.

The Draft FY2026 - 2029 TIP includes all federally funded and/or regionally significant surface transportation projects programmed to receive funding in FY2026-2029. All projects with funding in the FY2024-2027 TIP with funds in FY2026-2029 will be carried over into the FY2026-2029, as well as projects which have had funds rolled from FY2025 into FY2026 and qualifying projects submitted during the TIP Project Submission window (December 2 – December 20, 2024). Any amendments or modifications made to projects or funding following August 20 will be incorporated upon the effective date of the TIP.

The Draft FY2026-2029 TIP carries forward the policies and procedures in the FY2024-2027 TIP with the following updates:

- New project in TIP – WCR 66 Corridor;
- Updated tables and graphics;
- Various updates based on federal standards and requirements; and
- TIP Amendment and Modification Instructions.

The Draft Conformity Determination for the FY2026-2029 TIP and the 2050 RTP Amendment are under development and will be made available for a 30-day public review. The public comment period for the Draft FY2026-2029 TIP and the Conformity Determination is anticipated to open on September 4, 2025 and close on October 5, 2025.

The Draft FY2026-2029 TIP is available here: <https://nfrmpo.org/wp-content/uploads/FY2026-2029-TIP-Narrative-Draft.pdf>

Recommendation

Staff requests Planning Council review of the Draft FY 2026 – 2029 TIP.

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: September 4, 2025

Re: Discussion – FY2025 TIP Project Delay Review

Objective

To discuss TIP projects subject to the TIP Delay Procedure, including:

- Whether or not to grant extensions to delayed projects.

Summary

- Projects awarded funding (federal or state) by the NFRMPO Planning Council are subject to the annual TIP Project Delay Procedure.
- In August 2025, sponsors provided project status information for projects with a milestone deadline of FY2025 or earlier, summarized in **Tables 1-4**.
 - Twenty-six projects were subject to the FY2025 delay review
 - Four projects are delayed for the third time shown in **Table 1**;
 - One project is delayed for the second time shown in **Table 2**;
 - Six projects are delayed for the first time shown in **Table 3**;
 - Fifteen projects were subject to the delay review, met the milestone deadline, and not delayed as shown in **Table 4**.

Eleven delayed projects are requesting consideration for extensions, six for the first one-year extension, one project is requesting a second one-year extension, and four are requesting a third one-year extension. No MMOF projects impacted by the reconciliation process were considered in this review.

Supporting Information

- The TIP delay procedure, as identified in the *FY2024-2027 Transportation Improvement Program* (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, TA, CRP and MMOF programs (or their successors/equivalents in future or past federal surface transportation legislation and state transportation legislation).
- The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone is the advertisement date for construction projects and the “Notice to Proceed” for non-construction projects.
- The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.
- Construction projects that have more than one advertisement date and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.

- TAC may approve the first one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- Planning Council may approve 2nd and 3rd extensions if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. The community may be granted 3rd and subsequent extensions if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward. TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd and 3rd delays.

Recommendation

Staff requests Planning Council to review the FY2025 Project Status Reports and be prepared to discuss providing extensions to projects with delays.

Attachments

- **Table 1. FY2025 Project Status Report – 3rd Delay**
- **Table 2. FY2025 Project Status Report – 2nd Delay**
- **Table 3. FY2025 Project Status Report – 1st Delay**
- **Table 4. FY2025 Project Status Report – Not Delayed**

Table 1. FY2025 Project Status Report – 3rd Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2025 Project Status Comments	2024 Review Outcome	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
WCR 13 Alignment Improvements	Windsor	STBG	FY23	Spring 2026	FEMA Risk Map revisions are being finalized which allows this project's CDOT clearance schedule to be back on track for 2025 completion. Advertise/bid/award schedule spring 2026 and construction summer 2026.	2 nd Extension	3rd Delay	\$1,187
CR 19 (Taft Hill Road) Improvements	Fort Collins	STBG	FY23	April 2026	Final Office Review (FOR) complete. Working on final design punch list. Possession of ROW as of 07/28/2025, purchase negotiation on-going. Successful MMOF and CCTAP funding awards. Will be seeking concurrence to advertise from CDOT in February/March 2026.	2 nd Extension	3rd Delay	\$3,834
US 34 Widening - Boise to Rocky Mountain	Loveland	STBG	FY23	August 2026	ROW plans approved, entering ROW acquisition phase with incentive program. Hope to go out to AD next summer. Delay was a result of a CDOT initiated EA reevaluation and multiple rounds of back in forth on the ROW plans prior to approval with CDOT.	2 nd Extension	3rd Delay	\$1,536
83rd Ave Roadway Improvements	Greeley	STBG	FY23	October 2025	Design is in progress. Working on environmental clearance. IGA with CDOT is now in place.	2 nd Extension	3rd Delay	\$1,873

