



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

January 21, 2026

In Person: Larimer County Loveland Campus, 200 Peridot Avenue, Loveland, CO

Virtual: Call-in Number: (224) 501-3412 **Access Code:** 115-932-509

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Nicole Hahn, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of December 17, 2025 Meeting Minutes	Nicole Hahn	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:20

Metropolitan Planning Organization Agenda

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	January 2026 TIP Amendment	Jonathan Stockburger	8	1:30

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	US287 Signal Coordination Improvements Project Scope Change Request	Nathan Beauheim, City of Loveland	Handout	1:35
8	MMOF and RMS Funding Deadlines	Becky Karasko	10	1:50



9	Transfort Request for Project Relocation – CMAQ On-Route Charger	Joshua Ma, Transfort	28	2:05
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Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
10	NoCo Bike & Ped Collaborative	Written Report	Handout	-
11	Regional Transit Agencies	Verbal Report	-	-
12	Mobility Updates	Tanya Trujillo-Martinez	-	2:15

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	January Planning Council Meeting Summary Draft	Written Report	29	-
14	NFRMPO Air Quality Program Updates	Written Report	31	-
15	Quarter 4 2025 TIP Modifications	Written Report	37	-
16	Roundtable	All	-	2:25

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: February 18, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
December 17, 2025
1:01 p.m. – 2:29 p.m.**

TAC Members Present:

Nicole Hahn, Chair – Loveland
Evan Pinkham, Vice Chair – Weld County
Aaron Bustow – FHWA
Brendan Cicone – CDPHE-APCD
Tim Hoos – Johnstown
Dana Hornkohl – Fort Collins
Kim Koivuniemi – Timnath
Victoria Leonhardt – Greeley
Tom Moore – RAQC
Josie Thomas – CDOT
Eric Tracy – Larimer County

NFRMPO Staff:

Mykayla Graalum
Aaron Hull
Becky Karasko
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum

TAC Members Absent:

Emma Belmont - FTA
Tawn Hillenbrand – Berthoud
Town of Garden City
Kevin Koelbel – Milliken
Town of LaSalle
Wesley LaVanchy – Eaton
Shani Porter – Severance

In Attendance:

Ian Chase – HDR
AnnaRose Cunningham – Loveland
Hanna Feldmann – Greeley
Candice Folkers – COLT
Gina Fox – CDOT
Tamara Keefe – FHU
Joshua Ma – Transfort
Drew Pearson – Wilson & CO
Spencer York – CDOT

Call to Order

Chair Hahn called the meeting to order at 1:01 p.m.

Public Comment

There was no public comment.

APPROVAL OF THE NOVEMBER 19, 2025 TAC MINUTES

Hornkohl moved to approve the November 19, 2025 TAC Minutes. Pinkham seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore provided an update on the EPA Ozone NAAQS timelines for the 75ppb standard. He shared that with the division requesting the reclassification to severe, there will be some time before we get to the monitoring period. Moore reminded everyone there are several pieces to develop from the Blueprint and shared the anticipated 2026 Blueprint actions the RAQC will be involved in. Moore shared the strategies that need further exploration from the board-endorsed Blueprint, including mobile sources, oil and gas production and pre-production, major stationary sources, electric generating units and large non-EGU facilities, and non-point sources. Moore stated the effects of existing rules also need further exploration. Moore discussed the evaluation methods for emission strategies and how they will be available.

APCD Updates

Cicione shared that at last month's AQCC meeting, there was a public hearing for proposed changes to the ozone SIP and revisions to associated regulations including number 3, 7, 11, 25, and 26 as well as the air quality standards designations and emissions budgets. Cicione stated that there is a rulemaking hearing at the upcoming ACQQ meeting from December 17 through December 19 on the proposed regulation 31, which is a new proposed regulation related to municipal solid waste, landfill greenhouse gas control, and monitoring requirements.

Metropolitan Planning Organization Agenda

Consent Agenda

Hornkohl moved to approve the Consent Agenda. Pinkham seconded the motion, which was approved unanimously.

Action Items

2026 TAC Chair and Vice Chair Elections

Tracy nominated Hahn for 2026 TAC Chair. Hahn was elected via unanimous consent.

Hahn nominated Pinkham as the 2026 TAC Vice Chair. Pinkham was elected via unanimous consent.

2022-2026 NFRMPO Safety Performance Measures Targets

Graalum reviewed the federal requirements for establishing the five safety performance measure targets. She noted that both the TAC and the Planning Council agreed that the preferred approach for the 2022–2026 period is to use regional targets based on an ETS forecast equation. The proposed targets include the number of fatalities at 45, the rate of fatalities per 100 million vehicle miles traveled at 1.129, the number of serious injuries at 295, the rate of serious injuries per 100 million vehicle miles traveled at 7.625, and the number of non-motorized fatalities and serious injuries at 50.

Leonhardt asked how the NFRMPO plans to coordinate the effort of creating a new regional safety policy. Graalum responded that staff is currently trying to figure that out. Karasko stated staff is exploring a

grant that could allow the NFRMPO to host a regional safety summit or similar event. Graalum added the grant is through the state's Highway Safety Office.

Hornkohl moved to recommend the Planning Council approve the 2022-2026 NFRMPO Safety Performance Measures Targets. Pinkham seconded the motion, which was approved unanimously.

Presentations

Siphon Overpass Project

Hornkohl provided background on the Siphon Overpass project, noting that the Power Trail connection over the Union Pacific Railroad was ranked as the fifth priority project in the City of Fort Collins' 2018 Bicycle and Pedestrian Grade-Separated Crossing Prioritization Study. He described the local and regional trail connections associated with the project, including RATC 7. Hornkohl presented an overview of design considerations, funding sources, project schedule, and key construction milestones. He highlighted that the overpass fabrication was done locally in Loveland and finished the presentation with a time lapse of the overpass being placed.

Karasko asked how long it took to place the overpass. Hornkohl responded it took roughly two hours and fifteen minutes. Hahn asked where exactly the fabrication took place. Hornkohl responded it was at the place near the airport, and they have fabricated many pedestrian bridges throughout the western United States. Pearson asked if it was delivered in multiple parts to the project site. Hornkohl responded the bridge was delivered in four pieces.

