



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

February 5, 2026

In-Person: Windsor Community Development Building, 200 N. 11th Street, Windsor, CO 80550

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

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

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

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – January 8, 2026	Kristin Stephens	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	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	16	6:15
7	Regional Air Quality Council (RAQC)	Kristin Stephens	-	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:30
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:40
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	20	6:50
12	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	-	6:55
13	Finance Committee	Written	23	-
14	TAC	Written	24	-
15	Quarter 4 2025 TIP Modifications	Written	25	-
16	VanGo™ Dashboard Quarter 3 2025	Written	26	-
17	2026 Colorado Legislature Updates	Written	Handout	-
18	Mobility	Written	Handout	-

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	January 2026 TIP Amendment Resolution 2026-03	Jonathan Stockburger, Transportation Planner I	28	7:05

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
20	MMOF and RMS Funding Deadlines	Becky Karasko, Transportation Planning Director	31	7:15

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:35
22	STAC Report	Kristin Stephens, NFRMPO STAC Representative	49	-
23	Host Council Member Report	Julie Cline, Mayor Town of Windsor	-	7:45



Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: March 5, 2026 – Larimer County



MPO Planning Council

Larimer County

Kristin Stephens, Commissioner – Chair
Alternate- Jody Shadduck-McNally, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem – Vice Chair
Alternate- Glenn Ledall, Trustee

City of Greeley and Greeley Evans Transit (GET)

Johnny Olson, Councilmember – Past Chair
Alternate- Brett Payton, Mayor Pro Tem

Town of Berthoud

William Karspeck, Mayor
Alternate- Mike Grace, Mayor Pro Tem

City of Evans

Jeff Crabtree, Councilmember
Alternate- Mark Clark, Mayor

City of Fort Collins

TBD, Councilmember
Alternate- TBD, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Andrew Paranto, Councilmember

Town of LaSalle

Paula Cochran, Trustee

City of Loveland

Patrick McFall, Mayor
Alternate- Laura Light-Kovacs, Councilor

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)
CAA	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 (see TA)	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 (previously STP-Metro)	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 (previously TAP)	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

January 8, 2026
Virtual Meeting

Voting Members Present:

Kristen Stephens – Chair
Liz Heid – Vice Chair
Paula Cochran
Julie Cline
Dan Dean
Jessica Ferko
Matt Fries
Cecil Gutierrez
Scott James
Bill Jenkins
Will Karspeck
Laura Light-Kovacs
Andrew Paranto

Voting Members Absent:

-Larimer County
-Eaton
-LaSalle
-Windsor
-Milliken
-APCD
-Severance
-Transportation
Commission
-Weld County
-Timnath
-Berthoud
-Loveland,
Alternate
-Johnstown

-Garden City
-Evans

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tonja Burshek, Controller; Tanya Trujillo-Martinez, Mobility Director; Jerome Rouser, Transportation Planner II; Mykayla Graalum, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Aaron Hull, Mobility Planner; Lisa Deaton, Mobility Specialist.

In Attendance: Darin Barrett; Bill Becker; Brad Buckman; Rich Christy; Ian Chase; AnnaRose Cunningham; Hanna Feldmann; Nicole Hahn; Will Jones; Katrina Kloberdanz; Mallo; Dee McIntosh; Tony Milo; Scott Pearson; Lynette Peppler; Tom Peterson; Evan Pinkham; Annabelle Phillips; Justin Stone; Denise Staley; Josie Thomas; Dena Wojtach.

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

Public Comment

No comments were submitted.

Announcements

Jenkins noted there will be a Harmony Road Corridor Study. Nicole Hahn, Loveland, noted Will Jones will begin as Public Works Director starting Monday. Hahn introduced Loveland Council Member Laura Light-Kovacs.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Written Report was provided.

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

Chair Stephens opened the MPO portion of the meeting.

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 2025 Performance Report for the 2023 Congestion Management Process (CMP).

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

PRESENTATIONS:

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.

Canonico asked if this funding could be used for bicycle and pedestrian safety projects. Milo noted bicycle paths and pedestrian crossings associated with a roadway project would be eligible for these funds. Jenkins asked what the financial impact of these funds would be on the state economy and if this would generate additional revenue for the state. Milo stated the initiative supporters are considering a study that would investigate the financial impacts of this funding. Stephens asked if this would impact any other cash funds other than the general fund. Milo stated it is not the coalition's intent to impact other cash funds. Milo stated this would not impact enterprise funds.

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 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 exponential smoothing (ETS) forecast equation.

