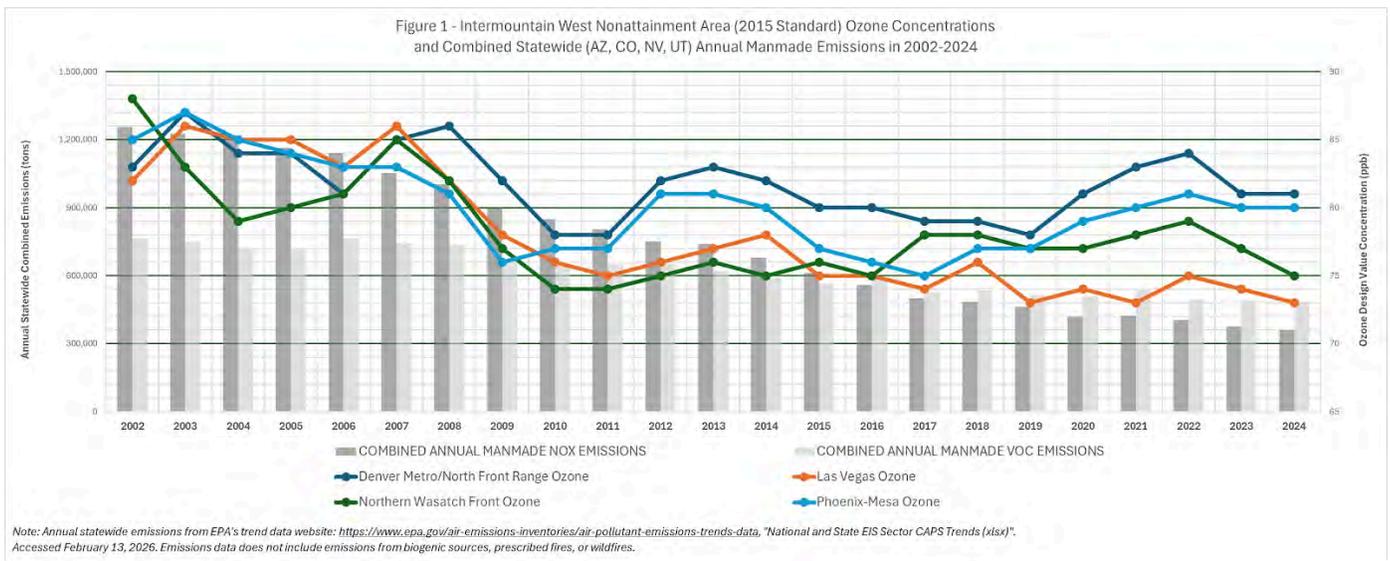


Joint Application under Air Quality Enterprise RFP202500002 Fall 2026 Intermountain West Ozone Conference Proposal Executive Summary

Problem: Ozone levels in the intermountain west are no longer responding to state initiatives that have significantly decreased man-made precursor pollutant emissions. Combined, contributions from high background levels, natural sources, wildfires and related mitigation activities, international sources, and more, of which are not within any one state’s authority to control, appear to unduly influence whether areas can attain or come into attainment with the National Ambient Air Quality Standards. Nonattainment areas must reduce ozone levels by reducing local man-made ozone precursor pollutants, nitrogen oxides (NOx) and volatile organic compounds (VOCs).

Figure 1, below illustrates ozone levels compared to man-made ozone precursor pollutant reductions in the intermountain west. Ozone levels do not appear to be responding as anticipated to reductions in man-made precursor pollutants and air quality planning agencies have undertaken different studies to understand why. Notably the EPA last held a regional ozone conference in 2016, ozone science is rapidly occurring and there is no planned regional venue in which to broadly share these studies and their findings.



Proposal: Jointly, the North Front Range Metropolitan Planning Organization (NFRMPO) and the Pikes Peak Area Council of Governments (PPACG) propose to plan and host a 2-day field hearing for approximately 500 participants, focusing on ozone science and challenges experienced in the intermountain west. The event will bring together the research community, air quality planning agencies, federal, state and local government officials, decision-makers, community representatives and industry to explore these regional challenges, learn about recent and on-going scientific studies, and inform air quality planning now and into the future.

The NFRMPO and PPACG request financial support, including \$100,000.00 from Colorado’s Air Quality Enterprise, and other resources to support planning and hosting this event based on the following vision and goals, and proposed agenda.

Joint Application under Air Quality Enterprise RFP202500002 Fall 2026 Intermountain West Ozone Conference Proposal Executive Summary

Field Hearing Vision & Goals: Create a venue for information sharing, education and problem solving among individuals with varied knowledge and opinions on how best to address high ozone levels in the intermountain west region. Topics of interest include:

- Recent and on-going studies, findings and data gaps,
- Unique regional challenges and considerations faced in the intermountain west, including topography, meteorology, wildfire related activities and natural events, biogenics, and local and state man-made contributions,
- Options to address those unique challenges, including those currently available in the existing statutory and regulatory framework, and other near-term and/or long-term solutions,
- Public communication methods on high ozone days or anticipated high ozone days, and measuring communications effectiveness, and
- Emerging air quality issues

Proposed Agenda:

Day 1

11:00 - 11:15 AM	Logistics & opening remarks
11:15 – 11:45 AM	Intermountain West ozone status
11:45 AM – 12:45 PM	Lunch
12:45 – 2:15 PM	Intermountain West Air Agency Panel – 6-8 agency perspectives (fed/state/local)
2:15 - 2:45 PM	Round Table Discussions: ozone successes, challenges and outcomes preferred
2:45 – 4:15 PM	Recent and On-going Ozone Related Studies – State-led efforts and more
4:15 – 4:45 PM	Q&A
4:45 – 5:00 PM	Day 1 Closing Remarks

Day 2

7:30 -8:00 AM	Breakfast/Networking
8:00 – 8:10 AM	Ozone Themes from Day 1
8:10 – 11:40 AM	Challenges Meeting Ozone NAAQS (discussions potentially on background and long-range transport, wildfires/mitigation activities, biogenics and other natural contributions, climate penalty, diurnal sensitivities, contributions of man-made contributions, etc.)
11:40 AM – 12:00 PM	Emerging Issues
12:00 – 1:00 PM	Lunch
1:00 – 4:00 PM	Near-term Solutions and Improvements (discussions potentially on international contributions, Exceptional Events, emission inventory improvements, model refinements and improvements Cooperative Federalism and deference to states, etc.)
4:00 – 4:45 PM	Public Engagement and Communications (discussions potentially on tension between public health and ability to reduce ozone, existing communication efforts and potential improvements, communication before and during bad air pollution events, etc.)
4:45 – 5:00 PM	Next Steps and Closing Remarks

Figure 2 - 2016 EPA Held Ozone Conference Agenda (provided for reference only)

U.S. EPA Background Ozone Workshop Agenda February 24 and 25, 2016 Phoenix, Arizona	
9:00 - 9:15	Welcome and Introductions
9:15 - 10:00	Overview and Key Questions
10:00 - 11:00	Background Ozone Estimates
11:00 - 11:15	MORNING BREAK
11:15 - 12:00	Exceptional Events Considerations
12:00 - 1:15	LUNCH BREAK
1:15 - 2:00	Nonattainment Area Boundaries and Rural Transport Areas
2:00 - 2:30	International Transport (CAA 179B)
2:30 - 2:45	AFTERNOON BREAK
2:45 - 4:15	Roundtable/Open Mic/Synthesis
4:15 - 4:30	Summary/Adjourn
NOTE: The agenda will be the same for both days. February 24 is for air agencies and February 25 is for all stakeholders. (You must represent a state, local or tribal air agency to participate in the February 24 workshop session.) For more information contact Yvonne W. Johnson, 919-541-3921, johnson.yvonne@epa.gov	

Total Estimated Cost: \$444,532.00

Amount Requested from AQE: \$100,000.00

Cost Description	Cost Estimate	Comments
Planning Team (time)	\$ 210,100.00	Assumes 10 people donating 191 hours @ \$110/hr; 191 hours includes 80 hrs prep, 23 hrs event, 80 hrs follow-up, 8 hrs travel
Food & Beverages	\$ 65,800.00	Assume \$20/person bfast, \$30/person lunch, \$15/person for afternoon snacks/drinks for 2 days
Speaker Stipend/Scholarships	\$ 50,000.00	Assuming 20 out of state speakers @2500 ea total for 2 day attendance
Project Manager	\$ 32,010.00	Assumes an additional 100 hours on top of 191 hour estimate for planning team members @\$110/hr
Facilitator	\$ 24,210.00	Assumes 100 hrs prep, 23 hrs event, 80 hours follow-up, 8 hrs travel @ \$110/hr, plus \$1000 for 3 nights hotel and dinners
Venue	\$ 12,000.00	Larimer Co donating The Ranch facilities at cost, estimated at \$7,000.00 for 2 days, but will need set-up/break down time
Marketing & miscellaneous	\$ 10,000.00	Estimated time dedicated to setting up/managing website and other marketing and communication costs
Indirect costs	\$ 40,412.00	Assume 10% of total costs – before indirect costs are added - to cover staffing support costs not otherwise listed above
Total	\$ 444,532.00	

Cost Offset Description	Estimate	Comments
Core Planning Team (time)	\$ 210,100.00	Assumes 10 people donating 191 hours @ \$110/hr; 191 hours includes 90 hrs prep, 23 hrs event, 80 hrs follow-up, 8 hrs travel
Registration fees	\$ 109,932.00	Assumes remaining costs not otherwise offset are divided out by # of participants (excluding planning team, project manager, facilitators and other support members), and no profit is made
Grant Funding	\$ 100,000.00	Assumes AQE awards 100% of request
Venue	\$ 12,000.00	Larimer Co donating The Ranch facilities at cost, estimated at \$7,000.00 for 2 days, but will need set-up/break down time
Sponsors/Vendors	\$ 12,500.00	Assumes 15 sponsors @\$500 and 5@\$1000
Total Offsets Anticipated	\$ 444,532.00	

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

February 19, 2026
3:00 p.m.
Microsoft Teams

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

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

Approval of Minutes:

The motion was made by Jenkins to approve both the December 18, 2025, and January 15, 2026, minutes and was seconded by Fries. The motion passed by acclamation.