US34 and Taft Intersection Project

Hahn provided an update on the US 34 and Taft Avenue Intersection Improvement project. She explained that Taft Avenue was originally designed as a narrow arterial, making roadway improvements a long-standing need. Hahn reviewed existing conditions, project scope, construction duration, and noted that a major utility project was completed right before this project to minimize roadway closures. She reported a reduction in average PM peak-period intersection delay following project completion and indicated that safety performance data is still being evaluated.

Leonhardt asked if the delay is in seconds or minutes. Hahn responded that the delay is measured in seconds per vehicle, and they collected delay data from this intersection before the project began to compare with post-construction data. Hahn stated that so far, they have seen the largest decrease in delay with vehicle through movements at the intersection.

Regional Wayfinding Project

Written report provided.

Discussion Item

US34 Transit Study

Chase presented an overview of the US 34 Transit Plan, including key considerations guiding its development. He reviewed the project schedule and summarized public and stakeholder engagement. He shared they are in the process of putting together the final report and plan to deliver it to the NFRMPO at the end of December or early January. Chase discussed proposed capital improvement locations, 10

percent design concepts and cost estimates, first and last-mile connections, route expansion analysis, and funding and implementation strategies. He concluded by outlining next-steps for finalizing and seeking approval of the plan.

Karasko asked the group if there is anything that needs greater emphasis in the upcoming presentation to the Planning Council. Hahn suggested an expansion of potential funding opportunities. Feldmann stated it is important to manage expectations when explaining service start-up operations and funding. Relford shared that CTE should be listed as a potential funding opportunity and that there needs to be greater emphasis on BRT regarding this project to be more competitive for funding from sources such as NAAPME. Chase stated he is hesitant to call it BRT. This is because the proposed service is closer to 'BRT Light' since there is no dedicated lane for buses.

Outside Partner Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Ma thanked TAC members for their support on the Foothills Transit Station Project match relief. Ma shared Transfort was given a partial award to replace six CSU horn buses. Ma stated they applied for battery electric buses, but electrification efforts are not being supported right now. He announced Transfort started using 100% renewable natural gas as of last year which should lead to GHG emissions reductions.

Mobility Updates

Hull shared that the Planning Council adopted the 2025 Coordinated Public Transit/Human Service Transportation Plan at their December meeting. He reminded everyone that the TMO Call for Projects Workshop on Friday, December 19 is in-person or online. Hull stated there is also a Regional TDM Working Group Meeting on Friday, December 19 to discuss marketing strategies.

Reports

December Planning Council Meeting Summary Draft

Written report provided.

Mobility Committee Updates

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Roundtable

Graalum shared that yesterday CDOT sent out a Notice of Funding Opportunity for Highway Safety Improvement Program (HSIP) funding for state fiscal year 2029 and that applications must be received no later than February 20. Graalum reminded TAC members to respond by end of day Friday, December

19 to the data request sent out on December 4 from her regarding ITS devices on regionally significant corridors in the region.

Stockburger stated the Annual Listing of Federally Obligated Projects (ALOP) has been sent out. Stockburger thanked everyone who sent him their agency's social media contact. Stockburger asked TAC members to take the freight stakeholder survey.

Rouser stated the active transportation and transit inventories as required in state Senate Bill 25-030 are due December 31, and he is available to meet if anyone has questions. Rouser shared the NFRMPO is beginning the 2055 RTP process and will send out a list of data requests to TAC once staff has finalized the list. Rouser added the NFRMPO's model update process will kickoff in March. Rouser announced that in January, the NFRMPO will be sending out a data request asking for an updated list of all plans from each community.

Leonhardt announced this is her last TAC meeting since she will be leaving the City of Greeley and going to the private sector in January. She shared that Hanna Feldmann will be the new TAC representative for Greeley. Leonhardt stated they have a lot of planning projects they are looking forward to next year and Greeley is hiring a new public works director.

Feldmann shared they are determining initial changes to GET based on their Mobility Development Plan. They are anticipating the first round of changes happening in May, mostly centered around recommended bus stop changes, and more changes to come in August with the launch of US34 transit service.

Karasko stated she will be sending out new TAC meeting calendar invitations for 2026. The first three meetings of the year will be through GoTo, and starting in April the NFRMPO will switch to Microsoft Teams.

Hahn shared the City of Loveland has hired Will Jones as the new Public Works Director, and he will start in January.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:29 p.m.

Meeting minutes submitted by: Mykayla Graalum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, January 21, 2026, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: January 21, 2026

Re: Action – January 2026 TIP Amendment

Objective

Planning Council approval of the January 2026 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The January 2026 TIP Amendment includes one project addition from Fort Collins:

- Adding the Fort Collins new project *Transfort CNG Bus Purchase* with \$4,838,610 FTA5339(c) Funding and \$853,875 State CDOT CTE Funding in FY25 Rolled.

The 30-day Public Comment period for the January 2026 TIP Amendment began on January 15, 2026 and will end on February 17, 2026.

Funding Types and Uses

FTA §5339, the Bus and Bus Facilities Program, provides federal funds to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Within §5339, §5339(a) is a formula grant, §5339(b) is a competitive grant for buses and bus facilities, and §5339(c) is a competitive grant for low or no emission vehicles.

The **Clean Transit Enterprise (CDOT CTE)** supports public transit electrification planning efforts, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the clean transit retail delivery fee; and invests in public transit, including vehicles, infrastructure, equipment, materials, supplies, maintenance, and operations and staffing through the oil and gas production fee.

Analysis

- **Advantages:** TAC recommending 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

Staff supports adding the January 2026 TIP Amendment to the FY2024-2027 TIP.

Attachments

- January 2026 Policy Amendment Form

NEW ENTRY

Title: Transfort CNG Bus Purchase
Sponsor: Fort Collins
STIP ID:
TIP ID: 2025-018
Type: Rolling Stock Replacement
Air Quality: Excluded from conformity analysis
Description: Purchase 6 CNG Buses

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	FTA5339(c)	\$4,838,610	\$0	\$0	\$4,838,610	\$0	\$0	\$0	\$0	\$0
State	CDOT CTE	\$853,875	\$0	\$0	\$853,875	\$0	\$0	\$0	\$0	\$0
	Total	\$5,692,485	\$0	\$0	\$5,692,485	\$0	\$0	\$0	\$0	\$0

Revision # Revision Description
2026-A1 New Project



Memorandum

To: Local Agency Grantees and CDOT staff involved in projects funded with ARPA-SLFRF funds

From: Darius Pakbaz, Director, Division of Transportation Development

Keith Stefanik, CDOT Chief Engineer

Jeff Sudmeier, CDOT Chief Financial Officer

Date: December 31, 2025

Subject: Expenditure Deadlines for MMOF and RMS Projects with ARPA-SLFRF Funds

Purpose

The purpose of this memo is to notify local agency grantees and CDOT staff of the statutory expenditure deadlines for State and Local Fiscal Recovery Funds issued under the American Rescue Plan Act (ARPA-SLFRF). The Multimodal Transportation and Mitigation Options Fund (MMOF) program and Revitalizing Main Streets (RMS) program include projects that are funded with federal ARPA-SLFRF funds. Local agency grantees are encouraged to share this memo with the relevant finance and project management local agency staff and with contractors working on affected projects.