Canonico **moved** to approve RESOLUTION 2026-02 TO SET REGIONAL TARGETS FOR THE 2022-2026 SAFETY PERFORMANCE MEASURES. The motion was **seconded** by Jenkins 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 recommendations that Planning Council approved 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 ten percent (10%) 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 transit service 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.

Light-Kovacs noted there were comments from the City of Loveland concerning Larimer Parkway not yet incorporated into the study and requested those to be included. She also expressed concerns about the proposed budget and asked if a more attainable budget was considered. Chase noted the budget can be adjusted, and service could still be implemented with a smaller budget. Stephens asked if this plan is consistent with the City of Greeley's plan for US34 transit service. Chase stated this does align with the City of Greeley to an extent but is a bit more expansive than the City of Greeley's plans. Hanna Feldmann,

City of Greeley, stated the City is focusing on commuter service along US34 due to financial restraints and that this initial service is anticipated to have 45-minute headways. James asked if the extension of Larimer Parkway is included in this study. This extension was not included in the study due to uncertainties around the project at the time. Chase noted the route could be changed to take the extension into account. Cline asked if there was a plan for the bus to stop at Aims. Chase noted a stop could be included if needed. Stephens asked why this service would not qualify as Bus Rapid Transit (BRT). Chase explained BRT is typically associated with a standalone bus right-of-way along a majority of the corridors, which is cost prohibitive for this project.

COUNCIL REPORTS:

Transportation Commission

Gutierrez noted the December TC meeting was rather short. There will be a joint study session between TC and CTIO on the 10-year plans for regions 1,3, and 4. Gutierrez noted there will be no action taken at that meeting, but there may be changes due to feedback. The 10-year plan is anticipated to be adopted in either March or April. Gutierrez congratulated Canonico on joining the CTIO board.

STAC Report

Stephens noted there was a vote to send a letter to the Joint Budget Committee (JBC) to protect MMOF funding. STAC discussed the 10-year plan development for regions 3 and 5 and learned about CDOT's camera and truck chain stations overview.

Colorado Transportation Investment Office (CTIO)

A written report was provided.

Front Range Passenger Rail District

Mallo noted the last board meeting was December 19th. Most of the time was spent on outsourcing contracts. The next Board meeting is January 23rd. There will be an additional In-person board meeting on January 29th to discuss oversight and what the board will focus on in 2026. Stephens asked if there were discussions about the loss of funding for the rail safety improvements. Mallo noted the Board has not had a discussion yet.

Executive Session

Chair Stephens requested a motion to enter an Executive Session.

Stephens **suggested** the Council enter into an Executive Session in pursuant to section C.R.S. 24-6-402(4)(f) for discussion of a personnel matter regarding the Executive Director's Contract for the current year and potential salary and benefits contract and not involving any specific employee who has requested discussion of the matter in open session; any member of this body or any elected official; the appointment of any person to fill an office of this body or of an elected official; or personnel policies. James **moved** to enter the Executive Session. The motion was **seconded** by Canonico and **passed** unanimously.

Council entered the Executive Session at 8:35. The Session ended at 8:48.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:48 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 01/26/26

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 February 5, 2026 meeting.

Summary:

In January 2026, TRE tracked activities at the Air Quality Control Commission (AQCC) and Colorado's General Assembly. Highlights include Colorado's announcing that several areas in Colorado have successfully improved air quality such that they now meet the National Ambient Air Quality Standards for PM10, Colorado's 2026 Legislative Session kick off and review of key comments a proposal to roll back passenger and light-duty vehicle CAFÉ standards.

Air Quality Activities:

AQCC Activities:

In January, the AQCC set a rulemaking hearing to streamline emissions reporting and increase emissions fees. Commissioner Miller has asked for more information comparing Colorado emission fees to other states.

APCD Activities

APCD public efforts in January included the 1/10/26 APCD outreach meeting on potential PM10 related revisions, and reporting streamlining and fee increases. The APCD intends to request in February that AQCC set a rulemaking hearing in July. Notably, several areas throughout the state, in Aspen, Canon City, Denver, Lamar, Pagosa Springs, Steamboat Springs and Telluride have successfully met the PM10 NAAQS for more than 20 years and the areas, and Colorado is seeking to redesignate those areas as "attainment." In doing so, the APCD is proposing to maintain the regulations in place, used to achieve attainment, as state-enforceable only and removing the federal authority to enforce those rules.

