



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

April 2, 2026

In-Person:

Weld County Administration Building, Events Center, 1150 O Street, Greeley, CO 80631

Virtual:

Meeting ID: 242 745 954 796 50 **Passcode:** 2ee6t58o **Weblink:** [Join the meeting now](#)

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	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 – March 5, 2026	Kristin Stephens	10	6:10
	2025 Quarter 4 Unaudited Financials	Tonja Burshek, Controller	17	
	NFRMPO Planning Council Transit Representative Resolution 2026-05	Elizabeth Relford	23	
	Amended FY2026-2027 UPWP FY2026 Budget Amendment #2 Resolution 2026-06	Elizabeth Relford	24	
	2025 TMO Call for Projects Resolution 2026-07	Tanya Trujillo-Martinez, Mobility Director	27	



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)	Jessica Ferko, CDPHE-APCD	Handout	6:15
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	29	6:25
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	-	6:35
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:40
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	37	6:50
12	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	-	6:55
13	Finance Committee	Written	38	-
14	March 2026 TAC Executive Summary	Written	40	-
15	2026 Colorado Legislature Updates	Written	Handout	-
16	Mobility Program Updates	Written	Handout	-

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	March 2026 TIP Amendment Resolution 2026-08	Jonathan Stockburger, Transportation Planner I	42	7:00



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transfort MMOF Funds Project Scope Change Request	Joshua Ma, Transfort	Handout	7:05
19	Active Transportation Plan (ATP)	Jerome Rouser, Transportation Planner II	45	7:15

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
20	Front Range Passenger Rail District Update	Sal Pace, General Manager	Handout	7:45

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:15
22	STAC Report	Kristin Stephens, NFRMPO STAC Representative	46	-
23	Host Council Member Report	Scott James, Weld County Commissioner	-	8:25

Meeting Wrap Up:

- Next Month’s Agenda Topic Suggestions
- Next NFRMPO Council Meeting: May 7, 2026 – City of Greeley



MPO Planning Council

Larimer County

Kristin Stephens, Commissioner – Chair

Alternate- Jody Shaddock-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- Brian Rudy, Councilmember

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

Chris Conway, Councilmember

Alternate- Anne Nelsen, 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)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GoNoCo 34	NFRMPO Region's first TMO along US34
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
IJA	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
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)
PPB	Parts per billion
PPM	Parts per million
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)

Revised 3/17/2026

GLOSSARY (cont'd)

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

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

March 5, 2026

Virtual Meeting

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid – Vice Chair	-Eaton
Paula Cochran	-LaSalle
Dan Dean	-Milliken
Matt Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Jason Hallett	-Windsor Alternate
Bill Jenkins	-Timnath
Patrick McFall	-Loveland
Johnny Olson	-Greeley
Andrew Paranto	-Johnstown

Voting Members Absent:

Fil Archuleta	-Garden City
Jeff Crabtree	-Evans
Chris Conway	-Fort Collins
Jessica Ferko	-APCD
Scott James	-Weld County
Will Karspeck	-Berthoud

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

In Attendance: Brad Buckman; Tom Christian; Rich Christy; AnnaRose Cunningham; Lesli Ellis; Hanna Feldmann; Nicole Hahn; Will Jones; Robin Keen; Kim Koivumiemi; Jon Mallo; Dee McIntosh; Scott Pearson; Lynette Pepler; Evan Pinkham; Jaclynn Streeter; Josie Thomas; Eric Tracy; Colleen Whitlow; Dena Wojtach

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

Public Comment

No comments were submitted.

Announcements

There were no announcements.

CONSENT AGENDA

Olson 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 walked the Planning Council through the joint application from the NFRMPO and Pike's Peak Area Council of Governments (PPACG) for a Fall 2026 Intermountain West Ozone Conference Proposal. She noted other ozone nonattainment areas in the intermountain west region, including the Salt Lake City, Phoenix, and Las Vegas areas. She discussed a graphic showing these nonattainment areas were having issues with ozone levels not matching the reduction of ozone precursor pollutants similar to the Denver Metro-North Front Range Nonattainment Area. The conference proposal is for a two-day conference that will accommodate up to 500 people. The target audiences are researchers, air quality planning agencies, local governments, community members, and any relevant organizations. She noted Larimer County is offering potential locations for the conference. The NFRMPO and PPACG are requesting \$100,000 from Colorado's Air Quality Enterprise to help host the conference. The total estimated cost to run the conference is \$444,532. She walked through each proposed cost estimate that makes up the total budget. She noted that all costs will be offset and no profit will be made. Lastly, she noted the last time there was a conference in the Intermountain West region was 2016 in Phoenix.