MMOF and RMS projects with unspent ARPA-SLFRF funds are listed in the attachment to this memo. For projects with ARPA-SLFRF funds, the following expenditure deadlines apply:

Work Deadline: All grantee work and their contractor/subcontractor work activities funded with ARPA-SLFRF must be completed on or before December 11, 2026 as required by [Colorado Revised Statutes \(CRS\) 24-75-226](#). To also meet the invoicing deadline specified below, local agencies are encouraged to complete ARPA-SLFRF work activities by **September 30, 2026**, as recommended by the Office of the State Controller (OSC).

Invoice Deadline: All reimbursement requests for ARPA-SLFRF funds must be submitted to CDOT by **January 4, 2027** to meet OSC requirements for project closeout.



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Action

Project work funded with ARPA-SLFRF funds must be completed by the Local Agency and their contractors/subcontractors on or before December 11, 2026. No work activities conducted after this date are eligible for reimbursement from ARPA-SLFRF funds. See FAQ below for more information on financial impacts to projects in the event expenditure deadlines are not met.

To meet the invoicing deadline of January 4, 2027 for ARPA-SLFRF funds, local agencies are encouraged to complete ARPA-SLFRF work activities by September 30, 2026, which allows time to complete transactions and assemble necessary documentation.

Reimbursement requests must be submitted to CDOT by January 4, 2027. Reimbursement requests submitted after January 4, 2027 and reimbursement requests with errors that are not remedied by January 4, 2027 are not eligible for payment from ARPA-SLFRF. Grantees are therefore encouraged to be proactive, completing all transactions, contractor payments, and assembling necessary documentation as early as possible, and to submit final reimbursement requests to CDOT in advance of the invoice deadline to allow time to identify and cure any documentation errors.

Local agencies should consider amending their agreements with contractors to align work performance end dates for ARPA-SLFRF funded work with the statutory requirement to complete work by December 11, 2026.

Agreements between local agencies and CDOT shall be amended to align ARPA-SLFRF expiration and billing deadlines with the dates specified in this memo. See FAQ below for more information on amending IGAs and agreements.

Background

In 2021, the Colorado General Assembly and Governor Polis allocated funds from the Federal American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) to CDOT's Multimodal Transportation and Mitigation Options (MMOF) and Revitalizing Main Streets (RMS) grant programs. The ARPA-SLFRF funds originate from the U.S. Treasury and at the time of issuance had an expenditure deadline of December 31, 2026. Subsequently, the Colorado General Assembly modified the expenditure deadline for ARPA-SLFRF subrecipients to December 11, 2026 via HB 22-1411 in CRS 24-75-226 (4)(d)(II).



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The majority of unspent ARPA-SLFRF funds in the MMOF and RMS programs were refinanced in 2024 through HB24-1466, which changed the source of funding to state general funds. Expenditure deadlines for the refinanced ARPA-SLFRF, known as HB1466 funds, is specified in a separate memo titled “Expenditure Deadlines for MMOF and RMS Projects with HB1466 Funds” issued by CDOT on November 6, 2025.

The MMOF and RMS programs are funded by multiple funding sources, including federal ARPA-SLFRF, state HB1466 funds, and other sources of state funds. Individual projects are assigned one or more of these sources at the time of award, and modifications may be made to the funds through the issuance of Option Letters, Amendments, or Funding Source Change Letters.

ARPA-SLFRF funds that are not expended by the statutory expenditure deadline of December 11, 2026 are returned from the MMOF and RMS programs to the State Controller for final reporting and reconciliation with the U.S. Treasury. These unspent portions of ARPA-SLFRF awards will not be replaced and the related cost to complete the project will be the sole responsibility of the sponsoring Local Agency.

Contact Information

For questions, contact your CDOT Region local agency team or CDOT project manager.

Attachment

- MMOF and RMS Projects with Unspent ARPA-SLFRF funds as of December 1, 2025

Frequently Asked Questions

Q: How do I know if my project has ARPA-SLFRF funds?

A: For projects funded through a CDOT intergovernmental agreement (IGA), the source(s) of funds allocated to the project are specified in Exhibit C: Funding Provisions, and may be updated in Option Letters or Amendments subsequently issued for the project.

For projects funded through a CDOT Grant Agreement, the source(s) of funds allocated to the project are specified in the Exhibit A: Statement of Work and may be updated in a Funding Source Change Letter.



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Projects with ARPA-SLFRF funds will list “Federal Funds ARPA US Treasury Expenditure Category EC6” or “MMO ARPA” or “MMOF-ARPA-SLFRF” or similar language in the most recent applicable IGA, Grant Agreement, Amendment, Option Letter, and/or Funding Source Change Letter.

All projects with unexpended ARPA-SLFRF funds as of December 2025 are listed in the attachment to this memo.

Q: The spending deadlines and billing deadlines identified in a project’s IGA or Grant Agreement are different from the deadlines listed in this memo. Which deadlines apply?

A: For ARPA-SLFRF funds, the work and billing (invoicing) deadlines specified in this memo reflect the expenditure deadlines for ARPA-SLFRF specified in Colorado Revised Statutes and the OSC requirements for project closeout.

If the project’s grant agreement or IGA specifies later deadlines for spending ARPA-SLFRF funds than specified in this memo, CDOT staff and recipients shall amend their IGA or grant agreement to align the work and billing deadlines as specified in this memo.

Once the statutory ARPA-SLFRF expenditure deadline has passed, any additional work conducted for the project cannot be reimbursed from ARPA-SLFRF due to state statute. Similarly, any invoices submitted after January 4, 2027 cannot be reimbursed from ARPA-SLFRF due to OSC requirements.

Q: My project cannot be completed by December 11, 2026. Can we receive an extension?