Organizational Updates:

Based on Council approval at the last MPO meeting, Relford explained that we are looking to host an Ozone Conference in late September or early October funded by an AQE grant in the amount of \$100,000. The grant is due March 3rd. We are hoping to find some sponsors to help offset expenses that wouldn't be covered by the grant.

Transportation Updates:

Karasko informed the Committee that we are applying for a safety grant to host a regional safety roundtable in 2027. We will be asking the communities for letters of support. The Travel Demand Model steering team will meet March 23rd and the 2055 RTP kicked off on Wednesday, February 18th.

A logo refresh is under discussion to ensure accessibility requirements and distinctiveness for the North Front Range from other similar logo colors.

Mobility Update:

Trujillo-Martinez noted that the Mobility team is applying for three new grants, none of which require a local match.

Financial Updates:

The kickoff meeting with the new audit firm went well. The PBC list was provided, and the documents will be posted to the shared drive. Relford doesn't believe a letter of engagement was necessary since we already have signed a contract. Legal counsel is reviewing for concurrence.

Burshek disclosed the grant contract for the Mobility program for 2026 for the 5310 Rural in the amount of \$48,985 with local match is being signed, and the MMOF award from 2025 in the amount \$130,000 with a \$130,000 local match will fund them for 2026.

Amending the FY 2026 UPWP budget will go to the March Council meeting for approval. The amendment will reflect actual amounts for FTA 5310 funding.

Financial Discussion:

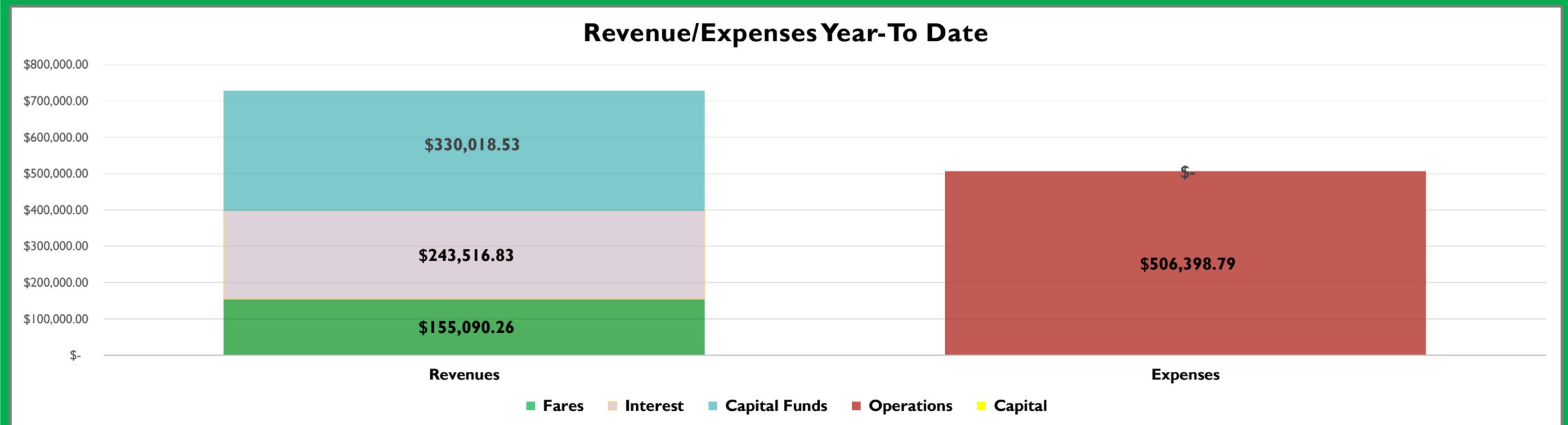
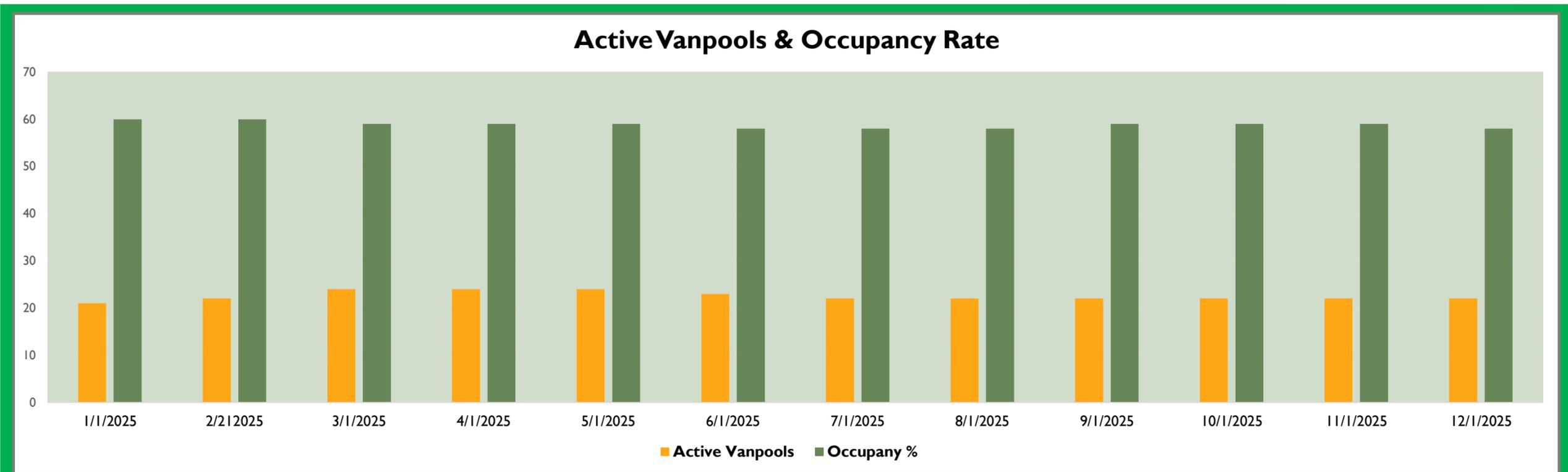
There was quite a robust discussion concerning the VanGo Fare Policy regarding credit card processing fees. Burshek reported that we currently pay approximately \$350-\$450 per month in payment processing credit/debit card fees. It was debated whether VanGo should continue to absorb the fees or pass them on to the vanpoolers. On average, the amount to be passed on would be about \$4.51 per rider per month. The committee determined we should absorb the fees but encourage the use of eChecks and debit card payments as the associated fees are lower.

The Committee was notified that the City of Fort Collins had issued an RFP for a vanpool program. Relford has scheduled a meeting for March 4th with Councilmember Conway and Commissioner Stephens to discuss the City's plans and seek guidance.

The meeting was adjourned at 3:45 p.m.