Table 2. FY2025 Project Status Report – 2nd Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated Ad Date	2025 Project Status Comments	2024 Review Outcome	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
Mulberry Street Traffic Signal Synchronization	Fort Collins	CMAQ	FY24	March 2026	Systems Engineering Analysis (SEA) submitted and approved by CDOT.	1 st Extension	2 nd Delay	\$440

Table 3. FY2025 Project Status Report – 1st Delay

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2025 Project Status Comments	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
Great Western Trail Enhancements	Severance	STBG, TA	FY25	November 2025	STATUS: UNDERDESIGN (50% COMPLETE) CDOT FIR/FOR SUBMITTAL PACKAGE: AUGUST 31, 2025 CDOT APPROVAL/CLEARANCES/ADVERTISEMENT FOR BID: NOVEMBER 17 CDOT CONCURRENCE/NOTICE TO PROCEED: FEBRUARY 16, 2026 SUBSTANTIAL COMPLETION: APRIL 30, 2026 READY FOR FINAL PAYMENT: MAY 14, 2026	1 st Delay	\$309
US34 Regional Mobility hub	Greeley	CMAQ	FY25	2027	This is part of the bigger MERGE project. Funding IGA with CDOT is now in place. Design consultant has been selected with a NTP on the federal and state component expected in September 2025.	1 st Delay	\$1,856
37th Street Widening Phase 3	Evans	STBG	FY25	September 2026	Preparation of the R/W plan is currently in progress. The NTP date depends on the duration of the R/W acquisition process. The project team is working hard to have bids out before September 2026.	1 st Delay	\$1,543
US 34 EB Widening Construction	Loveland	STBG	FY25	Spring 2027	Delayed due to coordination with adjacent development.	1 st Delay	\$1,647
William Neil / Ziegler Intersection Improvements & Trail	Fort Collins	TA	FY25	October 2025	Preparing for Final Office Review (FOR). No Right-of-Way (ROW) acquisition needed. Will be seeking concurrence to advertise from CDOT later in August 2025.	1 st Delay	\$604

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2025 Project Status Comments	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
WR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	STBG	FY25	February 2026	Construction - 2026	1 st Delay	\$1,419

Table 4. FY2025 Project Status Report – Not Delayed

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2025 Project Status Comments	2024 Review Outcome	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
Willow Bend Trail	Loveland	TA, MMOF, CRP	FY25	October 2024	Project is complete and was opened to the public on 6/5/2025	N/A	Not Delayed	\$2,246
COLT Bus Replacement/Expansion	Loveland	CMAQ	FY25	December 2024	Buses have been ordered and all funds have been obligated	N/A	Not Delayed	\$1,844
Siphon Overpass – UPRR Power Trail Grade Separated Crossing	Fort Collins	MMOF, CRP	FY25	October 2024	Currently under construction. Construction should be completed by the end of 2025.	N/A	Not Delayed	\$1,250
E Harmony Road/WCR19 Intersection Improvements	Severance	STBG	FY24	June 2025	STATUS: UNDER CONSTRUCTION (45% COMPLETE) NOTICE TO PROCEED: JUNE 5, 2025 SUBSTANTIAL COMPLETION: SEPTEMBER 30, 2025 READY FOR FINAL PAYMENT: OCTOBER 14, 2025	1 st Delay	Not Delayed	\$1,163
West Elizabeth Corridor Design – 100%	Fort Collins	MMOF	FY24	September 2023	Currently working towards 80% design. Beginning 90% design later in August 2025.	1 st Delay	Not Delayed	\$1,232
Power Trail Harmony Grade Separated Crossing	Fort Collins	CMAQ	FY24	August 2025	Advertised construction in May 2025. Rejected all bids to readvertise due to process error. Estimated readvertisement date is 08/18/2025.	1 st Delay	Not Delayed	\$5,939
US287 Signal Coordination Improvements	Loveland	CMAQ	FY24	May 2025	Project has been approved for ad. Per Purchasing/Bryce being done as sole source; contract is circulating for signatures.	1 st Delay	Not Delayed	\$620