A: No, unfortunately CDOT cannot reimburse any activities funded with ARPA-SLFRF funds past December 11, 2026. For projects funded with multiple funding sources, project activity may continue until the Grant or IGA expiration date and be eligible for reimbursement from those other funding sources assigned to the project, as long as those funding sources are encumbered prior to work being started and the funding sources are not expired or already expended.

If you know the project will not be able to use all awarded ARPA-SLFRF funds prior to the deadline, please contact your CDOT project manager and the awarding entity (i.e. for Local MMOF, the Transportation Planning Region or TPR; and CDOT for MMOF State and RMS) to discuss returning the partial or full award to enable the reassignment of funds to other eligible uses as soon as possible.



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Q: Can the ARPA-SLFRF funds in my project be swapped for another funding source with a later expiration date?

A: Funding swap opportunities are extremely limited, and it is unlikely another funding source is available to replace ARPA-SLFRF funds assigned to a project. If a project sponsor is aware of an existing MMOF or RMS project that can accept and spend ARPA-SLFRF funds in lieu of state funds prior to the expenditure deadline, please contact your CDOT project manager to discuss a potential funding swap.

Q: If we have difficulty with an element of our project, can we ask for a scope change?

A: Scope changes within the same project may be permissible on a case-by-case basis. Contact your CDOT Project Manager to discuss scope change requests. Please review information from your Project Manager, contract or grant agreement, and other source documents or guidance.

Q: What happens to unexpended ARPA-SLFRF funds?

A: Funding for projects from ARPA-SLFRF that do not meet the work activity and/or invoice deadlines will be returned to the State Controller for final reporting and reconciliation with the US Treasury, as required by the Colorado Revised Statutes.

Q: What are the OSC requirements on project closeout?

A: The OSC requires CDOT to complete payments of ARPA-SLFRF to subrecipients and return all unspent funds by January 25, 2027. Local agencies must submit invoices for ARPA-SLFRF to CDOT by January 4, 2027 to provide CDOT sufficient time to complete payments as required by OSC. More details on OSC project closeout is available in the [SLFRF and Refinanced Project Closeout FAQ](#).



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Attachment: MMOF and RMS Projects with unspent ARPA-SLFRF funds as of December 1, 2025¹

TPR	Agency	Project Name	Project Subaccount Number	Grant Program	ARPA-SLFRF Funds Awarded	ARPA-SLFRF Funds Spent	ARPA-SLFRF Funds Unspent
Central Front Range	Teller County Senior Coalition	Bus Shelter Plans	25804	MMOF local	\$22,500	-	\$22,500
Denver Area	Boulder, City of	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities	25383	MMOF local	\$300,000	-	\$300,000
Denver Area	Englewood, City of	S. Broadway Complete Streets Improvements: Hampden Ave. to Belleview Ave.	25409	MMOF local	\$269,000	-\$233,490	\$35,510
North Front Range	Windsor, Town of	11th St Multimodal Imp. - Greeley No.2 to Sagewood	25297	MMOF local	\$450,000	-\$431,174	\$18,826
Pikes Peak Area	Colorado Springs, City of	Tejon Street Revitalization	24883	RMS	\$1,600,000	-\$328,000	\$1,272,000
Pikes Peak Area	El Paso County	EPC Pedestrian Crossings Improvements	25188	MMOF local	\$2,133,413	-\$830,495	\$1,302,918

¹ Funding amounts listed in this table only reflect ARPA-SLFRF funds. Projects may have other sources of MMOF or RMS funding awarded to the project, or may have funds from other grant programs. Refer to the project's most recent Exhibit C: Funding Provisions, Exhibit A: Statement of Work, and/or Funding Source Change Letter for full funding information.



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	ARPA-SLFRF Funds Awarded	ARPA-SLFRF Funds Spent	ARPA-SLFRF Funds Unspent
Pikes Peak Area	El Paso County	EPC Pedestrian Crossings Improvements	26666	MMOF local	\$1,314,642	-	\$1,314,642
Pikes Peak Area	El Paso County	EPC Pedestrian Crossings Improvements	26667	MMOF local	\$2,051,945	-	\$2,051,945
Pikes Peak Area	El Paso County	Hancock Sidewalk - Sand Creek Trail To Academy Blvd.	26608	MMOF local	\$500,000	-	\$500,000
Pikes Peak Area	El Paso County	Ute Pass Regional Trail Phase 2	22894	MMOF local	\$600,000	-	\$600,000
Pikes Peak Area	Mountain Metro Transit	1 Hybrid Bus - Replacement	25769	MMOF local	\$315,000	-	\$315,000
Pueblo Area	Pueblo, City of	Prairie Ave to Lake Minnequa Connector Trail	24079	MMOF local	\$1,022,542	-\$848,598	\$173,944
San Luis Valley	Saguache County	Saguache Co Crestone Ph1 MMOF 2022	23034	MMOF local	\$394,109	-\$346,184	\$47,925
San Luis Valley	Saguache County	Saguache Co Crestone Ph2 MMOF 2022	25304	MMOF local	\$63,000	-\$47,245	\$15,755



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Memorandum

To: Local Agency Grantees and CDOT staff involved in projects funded with House Bill 2024-1466 State Refinance funds

From: Darius Pakbaz, Director, CDOT Division of Transportation Development
Keith Stefanik, CDOT Chief Engineer
Jeff Sudmeier, CDOT Chief Financial Officer

Date: November 6, 2025

Subject: Expenditure Deadlines for MMOF and RMS Projects with HB1466 Funds

Purpose

The purpose of this memo is to ensure local agency grantees and CDOT staff are aware of the statutory expenditure deadlines for House Bill 2024-1466 (HB1466) funds. The Multimodal Transportation and Mitigation Options Fund (MMOF) program and Revitalizing Main Streets (RMS) program include projects that are funded with HB1466 funds. Local agency grantees are encouraged to share this memo with contractors working on affected projects.

MMOF and RMS projects with unspent HB1466 funds are listed in the attachment to this memo. For projects with HB1466 funds, the following expenditure deadlines apply (and were included in the applicable Intergovernmental Agreement (IGA) or Grant agreement):

Work Deadline: All grantee and their contractor/subcontractor work activities funded with HB1466 must be completed on or before **December 31, 2026** as required by [Colorado Revised Statutes \(CRS\) 24-75-226.5](#).

Invoice Deadline: All reimbursement requests for HB1466 funds are encouraged to be submitted to CDOT by **January 31, 2027**. Reimbursement requests must be submitted by February 14, 2027, or earlier if specified in the applicable IGA or Grant agreement, to be eligible for payment from HB1466 funds.