Colorado General Assembly Air Quality Activities:

Colorado's Legislative Session kicked off. Several energy and/or transportation-related bills were introduced that indirectly impact air quality:

- **SB26-028** removes wind energy from state energy and climate targets.
- **SB26-022** provides extensions to utilities subject to the 80% reduction of greenhouse gases by 2030, where those utilities notify the state of challenges they are experiencing or anticipate experiencing. Different utilities are subject to different 2026 notification deadlines. Municipalities and cooperative electric associations may revise their Clean Energy Plans to extend the reduction timeline to begin no later than by 2040. This bill also prohibits the AQCC and APCD from "undertaking any action" that impacts electric reliability or increases average annual electric rates greater than 1.5%. This bill has bipartisan support.
- **SB26-021** came out of the Transportation Legislative Review Committee. This bill expands Clean Fleet Enterprise authority to support public and private fleet operators to update their fleets, repealing deadlines to provide financial support to operators to



replace certain aging, heavy-duty diesel trucks by 12/31/31. This bill has bipartisan support.

- **SB26-003** requires re-use/recycling of electric vehicles' batteries.
- **HB26-1051** extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1007** requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.

Other Air Quality Activities:

The federal Council on Environmental Quality removed all regulations implementing the National Environmental Policy Act (NEPA), effective 1/8/26.¹ This means federal agencies must create their own procedures for environmental reviews, leading to uncertainty while they do this and potential inconsistency between agencies when awarding federal funding.

EPA issued "compliance first" enforcement guidance favoring compliance assistance.²

TRE screened comments submitted to The National Highway Traffic Safety Administration (NHTSA) regarding their proposing to substantially recalibrate the Corporate Average Fuel Economy (CAFÉ) program, including amending DOT's fuel economy standards for light-duty vehicles, model years 2022-2026 and 2027-2031.³ NHTSA is proposing to change passenger and light-duty vehicle classifications, reducing fuel economy standards beginning with model year (MY) 2022 through MY 2031 vehicles. The proposal also changes compliance credit requirements for auto manufacturers for those same model years. Comments on the proposal are now due 2/4/26.⁴ The great majority of commenters oppose the proposal citing increased fuel economy standards leading to increased emissions from the passenger and light-duty vehicles category. One commenter highlighted that the proposal effectively lowers fuel economy standards to values lower than those put in place in 2020 (see insert below).⁵ Two other written comments submitted by Dr. Jana Milford, a Commissioner on Colorado's AQCC, and the

¹ See Council on Environmental Quality's "Removal of National Environmental Policy Act Implementing Regulations." 91 Fed Reg 618, 1/8/26; accessed 1/26/26 here: <https://www.govinfo.gov/content/pkg/FR-2026-01-08/pdf/2026-00178.pdf>

² See C. Pritzlaff memorandum, "Reinforcing a "Compliance First" Orientation for Compliance Assurance and Civil Enforcement Activities," 12/5/25; accessed 1/26/26 here: <https://www.epa.gov/system/files/documents/2025-12/reinforcing-a-compliance-first-orientation-for-compliance-assurance-and-civil-enforcement-activities.pdf>

³ See National Highway Traffic Safety Administration'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>

⁴ See National Highway Traffic Safety Administration's "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks," extension of comment period. 91 Fed Reg 1494, 1/14/26. Posted here: <https://www.govinfo.gov/content/pkg/FR-2026-01-14/pdf/2026-00537.pdf>

⁵ W. Schmidt, J. Fernandez's written comments posted 12/29/25 on the National Highway Traffic Safety Administration's proposal, "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks." Docket ID NHTSA-2025-0491-3469. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>



Regional Transportation Commission of Washoe County, NV, provide detailed comments opposing the proposal.^{6,7}

<u>Trump 2020 Final Rule</u>	<u>Biden 2022 Final Rule</u>	<u>Current Proposal</u>
40.4 mpg	49.1 mpg	30.4 mpg

Table: CAFE Standards for MY2026. This table “shows the dramatically differing levels of overall fleet requirements under the first Trump Administration, the Biden Administration, and the second Trump Administration for model year 2026—the only year for which all three Administrations set CAFE levels” The table and description were pulled from Adam Raviv⁴

Fuel economy standards get updated into newer versions of EPA’s MOVES model at some point in the future, after the standards are adopted. Then that model is used to derive vehicle fleets and emissions and used in developing emission inventories, transportation conformity determinations, motor vehicle emission budgets, reasonable further progress, attainment demonstrations and maybe transportation control requirements in air quality planning and SIPs. Lower fuel economy standards translate to higher emissions. The retroactive application could require a future EPA update to their MOVES model, and subsequent re-work on already submitted SIPs for which EPA has not yet acted, maybe for SIPs where EPA has acted, and use for current SIP planning. In addition to illegally applying these revised fuel economy standards retroactively, the proposal could lead to disputes and potential conformity lapses and/or federal highway funding impacts before any future remedies are put in place (via rulemaking, court decisions, legislation, etc.).