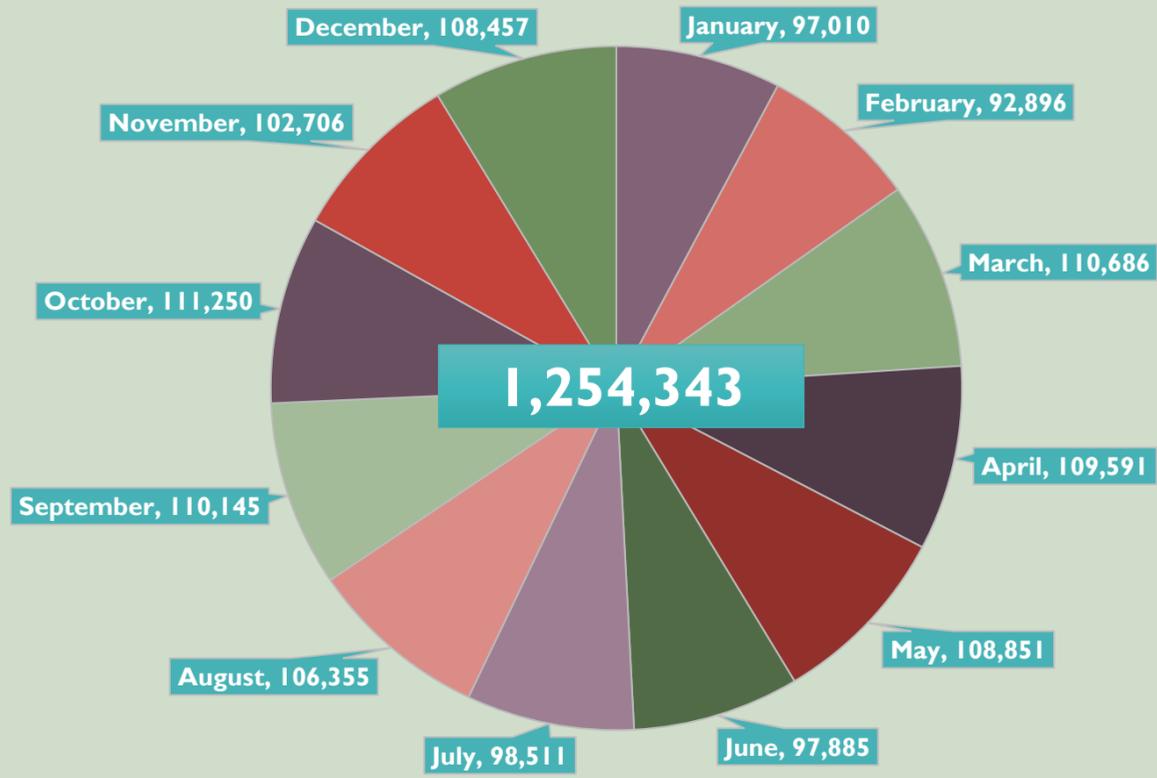
VanGo Vanpool Program 4th Quarter Stats

Year-to-Date

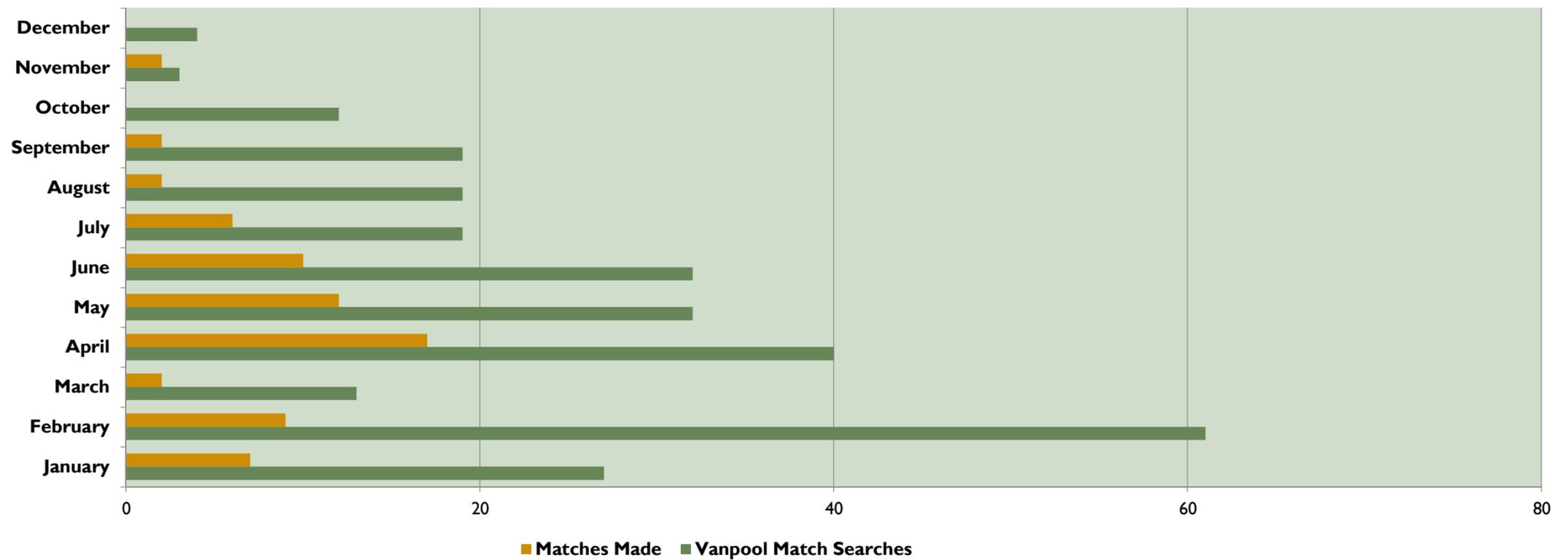


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency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

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org



Legislative Report

March 2026

Direct NFRMPO Impact:

Title	HB26-1065 : Transit and Housing Investment Zones
Description	Concerning transit and housing investment zones.
Summary	<ul style="list-style-type: none"> • Creates a mechanism for a local government and transit agencies to: • Undertake a transit investment project • Designate a transit investment area in which the project will be built • Create a transit investment authority or designate other financing entities with the power to receive and use the increment of revenue derived from the states sales tax collected in the area. • Allows local governments to apply to the Office of Economic Development and the Colorado Economic Development Commission to undertake a project, and to form an authority or designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity. • Creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones.
Status	<ul style="list-style-type: none"> • 2/23/2026: Finance Discussion; Referred to Appropriations • 1/21/2026: Introduced in House – Assigned to Finance
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local agencies to create transit investment areas to help fund transit projects.

Title	SB26-021 : Clean Fleet Enterprise Replacing Aging Diesel Trucks
Description	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
Summary	<ul style="list-style-type: none"> • Authorizes the Clean Fleet Enterprise to incentivize, support, and accelerate the replacement of diesel-powered trucks with a model year of 2009 and earlier with heavy-duty trucks that is a model year of 2018 or later. • Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.
Status	<ul style="list-style-type: none"> • 3/3/2026: Passed the Senate. • 2/23/2026: Transportation & Energy Discussion; Referred to Senate • 1/14/2026: Introduced in Senate – Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.

Title	HB26-1071 : Local Government Vehicle Identification System on Interstate Highways
Description	Concerning allowing a local government to locate an automated vehicle identification system on an interstate highway.
Summary	<ul style="list-style-type: none"> • Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.
Status	<ul style="list-style-type: none"> • 2/26/2026: Introduced in Senate- Assigned to Local Government & Housing • 2/23/2026: Passed the House • 2/17/2026: Transportation, Housing & Local Government Discussion; Referred to House • 1/26/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).

Title	HB26-1076 : Transportation Statutory Clean-Up
Description	Concerning modification to select statutory provisions relating to transportation.
Summary	<ul style="list-style-type: none"> • Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety. • Establishes a 4-year term limit for members of the NAAPME board who are appointed by the Governor and clarifies when the initial term for each appointment ends.
Status	<ul style="list-style-type: none"> • 2/20/2026: Introduced to Senate- Assigned to Transportation & Energy • 2/18/2026: Passed the House • 2/10/2026: Transportation, Housing & Local Government Discussion; Referred to House • 2/02/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.

Title	HB26-1086 : Adjust Subdivision Access to State Highway System
Description	Concerning an adjustment to the requirement that subdivision plans must provide access to the state highway system.
Summary	<ul style="list-style-type: none"> • Current law prohibits local authorities from approving a subdivision plan or plat that does not have access to the state highway system. • Removes this restriction and specifies that a person may submit, and a local authority may approve, an application for a subdivision plan or plat that does not provide all lots and parcels created by the subdivision access to the state highway system.
Status	<ul style="list-style-type: none"> • 2/17/2026: Transportation, Housing, and Local Government Discussion; Bill postponed indefinitely • 2/02/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Allow local agencies to approve subdivision plans or plots that do not have access to the state highway system.

Title	HB26-1127 : Reporting After Fatal Car Crash
Description	Concerning a report after motor vehicle crashes resulting in death.
Summary	<ul style="list-style-type: none"> • Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death
Status	<ul style="list-style-type: none"> • 2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House • 2/04/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.

Title	HB26-1237 : Transportation Safety Modifications
Description	Concerning modifications to select statutory provisions to improve transportation safety.
Summary	<ul style="list-style-type: none"> • Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive. • Prohibits an individual from stopping, standing, or parking a vehicle in the portion of a roadway designated as a bike lane, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device. • Clarifies that specified officers and authorized employees may move an attended or unattended motor vehicle, vehicle cargo, or debris that is on a highway right-of-way and that obstructs or impedes traffic or highway maintenance or operations
Status	<ul style="list-style-type: none"> • 2/18/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Planning Council has identified safety as a regional priority.

Title	HB26-1269 : Transit Access
Description	Concerning transit access.
Summary	<ul style="list-style-type: none"> • Requires transit agencies to take specific actions in the following areas to increase transit access. For this bill, large agencies refer to transit agencies with at least 10 million unlinked passenger trips in the most recent year of data. <ul style="list-style-type: none"> ○ Low-income fare discount programs (Large Agencies Only); ○ Programs for individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency (partner pass programs); ○ Information for transit riders (Large Agencies Only); ○ Language access initiatives (Large Agencies Only); ○ Access to restroom amenities; and ○ Reporting requirements.
Status	<ul style="list-style-type: none"> • 2/19/2026: Introduced In House - Assigned to Transportation, Housing & Local Government

<p>NFRMPO Impact</p>	<ul style="list-style-type: none"> • Transfort, COLT, and GET do not qualify as a large transit agency; therefore, these agencies do not need to comply with all the actions. • Beginning on June 30, 2027, Transfort, COLT, and GET would be required to operate a partner pass program which is operated by the transit agency in partnership with public housing agencies and organizations that primarily serve individuals experiencing homelessness or who are at risk of homelessness. The transit agencies must offer passes for unlimited use of the agency's standard fixed-route transit services throughout the agency's service areas for a period of at least 6 months, at no cost to the transit rider, to individuals experiencing homelessness and individuals who are members of households that receive rental assistance administered by a public housing agency. • Transfort, COLT, and GET would be required to ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the agency operates or that are required by the agency's existing language access plan. • Require agencies to annual report their progress on action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Agencies must post this annual report on a publicly accessible website.
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<p>Title</p>	<p>HB26-1266: Repeal Retail Delivery Fees</p>
<p>Description</p>	<p>Concerning the repeal of retail delivery fees.</p>
<p>Summary</p>	<ul style="list-style-type: none"> • Eliminates the retail delivery fees.
<p>Status</p>	<ul style="list-style-type: none"> • 2/19/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
<p>NFRMPO Impact</p>	<ul style="list-style-type: none"> • Retail delivery fees are used to fund NAAPME grants that can be used for projects in the region. This repeal would lead to less funding available for projects through NAAPME funding.