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Action

Project work funded with HB1466 funds must be completed by the Local Agency and their contractors/subcontractors on or before December 31, 2026. No work activities conducted after this date will be reimbursed from HB1466 funds. See FAQ below for more information on financial impacts to projects in the event expenditure deadlines are not met.

To assist CDOT in making timely payments and meet the required closeout process, Local Agencies are encouraged to submit reimbursement requests to CDOT by January 31, 2027. Reimbursement requests must be submitted by February 14, 2027, or earlier if specified in the applicable IGA or Grant Agreement, to be eligible for payment from HB1466 funds. Grantees are encouraged to be proactive, completing all transactions and assembling necessary documentation as early as possible, and to submit final reimbursement requests to CDOT in advance of the invoice deadline to allow time to identify and cure any documentation errors.

Background

In 2021, the Colorado General Assembly and Governor Polis allocated funds from the Federal American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) to CDOT's Multimodal Transportation and Mitigation Options (MMOF) and Revitalizing Main Streets (RMS) grant programs. The ARPA-SLFRF funds originate from the U.S. Treasury and at the time of issuance had an expenditure deadline of December 31, 2026.

In 2024, the Colorado General Assembly and Governor Polis refinanced the majority of the unspent ARPA-SLFRF funds in the MMOF and RMS programs with state general funds through HB24-1466, which are referred to as HB1466 funds. The decision to refinance was made to protect the State of Colorado from having the funds returned to the federal government either through lapse, reversion, or changing policies and legislation. The refinancing did not change any statutory qualifications, provisions, or requirements for the MMOF or RMS programs and only changed the source of the funding. The expenditure deadline of December 31, 2026, remains in effect for HB1466 funds, as specified in the [Colorado Revised Statutes \(CRS\) 24-75-226.5](#).

The MMOF and RMS programs are funded by multiple funding sources, including ARPA-SLFRF, HB1466 funds, and other sources of state funds. Individual projects are assigned one or more of these sources at the time of award, and changes to a



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project's funding source may be made through Option Letters or Funding Source Change Letters.

HB1466 funds that are not expended by the statutory expenditure deadline of December 31, 2026 are returned from the MMOF and RMS programs to the State General Fund. Any portions of HB1466 awards that are unspent will not be replaced and the related cost to complete the project will be the sole responsibility of the sponsoring Local Agency.

Contact Information

For questions, contact your CDOT Region local agency team or CDOT project manager.

Attachment

- MMOF and RMS Projects with Unspent HB1466 Funds as of October 1, 2025

Frequently Asked Questions

Q: How do I know if my project has HB1466 funds?

A: Local agency projects with HB1466 funds were originally awarded ARPA-SLFRF funds which were subsequently refinanced with HB1466 funds with the issuance of an Option Letter or Funding Source Change Letter.

For projects with an IGA, the source(s) of funds allocated to the project are specified in Exhibit C: Funding Provisions and may be updated in Option Letters subsequently issued for the project.

For projects with a Grant Agreement, the source(s) of funds allocated to the project are specified in the Exhibit A: Statement of Work and may be updated in a Funding Source Change Letter.

Projects with HB1466 funds will list "HB1466 General Funds" or "HB 24-1466 Refinance Funds" or similar language in the most recent applicable IGA, Grant Agreement, Option Letter, and/or Funding Source Change Letter.

All projects with unexpended HB1466 funds as of October 2025 are listed in the attachment to this memo.



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Q: My project cannot be completed by December 31, 2026. Can we receive an extension?

A: No, unfortunately CDOT cannot reimburse any activities funded with HB1466 funds past December 31, 2026. For projects funded with multiple funding sources, project activity may continue until the Grant or IGA expiration date and be eligible for reimbursement from those other funding sources assigned to the project, as long as those funding sources are encumbered prior to work being started and the funding sources are not expired or already expended.

If you know the project will not be able to use all awarded HB1466 funds prior to the deadline, please contact your CDOT project manager and the awarding entity (i.e. for Local MMOF, the Transportation Planning Region or TPR; and CDOT for MMOF State and RMS) to discuss returning the partial or full award to enable the awarding entity the opportunity to re-award funds to other eligible uses as soon as possible.

Q: Can the HB1466 funds in my project be swapped for another funding source with a later expiration date?

A: Funding swap opportunities are extremely limited, and it is unlikely another funding source is available to replace HB1466 funds assigned to a project. If a project sponsor is aware of an existing MMOF or RMS project that can accept and spend HB1466 funds in lieu of state funds prior to the expenditure deadline, please contact your CDOT project manager to discuss a potential funding swap.

Q: If we have difficulty with an element of our project, can we ask for a scope change?

A: Scope changes may be permissible on a case-by-case basis, but are not guaranteed possible. Contact your CDOT Project Manager immediately to discuss concerns, options or scope change requests. Please review information from your Project Manager, the IGA or grant agreement, and other source documents or guidance.

Q: What happens to unexpended HB1466 funds after December 31, 2026?

A: HB1466 funding for projects that is not expended by the work activity and/or invoice deadlines will be returned to the State General Fund, as required by the Colorado Revised Statutes. These unspent funds will no longer be available to the awardee, the MMOF or RMS programs, or to CDOT - regardless of the Local Agency's financial obligations.



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Attachment: MMOF and RMS Projects with Unspent HB1466 Funds as of October 1, 2025¹

TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
Denver Area	Aurora, City of	Smith Rd. Multimodal Improvements: Peoria St. to Powhaton Rd.	25500	MMOF local	\$2,500,000	-	\$2,500,000
Denver Area	Boulder, City of	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities	25383	MMOF local	\$200,000	-	\$200,000
Denver Area	Castle Pines, City of	I-25 and Castle Pines Pkwy. Bike/Ped Overpass - Preconstruction Activities	25536	MMOF local	\$500,000	-	\$500,000
Denver Area	CDOT	CO119 Operational Improvements: Boulder to Longmont	21497	MMOF local	\$3,921,081	-\$283,720	\$3,637,361
Denver Area	CDOT	CO119 Operational Improvements: Boulder to Longmont	25959	MMOF local	\$26,391,850	-	\$26,391,850
Denver Area	CDOT	Federal Blvd BRT: Englewood Station to Wagon Road Park-n-Ride - Precon	25659	MMOF local	\$439,000	-	\$439,000
Denver Area	CDOT	Lone Tree Mobility Hub	24278	MMOF local	\$3,339,000	-	\$3,339,000
Denver Area	CDOT	SH-7/95th St. Intersection Improvements	24705	MMOF local	\$855,391	-\$721	\$854,670

¹ Funding amounts listed in this table only reflect HB1466 funds. Projects may have other sources of MMOF or RMS funding awarded to the project, or may have funds from other grant programs. Refer to the project's most recent Exhibit C: Funding Provisions, Exhibit A: Statement of Work, and/or Funding Source Change Letter for full funding information.