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2025 Project Status Comments	2024 Review Outcome	2025 Delay Status	NFRMPO Awarded Funds (in thousands)
Phemister Trail and Bridge	Larimer	MMOF	FY24	January 2025	Construction is Complete	1 st Delay	Not Delayed	\$466
Poudre River Trail Realignment Improvements	Windsor	TA	FY23	December 2024	Under Contract, Pre Construction Meeting 8/4/2025	2 nd Extension	Not Delayed	\$544
Us 287 & Trilby Intersection Improvements	Fort Collins	CMAQ, STBG	FY23	May 2025	CP1 complete as of Summer 2024. CP2 currently under construction. Estimated construction completion in Summer 2026.	2 nd Extension	Not Delayed	\$3,977
SH 287 West Sidewalk Gap	Loveland	MMOF	FY23	June 2025	Project went to ad in June 2025	2 nd Extension	Not Delayed	\$293
Citywide Signal Retiming	Greeley	CMAQ	FY23	March 2025	Project is complete and in closeout.	2 nd Extension	Not Delayed	\$273
Poudre River Regional Trail Windsor to Timnath Connection	Larimer	MMOF	FY22	June 202	Contract signed 8/19/25, plan to start construction 9/11/25, construction end date 3/31/26	2 nd Extension	Not Delayed	\$1,329
US 287 Intersection Improvements	Fort Collins	STBG	FY22	September 2025	FOR complete. Finalizing clearances, including right-of-way. Will be seeking concurrence to advertise from CDOT later in August.	3 rd Extension	Not Delayed	\$2,044
59th Avenue and O Street Roundabout	Greeley	STBG	FY22	August 2025	Project was bid for construction. Bids are in are in process of evaluation and award. Project completion expected in 2026.	3 rd Extension	Not Delayed	\$1,329

Statewide Transportation Advisory Committee (STAC)

August 7, 2025, 8:30 a.m. - 11:30 a.m.; held via Zoom.

Meeting Summary

Public Comment

No public comments were received during the meeting in-person or online.

CDOT Update (Herman Stockinger)

- Elizabeth Relford is the new Executive Director of UFTPR
- The Governor has called a legislative special session to start August 21st to deal with the budget shortfall.
- The Governor has also called for a hiring freeze to run from August 27 - December 31, 2025 (Maintenance and other essential positions are excluded from this freeze).
- Four new Transportation Commissioners (District)
 - Barbara McLaughlin (8);
 - Juan Marciano (3);
 - Elise Jones (4);
 - Denver (1) seat is still vacant.
- Segments of several state highways throughout Western Colorado have been or are still closed due to wildfires.

Transportation Commission Report (Chair Gary Beedy)

- New Commissioners sworn in
- Transit Connections Study
- Winter Maintenance
- Property Disposal motion pulled
- Budget Amendments

Legislative Updates (Jamie Grimm)

- FY26 Annual Transportation Appropriation passed through House and Senate committees, but a Conference Committee will most likely be needed to approve it.
- U.S. Congress in August Recess.

Transit Connections Study Overview (Paul DesRocher)

- Quick overview of CDOT's Division of Transit & Rail, growth of Bustang over the past decade, and coming expansion of Passenger Rail.
- TCS explores how to grow and improve Colorado's integrated transit network.
- TCS found various gaps in transit service and offered some possible solutions.

Statewide Plan Update (Darius Pakbaz, Marissa Gaughan, and Aaron Willis)

- Marissa recapped the past year of the 2050 Statewide and Regional Planning Process.
- Aaron recapped the telephone town halls, surveys, and other public outreach efforts seeking feedback on these plans, and the results and trends from that feedback.
- All 2050 Statewide and Regional Transportation and Transit Plans are now available for public review and comment through August 31: YourTransportationPlan.com
- STAC will vote at its September 4th meeting to recommend these plans to the Transportation Commission, and TC will vote to approve them at its September 18th meeting.