Relford noted there would likely be an interview process for the funding proposal from the enterprise. She thanked communities that provided letters of support and noted the enterprise allows 30 days to provide additional materials. She noted a staff member from Weld County has volunteered to help with the conference planning. She noted the conference is aiming to be held in late September or early October.

Jenkins asked if the conference could partner with a scientific journal. Stephens noted a plan to reach out to atmospheric science groups at universities. Wojtach noted the AQE has researchers currently on their board. She noted she is scheduled to talk with further researchers in the state and Intermountain West region about the conference. Stephens noted the importance of a variety of viewpoints and sponsors at the conference.

Regional Air Quality Council (RAQC)

Stephens noted the February RAQC meeting was held in Louisville to discuss what they are doing pertaining to environmental concerns and the climate. She also noted an electric food truck that received a state Engines Off grant, a program which electrifies food trucks. She noted this is not only

beneficial for air quality but also the reduced amount of noise and vibrations for the workers of the food truck. McFall asked if the food truck must plug in to an outlet. Stephens noted Louisville built specific places for food trucks to plug in at their town center. RAQC also discussed a grant received from NAAPME which was over \$1,000,000 to help individuals fix their cars if they fail an emissions test and cannot afford to fix their vehicle. She noted this grant will be able to fix 20 to 30 cars in both Larimer and Weld counties. She noted the first shop that will help with these repairs is located on North College in Fort Collins. She also noted RAQC is still looking for a location in Weld County. Lastly, she noted RAQC may adopt the Control Strategies Blueprint in November.

Heid asked if there is a threshold on what can be repaired with the grant. Stephens noted there are waiver programs if the repairs cost upwards of \$750 but noted she will ask for further information on the threshold. She noted a similar program currently exists in the DRCOG region.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens noted NAAPME approved fees tied to the consumer index for the retail delivery fee and the rideshare fee. She noted the April meeting will be held in Fort Collins to discuss funding Bus Rapid Transit (BRT) as Fort Collins has the only BRT system within the state.

Metropolitan Planning Organization (MPO) Agenda

Chair Stephens opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Stephens noted information on the Bridges and Safety Infrastructure for Community Success (BASICS) Act. This Act brings more formula funding to MPOs and local governments. She noted there is bipartisan support for the Act at the federal level. The Planning Council agreed to wait before sending a letter of support. Relford noted MPOs are in support of the Act since it brings in money that MPOs can directly distribute. Stephens noted a National Association of Counties meeting where they discussed the BASICS act and the potential Surface Transportation Reauthorization bill. She noted there will be an opportunity for communities to apply for SS4A funding soon. She noted there is one billion dollars available, with 70 percent of the funding will be for implementation grants and 30 percent will be planning grants. Lastly, she awarded Mallo with a certificate of appreciation thanking him for his time on the NFRMPO Planning Council.

Executive Director Report

Relford noted there was a report discussing traffic fatalities in Colorado in the Agenda Packet. She noted the data is not geolocated so there is no way of knowing what is located within the NFRMPO's boundaries. She thanked the communities for their support on the State Highway Office Safety Grant to help fund a safety roundtable conference in 2027. Relford explained the NFRMPO is exploring logo and color palette changes to help with compliance with the State's digital accessibility standards. She noted the results of the changes will be presented to the Planning Council at a future meeting. She noted there is a grant opportunity available to potentially go after funding to assist with purchasing digital accessibility software. She noted Fort Collins is drafting an Intergovernmental Agreement (IGA) to formalize the

existing Exchange Funds program for VanGo™. She noted the NFRMPO Accounting Team is working on the financial audit for 2025. She also noted various accounting-related policies and procedures have not been updated since 2019. She noted this will likely result in a complete update of the employee handbook. She also discussed NFRMPO Staff are currently in the process of meeting with every community in the region.

Stephens noted the Larimer County website is around 90 percent accessible and noted they would be happy to aid any agencies that may need accessibility help.