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
Denver Area	Centennial, City of	Lone Tree Creek Trail Underpass of Arapahoe Rd.	25468	MMOF local	\$2,156,000	-	\$2,156,000
Denver Area	Commerce City, City of	E. 64th Ave. Corridor Study: SH-2 to Quebec Pkwy.	26576	MMOF local	\$124,000	-\$29,680	\$94,320
Denver Area	Douglas County	Integrated Transit & Multimodal Feasibility Study	25774	MMOF local	\$300,000	-	\$300,000
Denver Area	Englewood, City of	Hampden Ave. Complete Streets Improvements: Broadway to Lafayette St.	25459	MMOF local	\$4,425,000	-\$622,637	\$3,802,363
Denver Area	Englewood, City of	S. Broadway Complete Streets Improvements: Hampden Ave. to Belview Ave.	25409	MMOF local	\$3,500,000	-	\$3,500,000
Denver Area	Louisville, City of	SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Preconstruction Activities (CO42)	25380	MMOF local	\$3,200,000	-\$160,781	\$3,039,219
Denver Area	Thornton, City of	Thornton Bike-Pedestrian Trail Study and Preconstruction Activities	25639	MMOF local	\$855,000	-\$67,252	\$787,748
Denver Area	Wheat Ridge, City of	32nd Ave. Bike Lanes at I-70	25421	MMOF local	\$500,000	-	\$500,000
Denver Area	Wheat Ridge, City of	Ward Station Multimodal Access Improvements	25518	MMOF local	\$4,825,000	-	\$4,825,000



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
Eastern	Eaton, Town of	Eaton Downtown Streetscape	25327	RMS	\$1,150,000	-\$1,092,500	\$57,500
Eastern	Hudson, Town of	Hudson Main Street Improvements	25328	RMS	\$1,608,800	-	\$1,608,800
Eastern	Limon, Town of	Biking and Walking Improvements to Town Anchor Points Project	25325	MMOF local	\$1,598,668	-	\$1,598,668
Grand Valley	Fruita, City of	Fruita South Mesa Safety RMS	25357	RMS	\$1,736,000	-	\$1,736,000
Grand Valley	Mesa County	GV Transit Fixed Route and Paratransit Operations	25600	MMOF local	\$2,110,583	-\$1,320,797	\$789,786
Grand Valley	Mesa County	Mesa County Orchard Ave Safety ARPA	25361	RMS	\$1,080,000	-	\$1,080,000
Gunnison Valley	All Points Transit	Ouray County Workforce Transportation Project	25445	MMOF local	\$433,091	-\$64,724	\$368,367
Gunnison Valley	All Points Transit	Rural Transit Operations - Regional Dial a Ride and Montrose Public Service	25784	MMOF local	\$357,495	-\$17,728	\$339,767
Intermountain	Breckenridge, Town of	Blue River Rec Path	25372	MMOF local	\$675,000	-\$88,954	\$586,046
Intermountain	Eagle County; ECO Trails	Eagle Valley Trail	25375	MMOF local	\$1,000,000	-	\$1,000,000
Intermountain	Vail, Town of	Vail E-Courier Pilot program - Fleet Electrification	25446	MMOF local	\$100,000	-\$6,535	\$93,465



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
North Front Range	Evans, City of	Evans Ditch Trail (37th St Corridor)	25329	RMS	\$971,501	-	\$971,501
North Front Range	Fort Collins, City of	LaPorte Ave Fishback to Sunset Sidewalks	23630	RMS	\$427,640	-\$134,284	\$293,356
North Front Range	Fort Collins, City of	West Elizabeth Corridor Design	26006	MMOF local	\$482,248	-\$148,512	\$333,736
North Front Range	Weld County	Weld County On Demand Transit Operations	25720	MMOF local	\$200,000	-\$157,991	\$42,009
Northwest	Steamboat Springs, City of	West Steamboat Trail Connection	25368	MMOF local	\$588,679	-	\$588,679
Pikes Peak Area	Fountain Valley Senior Center	Transportation Services for Disabled and Low Income Seniors	25772	MMOF local	\$120,000	-\$96,955	\$23,045
Pikes Peak Area	Lewis Palmer School District 38	Woodmoor HOA SRTS Trail Project	22585	MMOF local	\$97,184	-	\$97,184
Pikes Peak Area	Manitou Springs, City of	Serpentine Area Improvements	25687	MMOF local	\$50,000	-	\$50,000
Pikes Peak Area	Palmer Lake, Town of	CO105 Main Streets	25649	MMOF local	\$150,000	-\$98,357	\$51,643



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
Pikes Peak Area	PPACG	PPACG Travel Modeling	25324	MMOF state	\$195,964	-\$56,015	\$139,949
Pikes Peak Area	Silver Key	Silver Key Reserve & Ride Program for Seniors - Operations	25731	MMOF local	\$971,013	-\$528,544	\$442,469
Pueblo Area	Pueblo County	Connecting Communities	26488	MMOF local	\$124,680	-	\$124,680
Pueblo Area	Pueblo, City of	Northern Ave Trail Phase 3	22971	MMOF local	\$693,494	-	\$693,494
Pueblo Area	Pueblo, City of	Pueblo Transit Vanpools	25887	MMOF local	\$249,800	-	\$249,800
Pueblo Area	Pueblo, City of	Transit Youth Ride	26409	MMOF local	\$65,000	-	\$65,000
San Luis Valley	Alamosa, City of	ALAMOSA HUNT AVE RMS	25245	RMS	\$779,214	-\$82,507	\$696,707
San Luis Valley	Creede, City of	CREEDE MAIN ST MMOF & RMS	25281	RMS	\$406,400	-\$83,479	\$322,921
San Luis Valley	Mountain Valley Transit	Valley Connector	25721	MMOF local	\$37,184	-\$24,028	\$13,156
San Luis Valley	Saguache County	Saguache Co Crestone Ph2 MMOF 2022	25304	MMOF local	\$30,000	-	\$30,000
San Luis Valley	Salida, City of	Highway 291 Northwest Gateway to Salida: Connecting Jobs, Trails and Parks for All Users	25249	MMOF local	\$945,842	-	\$945,842
South Central	La Veta, Town of	Main Street Revitalization - Downtown Improvement Project	25208	MMOF local	\$509,708	-\$59,355	\$450,353