Aeronautics Program Overview (David Ulane)

- Colorado's Aviation System includes 66 airports, 9 air traffic control towers, and extensive weather reporting.
- Colorado Aviation Fund revenue comes from aviation fuel sales taxes. 67% of this revenue goes back to the airport selling the fuel, and 30% of it goes to Discretionary Aviation Grants and Statewide Aviation Initiatives.

- Colorado was 2nd state to ever get FAA weather cameras showing normal, current, and forecasted conditions for pilots.
- David also discussed Colorado aviation publications, their current (2020) Aviation Plan, alternatively powered aircraft, and sustainable aviation fuel.

Other Business

- The next STAC meeting is scheduled for Thursday, September 4, 2025, 8:30 a.m. - 12:00 p.m. (virtual).



Colorado Transportation Investment Office (CTIO)¹ Board of Directors Minutes

Held: Wednesday, July 16, 2025, 10:30 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting can be found [here](#). The recording will be available for six months on YouTube after the meeting has been held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Cecil Gutierrez, Vice-Chair (in-person)
- Shelly Cook (in-person)
- Gina Sacripanti (in-person)
- Nellie Moran (remote)
- Terry Hart (in-person)

Roll Call Regular Meeting

All board members were present. The meeting began at 10:30 a.m.

Public Comment

The CTIO Board Secretary highlighted that written public comment had been provided as informational only. The CTIO Board directed staff to consider the questions and requests posed in the written public comment further.

Comments from Directors

Board members and CTIO Director, Piper Darlington, welcomed Terry Hart to the CTIO Board.

Director's Report

Director Darlington provided the Director's Report, which included information on the following:

- Details of the Safety and Toll Enforcement Program (STEP) videos that have been developed to educate the public on how to use Express Lanes have been added to the Express Lanes pages

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

as well as the CDOT YouTube Channel. The videos are being promoted as part of ongoing communication and educational efforts associated with the Express Lanes Network.

- Information on the International Bridge Tunnel and Turnpike Association (IBTTA) Annual Meeting that will be held in Denver in October. CTIO staff will share more information on the conference to gauge interest in board member participation.

Consent Agenda

Director Sacripanti highlighted an edit to the June 18 minutes, identified on page 3, related to an individual's title. CTIO staff confirmed that the correction will be made and an updated version will be uploaded to the website.

ACTION: Upon a motion by Director Cook and seconded by Director Sacripanti, a vote was conducted and Resolution #475, June 18, 2025 Minutes, was unanimously approved.

Mountain Rail Service Development Plan Update

Paul Desrocher, Director, Division of Transit and Rail, CDOT, provided a presentation to the CTIO Board on the Mountain Rail Service Development Plan (SDP). The presentation included information on the following:

- Project Background and Timeline
- Service Development Plan Overview
- Latest Project Milestones
- Next Steps

Discussion

- CTIO Board members and CTIO/CDOT staff discussed the phasing of the project, additional siding tracks to support operations, including the location of those sidings, the right of way associated with the SDP, and the number of trips through the Moffat tunnel that are permitted through the access agreement with the Union Pacific Railroad.

Executive Session (Closed To The Public):

CTIO Vice-Chair Gutierrez proposed a motion to convene the Board in a joint executive session for the following purposes:

1. Considering matters related to the purchase of property and services for public purposes, namely CTIO's procurement of certain property and services for the Mountain Rail project, the premature disclosure of which would give an unfair competitive or bargaining advantage to an entity with a private interest that is adverse to the general public interest, as well as to receive legal advice regarding the same. The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(I), (II), and (III).
2. Considering matters related to the sale of property at competitive bidding, namely the potential sale of certain CTIO property, the premature disclosure of which would give an unfair competitive or bargaining advantage to an entity with a private interest that is adverse to the general public interest, as well as to receive legal advice regarding the same. The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(I), (II), and (III).

Upon a motion by Director Sacripanti and seconded by Director Hart, the CTIO Board entered the Executive Session at 11:19 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 12:16 p.m.

Adjournment

The CTIO Board adjourned at 12:16 p.m.