Transportation-Related Bills – Limited NFRMPO Impact

- [HB26-1102](#): Funding for Colorado DRIVES Account
 - Increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account, and consistent with current law, crediting the remainder of the fees to the HUTF.
- [HB26-1053](#): Motor Vehicle Regulation Administration
 - Under current law, an owner of a vehicle that pays specific ownership tax, except intrastate commercial carriers, have their license plates retired and are reissued new plates when the vehicle's ownership is transferred. This bill repeals this requirement and authorizes the owner to transfer the plates to a new motor vehicle.
- [HB26-1041](#): Electronic Vehicle Records
 - This bill repeals the existing requirement that a paper certificate of title be used for specific vehicle transactions, thereby allowing the use of a certificate of title in an electronic format in all circumstances.
- [SB26-035](#): Increase of Traffic Violation Penalties
 - This bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period. The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.
- [SB26-063](#): Nonemergency Medical Transportation Services
 - This bill requires a transportation broker to contract with at least 5 transportation providers to provide nonemergency transportation services to medicare members. Requires Medicaid members be able to preapprove nonemergency medical transportation services and choose a preferred transportation provider to receive non-emergency transportation services through.
- [SB26-026](#): Weight for Vehicles with Child Restraint System
 - As it relates to child restraint system requirements, current law defines a "motor vehicle" to include certain passenger vehicles that have a gross vehicle weight rating of less than 10,000 pounds. The bill increases the gross vehicle weight rating criteria in the definition to less than 16,000 pounds.
- [HB26-1102](#): Funding for Colorado DRIVES Account
 - This bill authorizes the Department of Revenue to charge a fee for an individual who fails to appear at a scheduled appointment for a driver's license, to redirect fees for special vehicle registrations for personalized license plates from the highway users tax fund (HUTF) to the DRIVES account, and to redirect \$2 of each late vehicle registration fee from the HUTF to the DRIVES accounts and crediting the remainder of the fees to the HUTF.
- [HB26-1242](#): Interlock Device for Impaired Drivers

- This bill will eliminate the waiting period to apply for an interlock-restricted license following a conviction related to driving under the influence of drugs or alcohol.
- [HB26-1125](#): Parent Penalties Minor Using Electric Bicycle
 - The bill creates penalties to be assessed against a parent or guardian who permits their minor child or ward to operate an electrical assisted bicycle, electric motorcycle, electric scooter, or electric skateboard (electric vehicle) if the minor child or ward operates the electric vehicle in a manner that violates certain laws concerning the usage of such electric vehicles, including laws regarding age requirements for different classes of such electric vehicles, how to safely and properly operate such electric vehicles on roadways or pathways, and required safety gear.



Hybrid Meeting

Northern Colorado Mobility Committee — MINUTES

February 11, 2026

1:00 p.m. – 3:30 p.m.

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

In Person:

- Kelsey Baun, Larimer County
- Steve Teets, WAND
- Celest Ewert, Envision
- Katlyn Kelly, Transfort / DAR
- Megan Kaliczak, zTrip
- Jacque Penfold, Citizen
- AnnaRose Cunningham, City of Loveland
- Adrianna Torres, Via Mobility

NFRMPO Staff:

- Aaron Hull
- Lisa Joyner
- Tanya Trujillo-Martínez

Virtual:

- Trevor Trepanier, City of Greeley
- Monica Wickstrom, Weld AAA
- Jed Cummins, UNC
- Michelle Trevino, United Way of Weld Co.
- Tyler Lamm, United Way of Weld Co.
- Adam Crow, Larimer County Economic Development
- Reese Klotz, Arc of Larimer County
- Denise Staley, Weld County
- Ben Gellman, CDOT
- Heidi Pruess, Larimer County
- Evan Pinkham, Weld County
- Shantanu Tiwari,

NFRMPO Staff:

- Elizabeth Relford

Introductions & Icebreaker

Both virtual and in-person attendees introduced themselves and their organizations.



Public Comment

No public comment was made.

Approval of (Month) Minutes

Teets made a motion to approve the November 2025 minutes, seconded by Kalizcak.

The Northern Colorado Mobility Committee unanimously approved the November 2025 Minutes.

Activity

Speed Networking

Group Introductions and speed networking. Both virtual and in-person attendees introduced themselves and their organizations. The in-person group conducted a speed-networking exercise to get to know each other and learn more about their respective organizations and services.

Mobility Program Updates

Joyner gave an update of the call center stats from 2025, saying that there was a 92% increase in website visits in 2025 compared to 2024. She shared the call center heat maps that show the origin of calls from 2024 and 2025. The comparison showed that the calls from 2024 were scattered across the North Front Range and beyond, while the calls from 2025 were more in Larimer and Weld Counties. Joyner discussed the callers' demographics from 2025, trip purpose, and the major gaps in service. Teets asked where most of the Larimer County calls come from. Joyner said mostly Fort Collins and Loveland, and a few from Windsor and Wellington. Teets also discussed Veterans Transportation and the organizations that provide this service, and the need to expand the services. Joyner discussed the new categories that have been added to the CallSheet to better track demographics. New categories include people with disabilities, wheelchair accessibility, other resources, students, insurance, and how they heard about RideNoCo. Joyner shared that RideNoCo participated in a total of seventy-five community presentations/outreach events in 2025. In that total, Hull did twenty-seven presentations to groups about the Coordinated Plan. Teets commented that at the outreach events, we should have printed materials and surveys. Hull said that the MPO usually creates surveys when the MPO is announcing a plan, such as the PIP, and the next big plan will be the RTP. Joyner went over the RideNoCo and the NFRMPO events so far for 2026 and what is to come through April.

Hull discussed what is going to come for 2026. He shared that mobility has a TDM working group that meets regionally and has a subcommittee to discuss regional campaigns. He talked about how mobility is looking onto ways to expand TDS to additional agencies and Denver. The call for



projects is currently in progress. He talked about how RideNoCo is working with Via Mobility Services to help expand their service in Weld County as well as Larimer County. Via will be presenting to the MPO TAC and Planning Council in April. Hull announced that RideNoCo is updating the website and will have a soft launch to share for feedback from the group.

The new website will include the integration of MyWayToGo to replace the Trip Planning/Discovery Tool. Hull talked about the reasons behind this decision are because of the cost, complaints about reliable information, and not being able to collect data on usage. He explained that MyWayToGo allows more options, can run challenges, events, and incentives. MyWayToGo is also updating its website and will have its own app.

Hull announced the 2026 Joint Mobility Action Plan for 2025 and discussed the recommended strategies. He said the plan will create a platform for regional collaboration, empower the mobility committees to contribute and take part, and guide the mobility team's efforts. Hull went over the goals and notes from the 2023 Joint Mobility Action Plan and will have more in-depth discussions at the next LCMC and WCMC meetings.

Hull gave a TMO Call for Projects Update on goals and scoring. The scoring committee was made up of 3 MPO staff, the funding request from the GoNoCo34 TMO was for the full amount of \$400,000. The scoring committee and TAC recommended the full amount and only received one applicant with an eleven out of fifteen score.

Teets asked for more information about GoNoCo34. Hull explained that GoNoCo34 is the Transportation Management Organization along US34; they are a non-profit that focuses on transportation, and they are currently working on the US34 from Estes Park to Kersey. Teets requested a presentation from the TMO. Hull discussed the next steps and gave the dates for the next TMO Call for Projects Update.

Hull gave an update on the NCMC bylaws and said that the staff agreed that they need to be updated. He said that the staff will bring the bylaws to the committees for review and comment. Hull noted that one of the items they are hoping to change is combining the Mobility Committees into one, there are no state or federal requirements that would prevent that from happening. Teets asked how often the single committee would meet, Hull responded that it would be up to the committee how often to meet, it could be monthly, bi-monthly, or quarterly. Hull announced that it is time to elect new co- chairs and gave a quick review of the duties.



Presentations – Ben Gellman, Bustang Program Manager

Gellman introduced himself and gave an overview of Bustang's four types of services: the Main Lines, Outrider, Pegasus, and the Seasonal Services. The main line service is the major highway service routes that run along the I-25 and I-70 corridors. The Outrider is the rural Colorado service, Pegasus runs on the I-70 corridor as an express shuttle between Denver and the Mountains, and seasonal services such as trips to Bronco games, CSU, and ski areas. Gellman discussed the discontinuation of the Sterling-to-Greeley Outrider line at the end of January and the expansion of service from Sterling to Denver, including the airport. He discussed the benefits of taking Bustang, including trip frequency by route, parking, storage on the bus, bike racks, the ability to use the Express Lanes, restrooms, Wi-Fi, and USB outlets.

Gellman discussed the three main lines that they operate year-round, with daily service. The cost varies depending on the length of the trip, and tickets can be purchased on the JustRide Bustang app or cash on board. The Outrider provides service year-round, and prices vary depending on the length of the trip. Tickets are available on the Bustang Outrider m-Tix App or cash on board. He went over the Pegasus I-70 express shuttle service, which is year-round, and reservations can be made for a guaranteed trip. Tickets can be purchased at RideBustang.com. Finally, seasonal services operate weekends, holidays and game days and tickets are available at RideBustang.com.

Gellman discussed Mobility hubs, what they are, and where they are located along I-25. He said there are three existing mobility hubs, two under construction, and plan for future mobility hubs. He explained that the hubs replaced the standard park and ride, where the bus had to exit the highway. Hubs allow for quick on and off the highway, which saves time and eliminates navigating streets, traffic, and stop lights.

Gellman gave a brief overview of Bustang's Ridership History for fiscal years dating back to 2016. He said there is tremendous growth on the North Line, and in addition to the opening of the mobility hubs in 2024, between 2022 and 2024, frequency increased from six roundtrips during the week and two round-trips on the weekends, to twelve during the week and six on the weekends.

Teets asked if there are plans to have a route that goes from Denver or Brighton to Cheyenne along eighty-five. Gellman said that Bustang is only able to operate in the state of Colorado.

Relford asked about farebox revenues. Gellman said that farebox revenues do not cover full operating costs, which are standard throughout the country. He said they recover 20%-25% of operating costs from the farebox.

Cunningham asked if Bustang produces annual reports of ridership statistics for the local



agencies. Gellman said they do not produce anything like that, but they are working on a data dashboard on the CDOT website. Teets suggested that reports get shared with the Mobility Committees and the MPO once a year. Gellman said that CDOT does regular presentations to the Transit Rail Advisory Committee, where they provide program updates, and they are willing to speak at other groups throughout the state. Cunningham asked about the different platforms to purchase tickets and if there is a plan to streamline that and asked about a statewide integration of ticketing. Gellman responded and said that they are working on a ticketing solution that would integrate all Bustang services into a single place. Teets asked about wheelchair accessibility and how many spaces are available on the bus. Gellman said that all vehicles are ADA accessible except the Pegasus that can only accommodate one person who uses a wheelchair or mobility device. All buses can accommodate two people using a wheelchair or other mobility device.

Cunningham asked about the mobility hub at Centerra and who owns it, including the parking lot. Gellman said the CDOT owns them. Cunningham asked about overnight parking in the lots, and she noticed signs that said no overnight parking. She stressed that this is a barrier to taking the Bustang. Hull asked about the future hubs and if they would be like the existing hubs. Gellman said it is hard to say; they are in the planning stages. Hull asked if CDOT has been in conversations about the new US34 transit line. Gellman said not him personally, but someone in the group has.