Changing fuel economy values will impact transportation modeling tools used by NFRMPO to project emissions from transportation projects, determine compliance with established Motor Vehicle Emission Budgets, and determine compliance with Transportation Conformity requirements. 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 NHSTA’s proposal.

Upcoming Activities:

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

⁶ J. Milford’s written comments posted 1/15/26 on the National Highway Traffic Safety Administration’s proposal, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks.” Docket ID NHTSA-2025-0491-4828. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>

⁷ Regional Transportation Commission of Washoe County’s written comments posted 1/20/26 on the National Highway Traffic Safety Administration’s proposal, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks.” Docket ID NHTSA-2025-0491-4844. Posted in the regulatory docket, here: <https://www.regulations.gov/docket/NHTSA-2025-0491/comments>



Meetings TRE Plans to Attend (or screen)

- 2/5/26 NFRMPO Council Meeting
- 2/6/26 RAQC Board Meeting
- 2/18-20/26 AQCC 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 2/4/26
- 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



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

Held: Thursday, December 17, 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 on YouTube for six months after the meeting. 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, Chair (remote)
- Nellie Moran, Vice-Chair (remote)
- Shelly Cook (remote)
- Gina Sacripanti (remote)
- Terry Hart (remote)

Roll Call Regular Meeting

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

Executive Session (Closed To The Public):

CTIO Chair Gutierrez proposed a motion to convene the CTIO Board in an executive session for the purpose of receiving additional legal advice related to the CTIO Board's specific legal questions regarding the use of CTIO's User Fees. Upon a motion by Vice Chair Moran and seconded by Director Sacripanti, the CTIO Board entered the Executive Session at 10:32 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 11:16 a.m.

Public Comment

The CTIO Board received a written public comment from Julie Duran Mullica (Adams County Commissioner and Vice Chair of the Board of County Commissioners) regarding the use of toll revenue

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. public

and advocating that it remain within the corridor from which it was earned. The statement was read into the record by the CTIO Board Secretary.

Comments from Directors

Vice-Chair Moran paid tribute to Senator Faith Winters for her leadership and tireless work to improve transit and transportation services throughout the state. Senator Winters tragically lost her life in a car accident in late November. Members of the board echoed Vice-Chair Moran's comments.

Director's Report

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

- Participation in a joint study session with Front Range Passenger Rail District, CDOT Division of Transit and Rail, Clean Transit Enterprise, and RTD related to joint service.
- Update on the 2025-2026 Winter Park Express Partnership kickoffbookings, and fares.
- Details of the grants memo, included as an informational only item, that relates to possible federal rail funding opportunities.

Construction/Operations/Maintenance Questions from board members

Board members and staff discussed the I-25 North Mead to Berthoud project (Segment 5) and whether it was on time and on budget. Staff confirmed it is on time and on budget, and that they are in discussions regarding the Express Lanes aspects of the design.

Consent Agenda

ACTION: Upon a motion by Director Hart, seconded by Director Cook, a vote was held, and Resolution #484, November 19th Minutes, was unanimously approved.

Express Lanes Survey Results

Tim Hoover, CDOT Deputy Director of Communications - Policy and Programs, presented to the board on the latest Express Lanes Survey, which is conducted every 2 years. The presentation included information on the following:

- Understanding current attitudes toward Express Lanes;
- Identifying barriers to using the lanes for drivers;
- Comparing year-over-year perceptions between 2021, 2023, and 2025;
- Gauging awareness and support of safety enforcement efforts.

Discussion

- CTIO staff and board members discussed the positive outcomes from the survey and the benefits of conducting it every two years to gauge changes.

Tolling Equipment Financing Agreement

CTIO Director Darlington provided a presentation on the Tolling Equipment Financing Agreement (TEFA), which included information on the following:

- Background;
- Agreement terms;
- Summary of outstanding obligations;
- staff recommendation.

Discussion

- The CTIO Board and staff discussed the rationale for paying off the TEFA loans early and the benefits to both CTIO and CDOT.
- The CTIO Board directed staff to return in January with a resolution to approve the early loan repayment.

The CTIO board took a brief break at 11:54 a.m.

Executive Session (Closed To The Public):

The CTIO board convened at 12:09 p.m.