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
South Central	South Central Council of Governments	SCCOG Transit - Operating Support	25699	MMOF local	\$140,551	-	\$140,551
South Central	Trinidad, City of	TRINIDAD SANTA FE TRAIL	25448	RMS	\$1,727,752	-\$143,869	\$1,583,883
Southeast	Granada, Town of	Granada Sidewalk Improvements	25196	MMOF local	\$252,450	-\$123,555	\$128,895
Southwest	CDOT	Grand Ave/Hwy 160D ADA (Mancos)	24618	MMOF local	\$250,000	-\$152,449	\$97,551
Southwest	CDOT	SH145 Multimodal Planning & Design (Rico)	25790	MMOF local	\$150,000	-\$12,845	\$137,155
Southwest	CDOT	US 160 PAGOSA RECONSTRUCT	21919	RMS	\$731,600	-	\$731,600
Southwest	Dove Creek, Town of	US491 Dove Creek Road Diet Study	26665	MMOF local	\$250,000	-	\$250,000
Southwest	Durango, City of	College & 8th Safety Project	22062	MMOF local	\$406,461	-	\$406,461
Southwest	Montezuma County	Paths to Mesa Verde Segment A Preliminary Engineering and ROW Project	25346	MMOF local	\$488,250	-\$243,567	\$244,683
Southwest	SoCoCAA	Class 2 Ford Transit Van	27036	MMOF local	\$110,640	-	\$110,640
Southwest	SoCoCAA	Planning: Road Runner Transit Bus Facility	-	MMOF local	\$16,073	-	\$16,073



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TPR	Agency	Project Name	Project Subaccount Number	Grant Program	HB1466 Funds Awarded	HB1466 Funds Spent	HB1466 Funds Unspent
Upper Front Range	Weld County	Via Mobility On-Demand Transit Service	25719	MMOF local	\$600,000	-\$71,061	\$528,939
Upper Front Range	Wellington, Town of	Building a Safer Wellington Main Street	25044	RMS	\$1,800,000	-	\$1,800,000
Upper Front Range	Wellington, Town of	Wellington - Revitalizing Main Street	25044	MMOF local	\$1,349,462	-	\$1,349,462

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Joshua Ma
Date: January 21, 2026
Re: Transfort Request for Project Relocation – CMAQ On-Route Chargers

Objective

The City of Fort Collins - Transfort is requesting approval to relocate the on-route battery electric bus charger project from the Downtown Transit Center (DTC) to the South Transit Center (STC).

Summary

Transfort was awarded FY 2024 CMAQ funds for the purchase and installation of on-route battery electric bus chargers at the Downtown Transit Center (DTC). Following operational review, Transfort has determined that the South Transit Center (STC) provides a more suitable location to support current and future zero-emission bus operations. STC offers greater space and adequate electrical capacity and is simpler to implement due to fewer design and historic constraints. Relocating the project allows near-term implementation while maintaining long-term program goals, as charger deployment at STC was planned and necessary; this request simply changes the order of project priority. The relocation will proceed without altering the project's budget, funding, or overall intent.

Analysis

- **Advantages:**
- **Disadvantages:**

Recommendation

Staff Recommendation/TAC Recommendation.

Attachments

- N/A

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
January 8, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach noted the AQCC was briefed on Colorado’s 2025 GHG Emission Reduction Progress Report to the Colorado General Assembly and reported the state did not meet its GHG reduction targets in 2025. Wojtach stated the Transportation sector has the most GHG emissions and anticipates that the state will be looking deeper in transportation to help meet future GHG targets. Wojtach noted the National Highway Traffic Safety Administration (NHTSA) published a Notice of Proposed Rulemaking (NPRM) proposing to roll back USDOT’s fuel economy standards for light-duty vehicles. Public comments for this NPRM are due January 20, 2026.

Regional Air Quality Council (RAQC) – Stephens noted RAQC went over the RAQC budget and did a review of RAQC-funded programs. Stephens stated the potential for a \$10 fee on gas powered lawn equipment and noted there is currently a 30% discount on electric powered lawn equipment and this discount will continue until the end of 2026.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) –NAAPME did not meet in January.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Jenkins and Fries agreed to remain on the Finance Committee with Vice Chair Heid serving as Chair. James and Jenkins agreed to remain on the HR Committee with Past Chair Olson serving as the chair of that committee. The Council agreed to revisit committee assignments in the coming months as new members join and adjust to their roles. Stephens announced she will be the STAC representative and Jenkins will be the alternate. Stephens thanked Canonico and Mallo for serving on Planning Council. Canonico announced she will be representing the NFRMPO on the CTIO Board.

Executive Director Report – Relford noted she sent Planning Council members an email requesting support for a letter to CDOT to request improvements to Bustang service. These improvements include allowing for paper tickets to ensure all community members can access Bustang service. James **moved** to allow the chair to sign this letter on behalf of the Planning Council. The motion was **seconded** by Jenkins and **passed** unanimously. Then, Relford noted Cambridge Systems Incorporated was selected as the Regional Travel Demand Model (RTDM) consultant. There were two bids for the Audit RFP, and the IT RFP closes on January 9. The NFRMPO completed the 2023 Congestion Management Process (CMP) midterm report.

PRESENTATION:

Initiative #75 Ballot Measure: Restore Our Roads – Tom Peterson, Colorado Asphalt Pavement Association, and Tony Milo, Colorado Contractors Association, discussed the state of Colorado’s roads and outlined the proposed ballot measure. This ballot measure would amend the Colorado State Constitution to require that revenue from all state sales, use and excise taxes or fees on motor vehicles and fuel as well as two-thirds of state sales and use taxes collected on vehicle parts, equipment, materials, and accessories that are installed

on vehicles be used to fund projects for automobile traffic on roads and bridges without raising taxes. These funds would be distributed according to the current Highways Users Tax Fund formula.