Discussions

Mobility Case Studies

Joyner presented a case study of someone who lives in the Weld County side of Windsor and wants to go to the Windsor Recreation Center. The recreation center used to offer a shuttle service to and from the center, but that is no longer available. Her only other choice for free transportation is booked out too far. Joyner said that the caller wants to go to the rec center to meet people and socialize, otherwise, she just sits at home. Joyner also mentioned that the caller needs to go to Greeley for medical appointments, and she cannot afford to pay for rides. Trepanier made suggestions about GET being able to help with both fixed route service and GET's paratransit service. Wickstrom said that the Area Agency on Aging would recommend that she call 60+ Ride. Wickstrom also mentioned that they recently partnered with United Way and started Ride United, a program that will use Lyft drivers and it is free to the client.



Round Table & Wrap Up

Torres discussed the new AI voice that Via Mobility began implementing that allows riders to cancel rides, get status updates on their rides, and schedule rides. She explained that the reason they decided to do this is that Via only has five reservationists available Monday through Friday, 8 am-4:30 pm. She said that they get really busy in the morning between 8-10 and sometimes have one hundred calls in the queue to keep up with them. This system helps riders so that they do not have to stay on hold so long to book a ride or be marked a no-show because they could not get through to cancel a ride.

Kelly said that Transfort is taking their final Optimization Plan to Council on March 24th and hopes for implementation in August to align with the CSU calendar.

Cunningham announced that the City of Loveland is hosting the City Projects Fair, Monday March 9th from 5 pm – 7pm. She also mentioned that Fort Collins and Loveland are planning various stakeholder and public meetings for the Front Range Passenger Rail; once she has the dates, she will notify the MPO to announce. Cunningham said the Fort Collins stakeholder meeting will be on March 12th, and there will also be a Public Town Hall meeting later in March.

Hull asked if there are any COLT updates on the Johnston Route or the Linc Route. Cunningham said that LINC is performing as expected, and there are riders on the Johnstown route.

Kaliczak said that zTrip is transitioning to a new app that will tie it into the new dispatch system. That transition will happen in April and May.

Trepanier said that they do not have a start date for the US34, but if there are questions, reach out to Michelle. Hull asked about GET rebranding updates. Trepanier said that the management team was presented with the designs and names, and it will go to the council to decide.

Trevino said that she is excited about the Weld AAA and Ride United partnership and hope it fills a void in the community. She said they are viewing it as a pilot program and if it goes well, it may be possible to extend it to other areas and partnerships.

Hull announced that the State Demographer will present in May about the projections over the next 25 years. He said there will be by-lay updates in August or November. Hull said in August the Economic Development team from Larimer and Weld County will come and talk about the regional workforce plan.



Second Round of Public Comment

No public comment was made.

Meeting Adjourn

Motion made by Kaliczak to adjourn the NCMC, seconded by Kelly.

Upcoming Meetings*

- Weld County Mobility Committee (WCMC): March 24, 2026
- Larimer County Mobility Committee Meeting (LCMC): April 28, 2026
- Northern Colorado Mobility Committee Meeting (NCMC): May 26, 2026

*All Mobility Committee Meetings are hybrid; Locations for the meetings are as follows:

- **WCMC:** The United Way of Weld County: 814 9th Street, Greeley, CO 80631
- **LCMC:** The Loveland Youth Campus: 2366 E 1st Street, Loveland, CO 80537
- **NCMC:** Windsor Community Recreation Center Buckeye/Redwood Room 250 11th Street, Windsor, CO 80550

MEMORANDUM

To: NFRMPO Planning Council
From: Elizabeth Relford, Executive Director
Date: March 5, 2026
Re: Amending the Amended FY2026-2027 Unified Planning Work Program (UPWP) FY2026 Budget

On September 4, 2025, the Planning Council approved Resolution No. 2025-17 adopting the FY2026-2027 UPWP and 2026 Budget. At that time, staff used estimated FTA numbers based on previous year's funding award amounts. Now that the discretionary awards for 5310 funding are completed for 2026, we are revising just those portions of the table to reflect current contract amounts.

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

Funding Source	Resolution 2025-17	Resolution 2026-06
Coordinated Planning Grant (CPG)	\$1,399,716	\$1,305,970
Surface Transportation Block Grant (STBG)	\$603,938	\$301,969
Multi-modal Transportation & Mitigation Options Fund (MMOF)	\$260,000	\$260,000
State Planning & Research Funds (SPR)	\$120,000	\$120,000
Fort Collins Mobility Management (\$5310 Exchange Funds)	\$19,603	\$24,503
Federal Transit Agency (FTA) \$5310 Urban	\$43,658	\$0
Federal Transit Agency (FTA) \$5310 Rural	\$34,398	\$48,985
Colorado Department of Public Health & Environment (CDPHE)	\$35,000	\$35,000
Total	\$2,421,659	\$2,091,527

The difference in funding totals from the 2025-17 resolution is **\$339,929**. The revised numbers coincide with the award amounts contract for the 2026 Budget.

There is no change to the VanGo™ budget.

Therefore, the 2026 Unified Planning Work Program (UPWP) budget numbers are amended as shown in the table below.



NFRMPO FY2026 Amended Budget

TASK	CPG*	Complete Streets	STBG	STBG Match	SPR	CDPHE	MMOF	MMOF Match	5310 TMA Exchange	5310 TMA Exchange Match	FTA 5310 Urban	FTA 5310 Urban Match	FTA 5310 Rural	FTA 5310 Rural Match	TOTAL
TASK 1.0 PLAN MONITORING	\$156,716	-	-	-	-	-	-	-	-	-	-	-	-	-	\$156,716
TASK 2.0 PLAN DEVELOPMENT	\$825,912	\$32,649	\$250,000	\$51,969	\$120,000	-	-	-	-	-	-	-	-	-	\$876,587
TASK 3.0 PLANNING SERVICES	\$261,194					\$35,000	-	-	-	-	-	-	-	-	\$370,613
TASK 4.0 PLAN IMPLEMENTATION	\$117,537	-	-	-	-	-	-	-	-	-	-	-	-	-	\$117,537
TASK 5.0 MOBILITY		-	-	-	-	-	\$130,000	\$130,000	\$19,603	\$4,900	\$0	\$0	\$39,188	\$9,797	\$328,588
TASK 6.0 ADMINISTRATIVE***	\$241,486	-	-	-	-	-	-	-	-	-	-	-	-	-	\$241,486
TOTAL	\$1,305,970	**\$32,649	\$250,000	\$51,969	\$120,000	\$35,000	\$130,000	\$130,000	\$19,603	\$4,900	\$0	\$0	\$39,188	\$9,797	\$2,091,527

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

***Complete Streets is 2.5% of the total CPG allocation and is not added again into the Total UPWP amount.

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

DISCUSSION ITEM ONLY



2025 Transportation Management Organization (TMO) Call for Projects Award Discussion

Planning Council
March 5, 2026



1

2025 TMO Call for Projects Award - Overview



- **2025 TMO Call: Overview**
 - TMO Goals
 - Schedule
 - Funding Estimates
- **2025 TMO Call: Project Recommendations**
 - Scoring Committee
 - Scoring System
 - TMO Call Recommendations
 - TMO Call Project Locations
- **Next Steps**
- **Appendix A: GoNoCo34 Presentation**

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TMO Call for Projects Goals



- **Goal 1: Mobility – Reduce Congestion and Improve Air Quality:**
 - Support TMO initiatives that improve sustainable travel options awareness and adoption for reduced congestion and improved air quality.
- **Goal 2: Connectivity – Strengthen Regional Links:**
 - Fund TMOs that address transportation challenges in high-impact areas such as Regionally Significant Corridors (RSCs), Regional Transit Corridors (RTCs), and Regional Active Transportation Corridors (RATCs), and Short-Trip Opportunity Zones.
- **Goal 3: Sustainable Projects – Invest in Financially and Technically Sustainable Projects:**
 - Support TMOs with realistic budgets and demonstrated technical capacity to implement TDM initiatives effectively.
- **Goal 4: Accessibility – Advance Access for all:**
 - Prioritize TMOs that expand accessibility of travel options and incorporate inclusive community outreach approaches to better reflect the needs and priorities of the community.
- **Goal 5: Innovation – Encourage Innovation in TDM:**
 - Promote creative and forward-thinking approaches to delivering impactful TMOs,
- **Goal 6: Local Commitment – Build Community Support:**
 - Incentivize TMO collaboration with local jurisdictions and stakeholders to secure strong community buy-in and sustained support.