CTIO Chair Gutierrez proposed a motion to convene the CTIO Board in a joint Executive Session with the Transportation Commission and Clean Transit Enterprise for the purpose of considering matters related to the negotiations for the State's purchase of rail access from BNSF Railroad for the Joint Service Passenger Rail project, premature disclosure of which would give an unfair competitive or bargaining advantage to a person whose personal, private interest is adverse to the general public interest and also will include BNSF's confidential commercial information. Upon a motion by Director Hart, seconded by Director Sacripanti, the CTIO Board entered the Executive Session at 12:26 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 1:06 p.m.

Adjournment

The CTIO Board adjourned at 1:06 p.m.

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

January 15, 2026
3:00 p.m.
Microsoft Teams

Members	Staff
Liz Heid	Elizabeth Relford
Bill Jenkins	Tonja Burshek
	Becky Karasko
	Tanya Trujillo-Martinez
	Michelle Edgerley
	Barbara Bills

The meeting was called to order by Heid at 3:00 p.m.

Approval of Minutes:

As there was no quorum, it was determined that the approval of the November 20th minutes would be pushed to the February meeting.

Organizational Updates:

Relford reported on the execution of a contract for regional travel demand modeling by Cambridge Systematics and discussed the selection process for audit services, noting a higher ranking for a DC firm compared to the current auditor due to proposal issues. She also mentioned that we received 16 proposals for the IT RFP and thanked Councilmember Jenkins for agreeing to be part of the scoring committee.

Despite some training delays, Relford verified that the Acumatica go-live date is still on schedule.

Trujillo-Martinez highlighted two grant opportunities focused on pedestrian safety and innovative projects for individuals with disabilities.

Financial Updates:

Burshek updated the committee on the status of CDOT grant reimbursement submissions through 2025. She indicated that quarter four financials will be presented at the February Finance Meeting and discussed necessary amendments to the 2026 budget due to unawarded grants and local match funding requirements. Burshek stated it is the MPO's goal to submit the 2027 budget for approval to the Finance Committee in April and to the Council in May.

The meeting was adjourned at 3:18 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
January 21, 2026**

ACTION ITEMS

January 2026 TIP Amendment – Stockburger noted the January 2026 TIP Amendment included the addition of the City of Fort Collins *Transfort CNG Bus Purchase* with \$4,838,610 Federal FTA §5339 funding and \$853,875 in State CDOT CTE funding in FY2025 Rolled. Hornkohl moved to recommend Planning Council approve the January 2026 TIP Amendment. Pinkham seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

US287 Signal Coordination Improvements Project Scope Change Request – Nathan Beauheim, City of Loveland, provided information on the scope change request for the US287 Signal Coordination Improvements project. Since the initial scope of the project finished under budget, Loveland requested to purchase two years of an integrated signal performance measure software. TAC confirmed this is a minor scope change and moved to approve the scope change.

MMOF and RMS Funding Deadlines – Karasko noted the expenditure deadlines for MMOF and RMS funded projects that were part of the American Rescue Plan Act (ARPA-SLFRF). The RMS projects must be completed on or before December 11, 2026. All reimbursement requests must be submitted by January 4, 2027. The MMOF projects must be completed by December 31, 2026. Karasko noted the affected projects within the NFRMPO region.

Transfort Request for Project Relocation – CMAQ On-Route Charger – Joshua Ma, Transfort, presented the proposed location change for Fort Collins' CMAQ *On-Route Charger* project. Ma noted the proposal moves the project from the Downtown Transit Center to the South Transit Center. The reason for the proposed move is the South Transit Center has more space for future needs. Ma noted what Transfort is installing will remain the same, only the installation location will change. TAC confirmed this is a minor scope change and moved to approve the scope change.



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: February 5, 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://nfrmopo.org/wp-content/uploads/2025-m9-tip-modification.pdf>
- December 2025 TIP Modification - <https://nfrmopo.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.nfrmopo.org/tip.