ACTION ITEMS:

[Foothills Transit Station MMOF Match Relief Request](#) – Annabelle Phillips, City of Fort Collins, discussed Transfort’s request for local match relief on previously and newly awarded MMOF funding after the NFRMPO MMOF Reconciliation for the project Foothills Transit Station and Roundabout. Transfort is requesting a local match rate reduction from 50% to 25%. The reason for this request is because most of the project is within Larimer County, which only uses 25% local match rate compared to Fort Collins’ 50% local match rate.

Jenkins **moved** to approve *RESOLUTION 2026-01 APPROVING MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH RELIEF REQUEST FOR THE FORT COLLINS TRANSFORT FOOTHILLS TRANSIT STATION AND ROUNDABOUT PROJECT*. The motion was **seconded** by Canonico and **passed** unanimously.

[2022-2026 NFRMPO Safety Performance Measures](#) – Graalum reviewed the federal requirements for establishing the five safety performance measure targets. She noted that both the TAC and the Planning Council agreed that the preferred approach for the 2022–2026 period is to use regional targets based on an ETS forecast equation.

James **moved** to approve *RESOLUTION 2026-02 SETTING REGIONAL TARGETS FOR THE 2022-2026 SAFETY PERFORMANCE MEASURES*. The motion was **seconded** by Karspeck and **passed** unanimously.

DISCUSSION ITEMS:

[US34 Transit Study](#) – Karasko noted this study took longer than anticipated due to contract issues. Ian Chase, HDR, presented an overview of the US34 Transit Study, including key considerations guiding its development. Chase outlined the history of this study and noted the US34 Transit Study is a result of the LinkNoCo Phase 1 Study that was approved by Planning Council in October 2022. This study recommended three priority corridors with US34 being the top priority. The US34 Transit Study (originally named LinkNoCo Phase II) kicked off in January 2024. Chase outlined the proposed alignment which is mostly along US34 with its termini at the COLT Loveland Transit Center in Loveland and the GET Transportation Center in Greeley. Chase discussed proposed capital improvements with a 10 percent design concept and cost estimates for the intersections of US34 and Larimer Parkway, WCR13/Colorado Boulevard, Promontory Parkway, 83rd Avenue, and 65th Avenue. Chase discussed first and last-mile connections, route expansion analysis, and funding and implementation strategies. The proposed capital improvements would cost approximately \$3,525,000. Chase outlined the base and expansion operating scenarios. The gross operating cost for the base scenario would be \$5,270,000 and would be \$7,250,000 for the expansion scenario. The expansion scenario would allow for 15-minute headways during peak hours rather than 30-minute headways and would require 6 additional buses. Chase outlined the next steps and noted adoption is anticipated in March.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 01/05/26

Introduction:

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

Summary:

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

Air Quality Activities:

AQCC Activities:

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

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

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

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

³ Ibid at pp. 4 and 6.



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

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

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

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

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

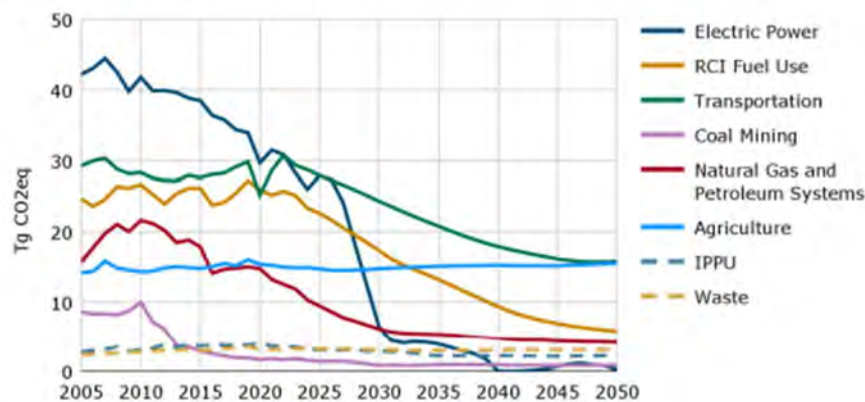
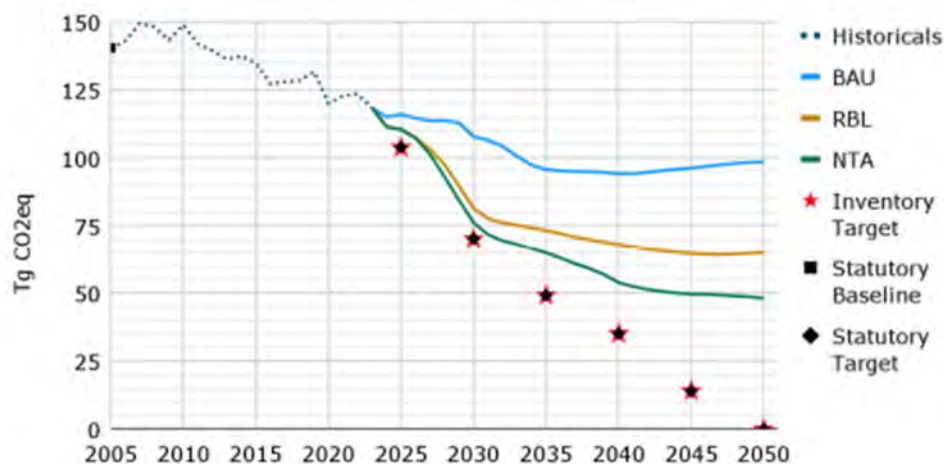


Figure 2 of this report illustrates that Colorado's transportation segment continues to be the largest GHG contributor in Colorado.⁴ Colorado's transportation estimates are based on EPA's State Inventory and Projection Tool. APCD staff noted that Colorado's transportation segment's GHG emissions were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

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



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

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

APCD Activities

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

⁴ Ibid at p. 7.

⁵ Ibid at p. 9.

⁶ Ibid at p. 14.



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

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

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

RAQC Activities

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

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

Other Air Quality Activities:

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

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

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

⁸ Ibid.

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

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

¹¹ See 6-7-1504, C.R.S. (2025)

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



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

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

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

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

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

- 1/8/26 NFRMPO Council Meeting

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

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

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

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

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

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

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

Other Anticipated Air Quality Activities

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

Recommendations:

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



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Jonathan Stockburger
Date: January 21, 2026
Re: Report – Q4 2025 TIP Modifications

Summary

In the fourth quarter of 2025 (October - December), the NFRMPO processed two Administrative Modifications to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- October 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m9-tip-modification.pdf>
- December 2025 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2025-m12-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q4 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None