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Anticipated Call Timeline



Activity	Date
TAC Presentation / Discussion #1	Wednesday, July 16, 2025
NoCo Bike & Ped Collab Presentation	Wednesday, August 13, 2025
NCCMC Presentation	Monday, August 25, 2025
TAC Presentation/Discussion #2	Wednesday, October 15, 2025
Planning Council Presentation / Discussion	Thursday, November 6, 2025
Planning Council Action on Call Process	Thursday, December 4, 2025
Call for Project Opens	Friday, December 5, 2025
Applicant Workshop	Friday, December 19, 2025
Question and Answer Session	Tuesday, January 6, 2026
Project Descriptions Due	Friday, January 9, 2026
Draft Project Applications Due to NFRMPO for Review	Wednesday, January 14, 2026
Feedback on Draft Applications	Wednesday, January 21, 2026
Call for Projects Closes Applications Due to NFRMPO	Wednesday, January 28, 2026
Scoring Meeting	Wednesday, February 4, 2026
TAC Discussion - Staff Presentation	Wednesday, February 18, 2026
Council Discussion/Applicant Presentations	Thursday, March 5, 2026
TAC Action	Wednesday, March 18, 2026
Council Action	Thursday, April 2, 2026
Announcement of Funding	Friday, April 3, 2026

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Funding Estimates



- Funding for this program is sourced from the Carbon Reduction Program (CRP)
 - Established through the Federal Bipartisan Infrastructure Law in 2021
 - The purpose is to reduce greenhouse gas emissions from transportation sources.
- The NFRMPO Planning Council has approved setting aside \$400,000 in CRP funds between 2024 and 2027 for TMO Incubator funding, with the funding to be distributed as shown in the table below.
- Local Match of 17.21 percent is required per project
- Annual awards will range from a minimum of 50% to a maximum of 100% of the available funding allocation

Program	FY2025	FY2026	FY2027	Federal/State Funding Total
CRP	\$200,000	\$100,000	\$100,000	\$400,000

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2025 TMO Call: Project Scoring & Recommendations



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TMO Call for Projects Scoring Committee



The committee consisted of:

- **Two MPO Mobility Staff Members**
 - Tanya Trujillo-Martinez, Mobility Director
 - Aaron Hull, Mobility Planner
- **One MPO Transportation Staff Member**
 - Jerome Rouser, AICP, Transportation Planner II

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TMO Call for Projects Scoring System



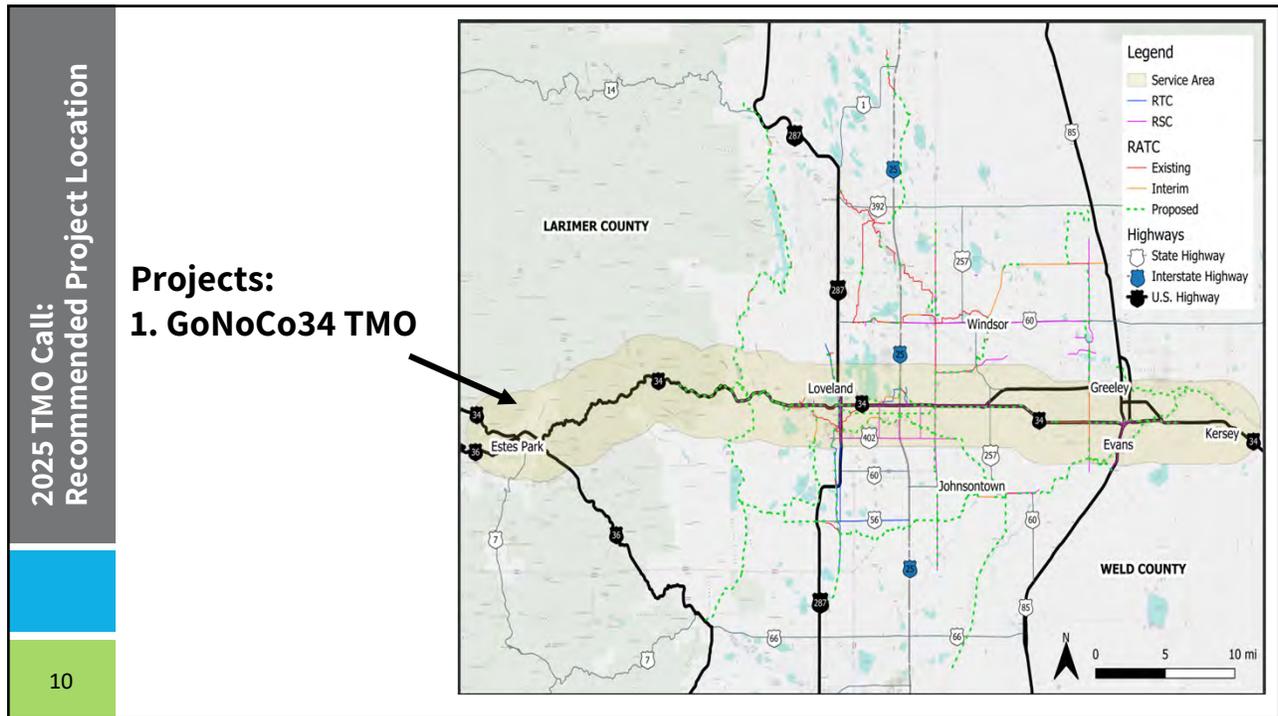
Category	Criterion	Scoring	Weight (%)
Mobility & Connectivity	Goal 1 – Improve Awareness and Ridership & Goal 2 – Promote Regional Connectivity		50%
	Narrative of how the TMO will contribute to greater awareness of sustainable travel options to reduce congestion (SOV trips/VMT) and transportation emissions, and where the project will be focused	1 - Low potential for reducing congestion and transportation emissions 3 - Moderate potential for reducing congestion and transportation emissions 5 - High potential for reducing congestion and transportation emissions	
Sustainable Projects & Local Commitment	Goal 3 – Invest in Financially and Technically Sustainable Projects & Goal 6 – Foster Local Commitment		25%
	TMO budget and staffing align with the scope of work and meet the local match requirement	1 – Basic budget and staffing, and minimum local match 3 – Budget with clear tasks, staffing with relevant skills, and a minimum local match 5 – Detailed budget and tasks, staffing with expertise in all skill areas, and a minimum local match	
Accessibility & Innovation	Goal 4 – Advance Accessibility for All & Goal 5 – Encourage Innovation in TDM		25%
	Narrative of how the TMO will improve access to multi-modal options, align with community needs, and demonstrate unique ideas or approaches	1 – No linkages to relevant objectives: improving access to multi-modal options, community needs, and innovation 3 – Linkages to 1 relevant objective: improving access to multi-modal options, community needs, and innovation 5 – Linkages to 2-3 relevant objectives: improving access to multi-modal options, community needs, and innovation	

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2025 TMO Call: Recommendation	2025 TMO Call for Projects Recommendation				
	Rank	Score	Project Name	Funding Request	Scoring Committee Recommendation
	1	11	GoNoCo34 TMO	\$400,000	\$400,000
9					

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TAC Recommendation



TAC Recommendation

- The NFRMPO TAC discussed the recommendations from the Scoring Committee
- TAC recommended awarding the full \$400,000 for FY25 – 27 to the one applicant.

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Next Steps



- **March 18th, 2026**
TAC Action
- **April 2nd, 2026**
Planning Council Action
- **April 3rd, 2026**
Announcement of Funding

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Questions?



Tanya Trujillo-Martinez | Mobility Director

(970) 222-9217

Ttrujillo-martinez@nfrmpo.org

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Appendix: A – GoNoCo34 Presentation



GoNoCo34 Presentation

Jaclynn Streeter | Executive Director

director@gonoco34.org

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GoNoCo34

NFRMPO-Planning Council Meeting Presentation
March 5, 2026



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Content

- Program Introduction
- Budget
- Conclusion



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Program Introduction

Planning Council

The GoNoCo34 TMO is the first Transportation Management Organization (TMO) launched in the North Front Range, created in response to the transportation demand management needs identified in the North Front Range MPO's 2050 comprehensive strategic plan.

This grant opportunity will greatly increase the TMOs ability to broaden services beyond membership recruitment, general awareness and events.

Proposed Programs



Try Transit Pilot



Vanpool Awareness & Incentive Program



Bike Education Events



Data Collection & Targeted Outreach

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Budget

Planning Council

Staffing	Budget	
Strategic Planning	\$	16,210.00
TDM Programming	\$	177,980.00
ETC Education and Services	\$	35,100.00
Communication and Marketing	\$	21,770.00
Participant and Recruitment	\$	36,420.00
Total Budget	\$	287,480.00

Direct Costs	Budget	
Annual Direct Costs	\$	22,000.00
Total Budget	\$	22,000.00

Program Costs	Budget	
Incentives for Try Transit	\$	30,000.00
Swag for Tabling/Events	\$	10,000.00
Survey Platform Technology Procurement	\$	5,000.00
Bike Trainer Fees	\$	20,000.00
Vanpool Incentive Program	\$	25,000.00
Total Budget	\$	90,000.00

Total (Staff + Direct Costs+Program Costs)	\$	399,480.00
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Loveland Farmers Market engagement, 2025

Funding Support Outcomes

- Increased VMT reduction
- Better awareness and access (through targeted marketing + incentives)
- Robust data for continuous program evaluation and improvement
- Innovative programming, specific to the US 34 demographic
- Larger pool of employers reached through community outreach and events
- Increased regional collaboration, including the small communities in NoCo

Thank you!

Jaclynn Streeter, Executive Director
 director@gonoco34.org
 419 Canyon Avenue,
 Suite 300
 Fort Collins, CO 80521





2055 Regional Transportation Plan Kickoff

NFRMPO Planning Council Meeting
March 5, 2026



What is the Regional Transportation Plan (RTP)?



“Every four years, the NFRMPO engages stakeholders to develop a new long-range transportation plan for the region. The purpose of the RTP is to develop a program of projects and strategies based on identified goals and performance measures, expected population and job growth, available funding, and projects identified by local communities.”