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

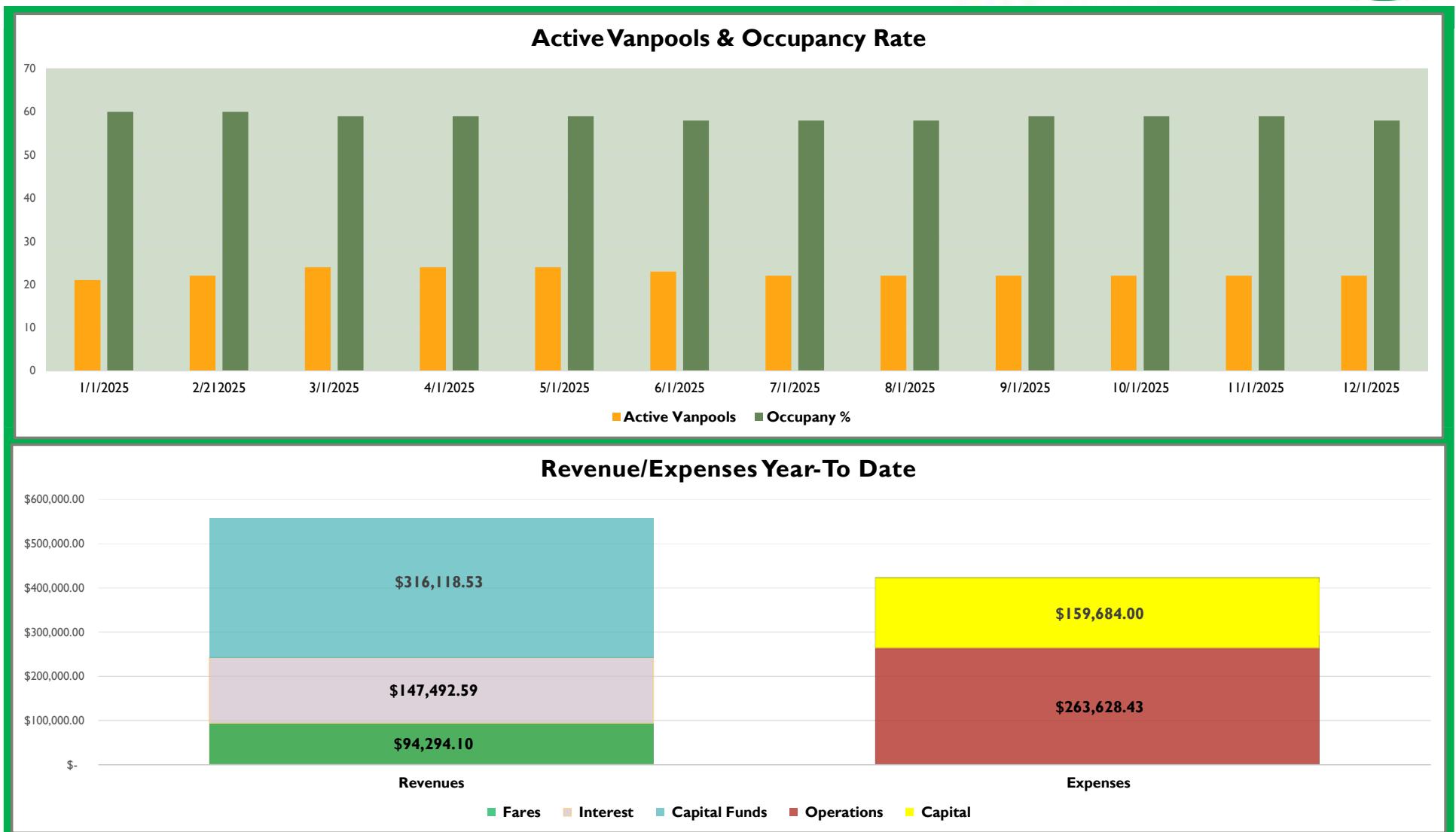
Recommendation

None

Attachments

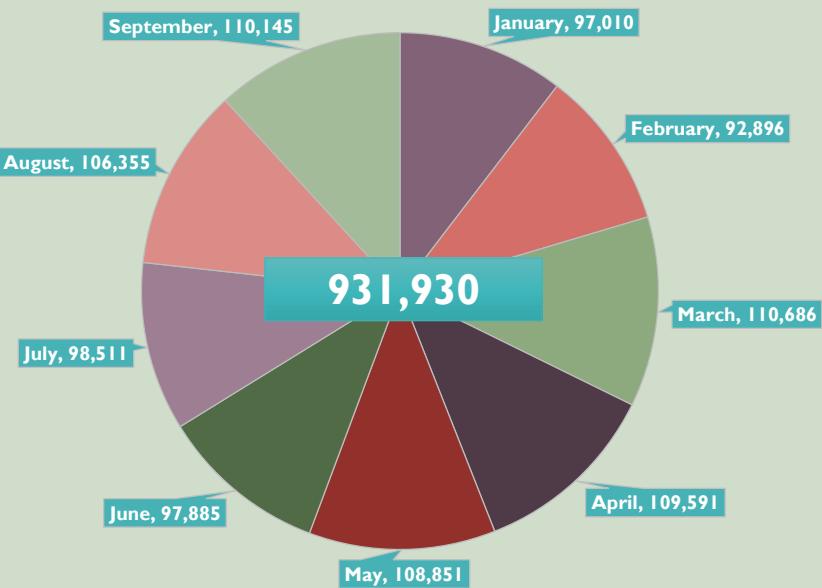
- None

VanGo Vanpool Program 3rd Quarter Stats Year-to-Date

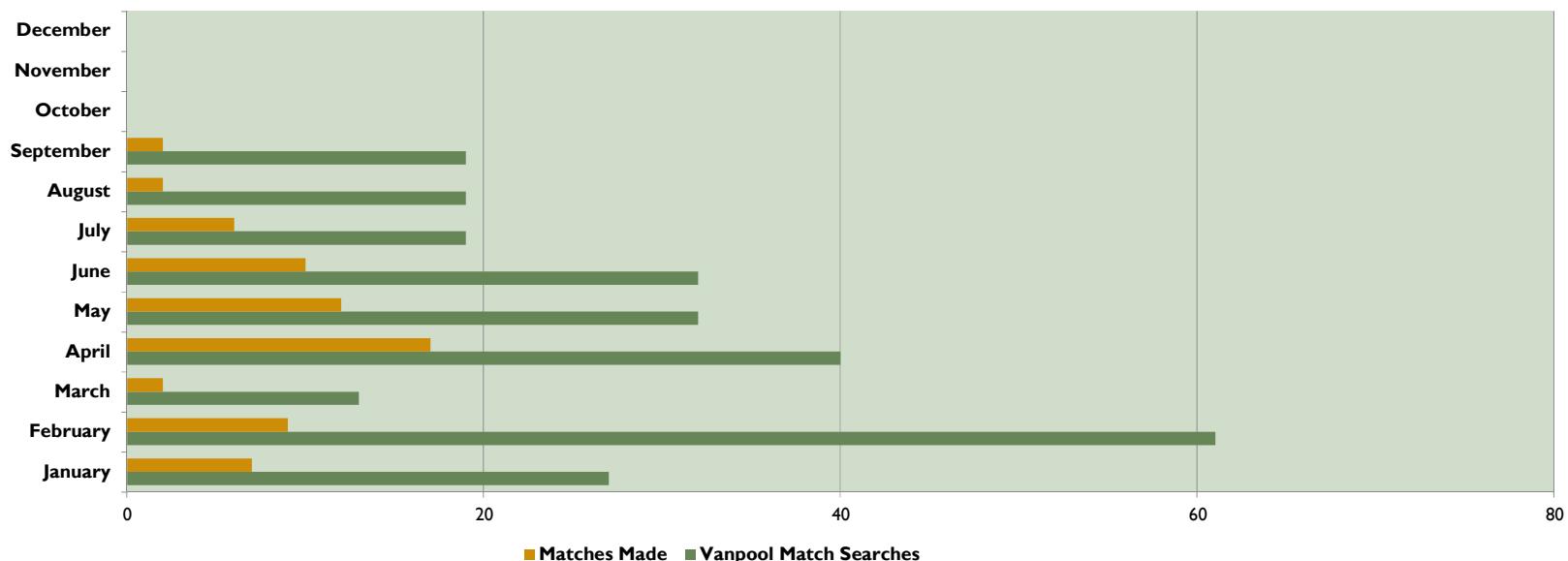


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org





MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: February 5, 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:** 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 adding the January 2026 TIP Amendment to the FY2024-2027 TIP at their meeting on January 21, 2026.

Attachments

- January 2026 Policy Amendment Form
- Resolution 2026-03

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



RESOLUTION NO. 2026-03
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE JANUARY 2026 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 January 2026 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 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.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of February 2026.

Kristen Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director



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.



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).



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.



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](#).



COLORADO

Department of Transportation

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 Bellevue 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.



COLORADO

Department of Transportation

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



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](https://leg.colorado.gov/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.



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



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.



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.



COLORADO

Department of Transportation

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.



COLORADO

Department of Transportation

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 Bellevue 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



COLORADO

Department of Transportation

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



COLORADO

Department of Transportation

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



COLORADO

Department of Transportation

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



COLORADO

Department of Transportation

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



COLORADO

Department of Transportation

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

Statewide Transportation Advisory Committee (STAC)

January 8, 2026, 8:30 a.m. - 11:30 a.m.; held via Zoom.