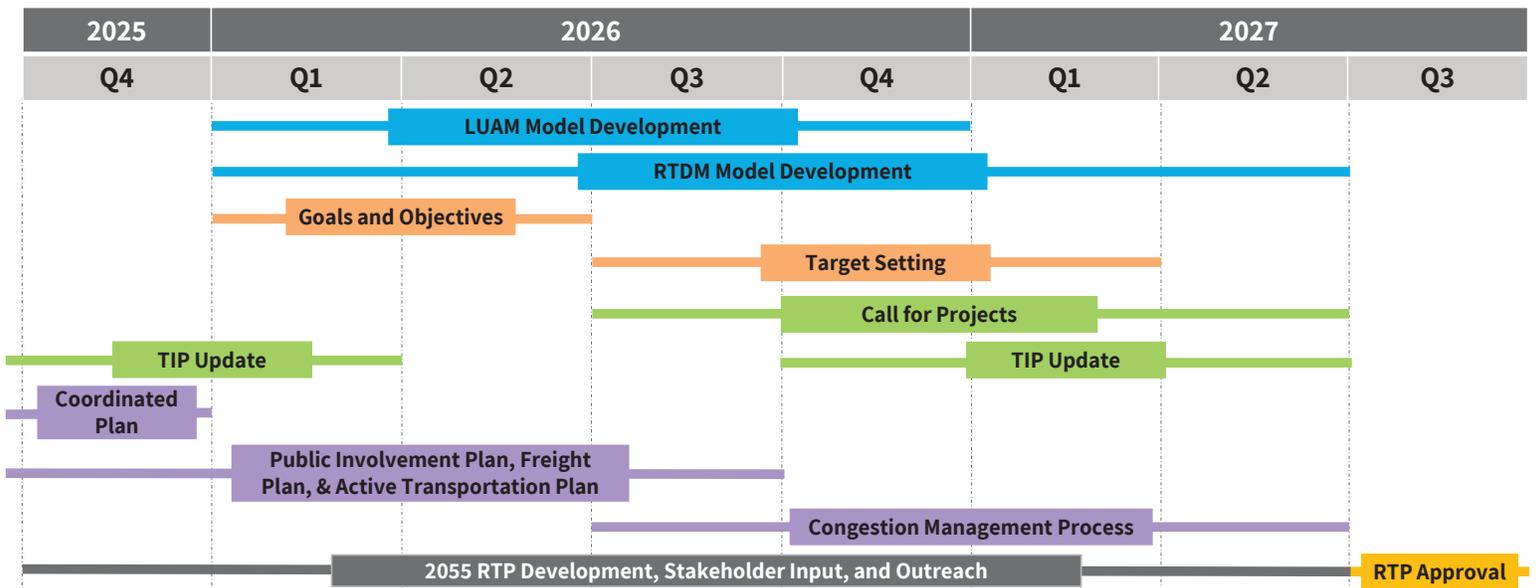
- Updated every four years
- The Plan must be submitted by the deadline
- Considers all travel modes: transit, freight, active transportation, roadway, emerging technologies, etc.
- Must have a 20+ year planning horizon
- Projects must be fiscally constrained
- Must meet air quality conformity and GHG reduction requirements

Improvements and Changes for the 2055 RTP

- Must follow Colorado digital accessibility standards
- Restructuring the chapters and subsections
 - More chapters
 - Rearranging where content goes in the Plan
 - Some items moved to the appendices to make them easier to update as needed (Example – System Performance Report)
- Staff has voted on a plan name – Connected Communities 2055



Process and Timeline



Key:



Note: TAC was provided a list of data needed throughout this process at their February meeting.

2055 RTP Outreach and Stakeholder Input



Phase 1: Goals and Problem Statement

- Set specific transportation-related goals
- Identify the priorities of communities, elected officials, and stakeholders
- Explain the purpose of the 2055 RTP process

Q1 2026 – Q2 2026

Phase 2: Visioning

- Discuss and identify potential projects
- Create vision plans for corridors based on potential projects and existing plans

Q2 2026 – Q4 2026

Phase 3: Scenario Planning

- Create scenarios for the NFRMPO to run through the Regional Travel Demand Model
- Evaluate logic and success of scenarios based on community input

Q4 2026 – Q2 2027

Phase 4: Closing the Feedback Loop

- Follow up with draft 2055 RTP
- Evaluate the final plan to expectations at beginning

Q2 2027 – Q3 2027

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Structure of the Plan



Chapter 1: Introduction

- What is the NFRMPO?
- The 2055 Regional Transportation Plan

Chapter 2: Regional Context

- Multimodal Transportation System
- Socioeconomics

Chapter 3: Safety and Resiliency

- Transportation Safety
- Transportation System Resiliency

Chapter 4: Emerging Technology

- Autonomous Vehicles and VMS
- Artificial Intelligence
- Electrification
- Fiber and Broadband

Chapter 5: Regional Transportation Vision

- Visions
- Scenarios

Chapter 6: Funding and Financing

- Fiscally Constrained Plan

Chapter 7: Projects

- Fiscally Constrained Projects
- Fiscally Unconstrained Projects

Appendices

6

Questions?



RTP Questions
planning@nfrmpo.org

Jerome Rouser, AICP
Transportation Planner II

jrouser@nfrmpo.org
(970) 422-1096

Mykayla Graalum
Transportation Planner I

mgraalum@nfrmpo.org
(970) 818-9497

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Bustang Funding Joint TC/CTIO Workshop

February 18, 2026



Bustang History

- 2015 - Bustang "Main Lines" service launched as a commuter-focused service serving the Front Range
- 2018 - Rural-focused Bustang Outrider network launched in 2018 - Eight (8) Routes throughout Colorado
- 2019 - Seasonal services, Snowstang and Bustang to Estes Park, both launched
- 2022 - SB22-180 Passed
 - Pegasus launched offering frequent service between Denver and Vail using smaller, non-CDL vehicles able to utilize Mountain Express Lanes
 - Significantly increased service on I-70 & I-25
- 2025 - Bustang 10-year anniversary!





Service Characteristics of Bustang & Outrider

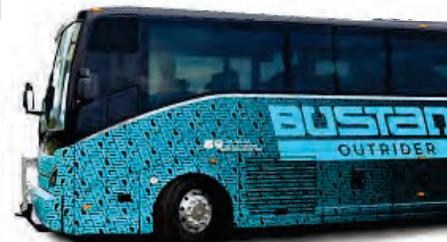
Bustang Mainline

- High-frequency focus
 - 1hr or 45min headways
- Supports commuting, recreational trips, and travel for services
- Providing additional travel options on our busiest interstate corridors

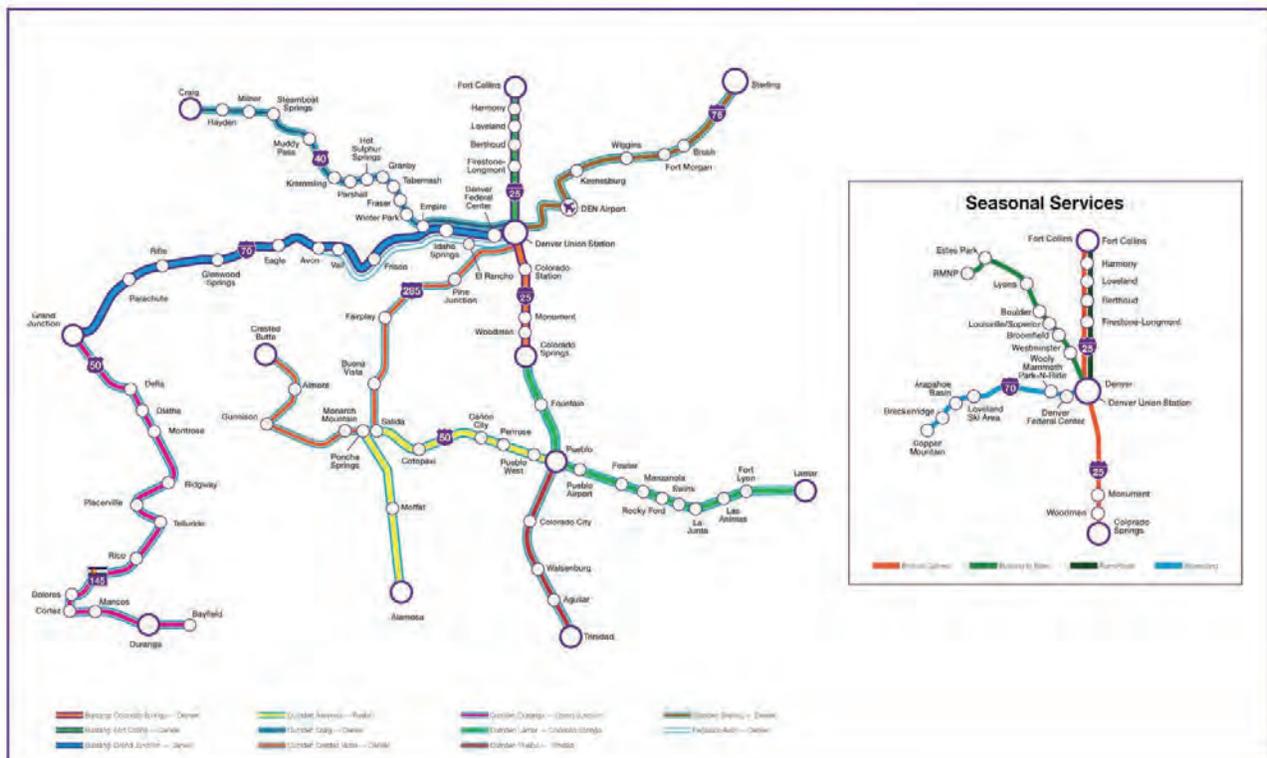


Outrider

- Statewide coverage focus
 - Most Routes - 1 round trip/day
 - Crested Butte to DUS - 2 round trips/day
- Supports access to services
- All routes terminate in a small or large urban area, providing rural res



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Bustang Service Expansion

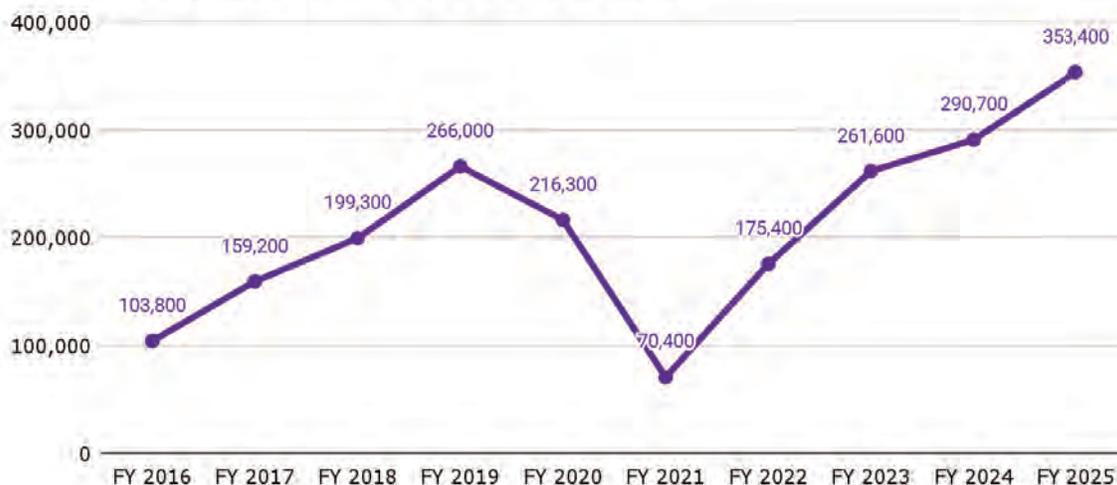
Colorado SB 22-180 (signed May 2022) provided \$30 million over three years to implement a pilot service expansion program

Corridor	Before SB 22-180	Phase I Expansion (Completed Fall 2024)	Full Expansion Service (Completed Winter 2024)
I-25 North Fort Collins to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-25 South Colorado Spgs. to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-70 West (Bustang) Grand Junction to Denver	4 Daily Round Trips <ul style="list-style-type: none"> • 2 Denver-Grand Junction • 1 Denver-Glenwood Spgs • 1 Denver-Avon 	7 Daily Round Trips <ul style="list-style-type: none"> • 3 Denver-Grand Junction • 4 Denver-Glenwood Spgs 	15 Daily Round Trips <ul style="list-style-type: none"> • 6 Denver-Grand Junction • 9 Denver-Glenwood Springs
I-70 West (Pegasus) Denver to Avon	Did not exist	10 Daily Round Trips Fri-Sun 6 Daily Round Trips Mon-Thurs	Maintain Current Service



Ten Years of Bustang Ridership

Bustang System Ridership by Fiscal Year



*Includes Bustang, Pegasus, Outrider, and Seasonal Services



Recent Bustang Successes

Main Line (I-70 & I-25)

- Twenty five (25) new coaches into revenue service
- Doubled service on I-25 and tripled service on I-70 in late 2024
- Opening of multiple Mobility Hubs along I-25 and I-70

Outrider

- Began direct service to DEN via Sterling to Denver route
- Added second round trip on Crested Butte to Denver route

Seasonal Services

- Snowstang - Net positive operations cost, with partner resort cost share.

Success Metrics

- System ridership grew 21% YoY in FY 2025, setting another record high total; More than fivefold increase from 2021-present
- Farebox Recovery percentage above the national average



Next Steps and Key Takeaways

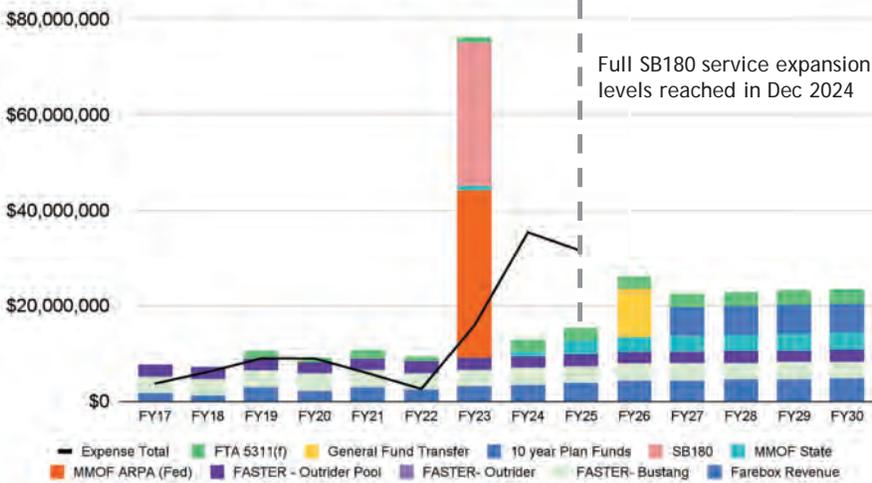


- Pilot program has been a notable success, with ridership levels increasing year over year
- Despite a strong farebox recovery ratio and diverse funding sources, when expansion pilot funding and ARPA funds have been expended, there will be a funding shortfall that will need to be addressed
- CDOT is exploring mechanisms to continue offering expanded service past the conclusion of the pilot program



Bustang Revenue & Expenses (2017-2025)

Bus Operations Revenue vs. Expense 2017- 2025



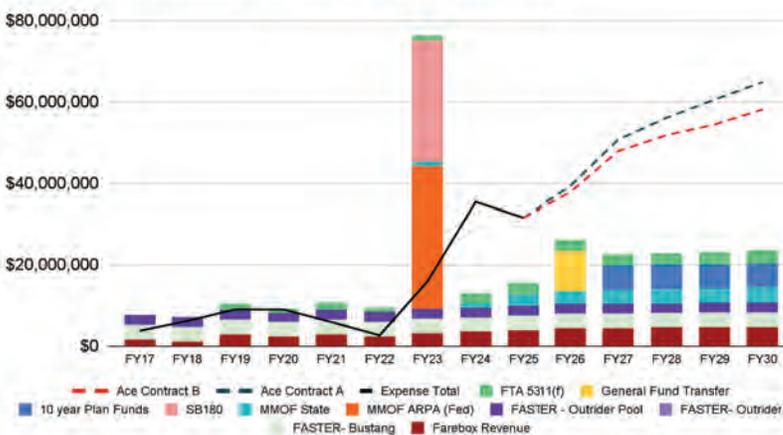
Pre-Expansion

- Limited weekday and weekend service
- Revenues were more closely aligned with expenses
- FY23 Revenue Increase of \$65M:
 - MMOF ARPA ~\$35.1M
 - SB22-180 \$30M (3-year service expansion)
- Expense Growth Tracks with Service Expansion
 - 2024 Expense \$35.3M
 - 2025 Expense \$31.4M



Bustang Revenue & Forecasted Expense (2026-2030)

Bus Operations Revenue vs. Projected Expenses 2026-2030



Post-Expansion

- Bustang has reached significantly higher levels of service along the state's major interstate corridors including purchase, outfitting and on-going maintenance of 33 new vehicles
- Forecasted future expenses assume:
 - **Ace (Operator) Contract A**
 - 4% annual service cost increases
 - 5% annual growth escalator
 - Increased capital fleet replacement and maintenance costs
 - **Ace (Operator) Contract B**
 - 4% annual service cost increases
 - Maintain current SB180 service levels (no further expansion)
 - Increased capital fleet replacement and maintenance costs



Current Bustang and Outrider Revenues

Current Bustang and Outrider Revenues				
Funding Source	FY 27	FY 28	FY 29	FY 30
MMOF	\$3.2	\$3.4	\$3.5	\$3.7
10YP Capital	\$6.0	\$6.0	\$6.0	\$6.0
FASTER	\$6.0	\$6.0	\$6.0	\$6.0
FTA 5311(f)	\$2.9	\$3.0	\$3.1	\$3.1
Farebox	\$4.4	\$4.5	\$4.6	\$4.7
Total	\$22.5	\$22.9	\$23.2	\$23.5

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Current Bustang Expenses

Current Bustang and Outrider Expenses (assuming 5% annual service growth)				
Corridor/Service	FY 27	FY 28	FY 29	FY 30
I-25 North (North Line)	\$5.9	\$6.4	\$7.3	\$7.5
I-25 South (South Line)	\$6.5	\$6.9	\$7.5	\$7.8
I-70 West (West Line)	\$24.5	\$26.3	\$28.5	\$29.6
I-70 West (Pegasus)	\$5.8	\$6.2	\$6.8	\$7.0
Seasonal Service	\$0.6	\$0.7	\$0.8	\$0.8
Outrider	\$7.3	\$9.4	\$9.7	\$12.1
Total	\$50.6	\$55.9	\$60.6	\$64.8
Surplus (Deficit)	(\$28.1)	(\$33.0)	(\$37.4)	(\$41.3)

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Proposed Additional CDOT Funding

Updated Baseline Funding (assuming 5% annual service growth)				
Funding Source	FY 27	FY 28	FY 29	FY 30
Existing Funding Sources	\$22.5	\$22.9	\$23.2	\$23.5
Reallocate CMAQ statewide allocation	\$2.0	\$2.0	\$2.0	\$2.0
Additional One-time CDOT Funding	\$19.1	\$0.0	\$0.0	\$0.0
Total Revenue	\$43.6	\$24.9	\$25.2	\$25.5
Total Expenses	\$50.6	\$55.9	\$60.6	\$64.8
Surplus (Deficit)	(\$7.0)	(\$31.0)	(\$35.4)	(\$39.3)

- Proposed one-time reallocation of roll-forward funding from Innovative Mobility and CMAQ programs
- Proposed ongoing commitment of CMAQ statewide funds

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Funding Strategies

- Proposed additional CDOT funding reduces funding gap in FY 27 by ~75%, providing *some* breathing room in FY 27 to implement other funding strategies.
- \$7 M remaining funding gap in FY 27 (if proposed CDOT funding strategies are approved).
- Average annual funding gap in FY 28-FY 30 of ~\$35 M.
- Funding gap will increase over time with inflation, escalating operating costs.
- Existing CDOT revenue sources with transit eligibility are limited and inadequate to fully fund the remaining funding gap, without significant reductions in service.
- Strategies under consideration include partnering with the Colorado Transportation Investment Office (CTIO) on a joint funding strategy which would leverage toll revenue and potentially some SB 24-184 Congestion Impact Fee revenue dedicated to transit and rail purposes.



CTIO Specific Funding Consideration

- Historically, CTIO has used tolls to fund transit infrastructure (Ex: I-25 North Mobility Hubs) and prioritizes transit trip reliability through its operational policies.
- CTIO could fund additional capital construction projects for transit with a nexus to its tolling corridors.
- Current corridor restriction limits extent to which toll revenue can be leveraged outside the corridors.
- SB 24-184 explicitly mandated CTIO to prioritize multimodal projects across Colorado, including transit. Additional legal analysis needed to understand practical application of bill's direction as it relates to Bustang.
- If SB 24-184 Congestion Impact Fee revenue will be available for transit after funding priority rail projects is still unknown.



Next Steps

- Follow up with TC and CTIO Boards on funding strategies
- Consideration and potential action on proposal for additional FY27 CDOT funding by the Transportation Commission
- Engagement with Attorney General's Office on legal questions and paths forward