Meeting Summary

Public Comment

- None

Transportation Commission (TC) Report (Chair Gary Beedy and Herman Stockinger)

- The November 2025 TC meeting included topics covering Asset Management; Bridge & Tunnel Enterprise (BTE) re: Bridge Deck work to slow deterioration; and Rural Road Funding Program Redistribution;
- The December 2025 TC meeting included a first-ever joint meeting with the Clean Transportation Enterprise (CTE); Joint Service Rail (Denver to Ft. Collins) update; Budget Workshop, including rollover of funds from CDOT's Office of Innovative Mobility (OIM) to Front Range Passenger Rail (FRPR); Construction Manager / General Contractor (CM/GC) alternative delivery for US 50 in Region 2; Audit Review Committee re: Capital Assets and Store Room Inventory.

Transit and Rail Advisory Committee Report (Ann Rajewski)

- The December 4 TRAC meeting had more input than usual from a majority of CDOT areas.

Legislative Updates (Emily Haddaway and Jamie Grim)

- The Colorado State Legislative session starts on January 14, 2026;
- The Joint Budget Committee (JBC) held a “very positive” hearing, with most questions focusing on Aviation, the Colorado Transportation Investment Office (CTIO), and the CDOT 10-Year Plan.
- CDOT is working on statutory cleanup bills, and drafting and/or refining other bills for Traffic Safety, Automated Speed Enforcement, and possibly Transit.
- The JBC SMART Act Hearing will be on January 20, 2026, when CDOT will present on its Wildly Important Goals (WIGs).
- This month's STAC packet includes a Google Form for submitting legislative questions.
- Katherine Burkard is filling in for Jamie Grim.
- The federal appropriations process now has a January 30 deadline to avoid another shutdown.
- 2026 Surface Transportation Reauthorization negotiations start in early March 2026.

10-Year Plan Development Update - Regions 3 (Mark Rogers) and 5 (Julie Constan)

- Darius discussed the CDOT 2027-36 10-Year Plan Timeline, including the Greenhouse Gas (GHG) Analysis & Report.
- Region 3 Planning Manager Mark Rogers and Region 5 Transportation Director Julie Constan highlighted key projects in the 10-Year Plan for their respective regions.
See the [STAC January 2026 Packet](#) for more details
- Darius further showed how Western Slope (Regions 3 and 5) projects fit into CDOT's PD14 goals: Fix Our Roads, Advance Transportation Safety, and Sustainably Increase Transportation Choice.
- Next Steps include TC Workshops, Public Comment, and TC approval as early as March 2026.

Letter to the JBC on MMOF Funding to Local Governments from STAC (Brian Pettit)

- STAC members drafted a letter to the JBC encouraging continued support for the Multimodal Transportation Mitigation Options Fund (MMOF) through the State General Fund, which STAC members consider to be very important.
- STAC unanimously approved sending this letter to the JBC.

MMOF and RMS Funding Deadlines (Jeff Sudmeier and Darius Pakbaz)

- Each program has been funded through the American Rescue Plan Act (ARPA, via SB21-260), HB24-1466, and other state sources. All ARPA funding was put under contract by December 31,

2024. This funding must all be expended by December 11, 2026, to prevent having it returned to the U.S. Treasury.

- HB24-1466 refinance funds expire on December 31, 2026, or else they're returned to the State General Fund. There is currently \$84M unexpended on 76 projects; deadlines are fixed and inflexible, with no extension opportunities and very few swap opportunities.

Truck Chain Station Overview (Craig Hurst)

- SB24-100 ordered this study to identify current stations, potential new station locations, and station standards.
- Colorado has more chain stations than the rest of the USA combined, and most are in Regions 3 and 5
- There have been an average of 228 Chain Law Activations per year statewide.
- There are no national chain station standards for issues like weather, power (especially in more-remote areas), communications (especially for de-activations), Right of Way and Environmental issues (especially around mountain passes), Operational (illegal parking, required breaks, stuck trucks, etc.), and other challenges.
- I-70 closures "cost" \$115k/hour, while proactive closures can save at least \$100k.
- Technology can now send weather warnings to truckers before they even enter Colorado.
- CDOT presented Short- (Standards & Education), Mid- (Utilities & Mitigation), and Long-Term (Strategy) recommendations.

CDOT Live Camera Update (Bob Fifer)

- A third-party contract with LiveView Technologies ended on July 20, 2025, turning off over 40 cameras statewide.
- CDOT's Intelligent Transportation Systems (ITS) deployed temporary cameras, and is now working to establish a state-owned network. This could take up to two years, but it would restore critical coverage, achieve long-term cost savings, and build system resilience.

Other Business

- The next STAC meeting is scheduled for Thursday, February 5, 2026, 8:30 am. This meeting will be in-person, but a virtual option will still be available.