Colorado Transportation Investment Office (CTIO) and Transportation Commission

Gutierrez noted CTIO and the Transportation Commission have been meeting jointly for the past few months. He noted CTIO purchased Burnham yard a few years back, initially to be used for Front Range Passenger Rail; however, the site will now be the new future home of the Denver Broncos once the sale documents have been confirmed with CTIO. He noted they had a presentation on Floyd Hill, and he noted a flyover of the current progress which is available to view. He noted CTIO will be seeking a bond or loan to help fund the project. He noted CTIO will see a funding plan for North I-25 Segments 2, 3, and 4 at their meeting this month. CTIO will also review strategies for funding I-270. He noted there is currently only one potential plan for funding Bustang, which involves diverting revenue made from tolling. Gutierrez noted the Transportation Commission and CTIO want to explore further funding possibilities. He noted the history of Bustang, which started as a commuter service in 2015 and then expanded in 2022 with SB 22-180. He noted the expansion was started with one-time money instead of with a recurring funding plan. He noted the number of daily trips on each route the expansion added. He noted Bustang's ridership has been increasing since FY 2021 and had its highest ridership in FY 2025 and walked through charts showcasing Bustang's current revenue sources and expenses and the forecasted revenue and expenses up to FY 2030. He then showed tables which compare Bustang's revenue and expenses. These tables show a growing deficit each fiscal year. He noted the funding plan for North I-25 Segments 3 and 4 are predicated on finding additional funding for Bustang.

Olson noted Bustang has grown faster than anticipated without a true revenue source. He noted fears of moving I-25 Bustang funding to I-70 Bustang funding due to I-25 being a higher source of income. Gutierrez noted similar sentiment is shared by community leaders in the Pikes Peak region. Olson asked if there is anything Gutierrez needs from the Planning Council. Gutierrez noted public comment is always encouraged. Olson noted he supports sending a letter of support from the Planning Council to CTIO and the Transportation Commission. Jenkins encouraged examining how Bustang can be more efficient with its business model. Gutierrez responded that the efficiencies will be presented to the CTIO and Transportation Commission at an upcoming meeting. He noted the highest cost is the I-70 West Line, which is almost half of Bustang's costs and will be one of the subjects when discussing efficiencies. He noted recent routing changes to remove the Sterling to Greeley route and replace it with Sterling to DEN. McFall asked if Gutierrez is confident there will be a secondary option for funding Bustang. Gutierrez responded that discussions are ongoing, and neither board is prepared to vote on anything. Stephens noted she mentioned finding efficiencies when this Bustang information was reviewed by STAC. Olson noted the deficit is likely to increase beyond FY 2030. Stephens noted she believes Bustang needs its own dedicated funding source. She noted there could be better data collection from Bustang in terms of where people are getting picked up and dropped off. Overall, Planning Council agreed they want money

from funding their corridors to stay on their corridors. Gutierrez encouraged Councilmembers to watch the CTIO workshop on March 18.

Front Range Passenger Rail District (FRPR)

Mallo noted it is town hall season for FRPR. He noted FRPR wants to continue outreach and complete a cost analysis before deciding whether to put FRPR on the ballot in 2026. They are aiming to complete 22 town halls by the end of phase one. The Fort Collins FRPR Planning Meeting will be on Thursday, March 12. The Fort Collins FRPR Town Hall will be on March 30 at City Hall. Loveland's will be on April 16 at the Pulliam Community Center. Stephens noted Sal Pace will be presenting at the April Planning Council meeting.

Finance Committee

A written report was provided.

TAC

A written report was provided.

VanGoTM Dashboard Quarter 4 2025

A written report was provided.

2026 Colorado Legislature Updates

A written report was provided.

Mobility

A written report was provided.

ACTION ITEMS:

February 2026 TIP Amendment Resolution 2026-04

Stockburger noted the February 2026 TIP Amendment included three project additions and one pool addition. The first project addition was the Larimer County *US Highway 34/Canyon Edge Open Space Safety & Access Improvements* with \$1,250,000 Local HPOS funding in Future Funding. The second project addition was the City of Loveland *Transit Operating* with \$220,500 State SB-230 funding and \$24,500 Local funding in FY26. The third project addition was the City of Loveland *Transit Vehicle Purchase* with \$611,340 State SB-230 funding and \$67,927 Local funding in FY26. The pool addition is *Nonattainment Area Air Pollution Mitigation Enterprise Funding* with \$3,612,937 State NAP funding and \$843,987 Local funding in FY26. He noted the pool features four projects and that once the pool is in the TIP all project additions to the pool will be modifications instead of amendments unless the funding amount is over \$5M.

Olson **moved** to approve RESOLUTION 2026-04 APPROVING THE FEBRUARY 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) The motion was **seconded** by Heid and **passed** unanimously.

DISCUSSION ITEMS:

NFRMPO Planning Council Transit Representative

Relford noted the need for documentation of who the transit representative on the Planning Council is for the NFRMPO. The representative was selected in 2022 but not formalized by Resolution. This role must be a member of the NFRMPO Planning Council from Fort Collins, Greeley, Loveland, or Berthoud since they are the Region's transit providers. She noted Olson is the current Transit Representative. The Planning Council agreed to continue Olson's term. The Planning Council agreed to make McFall the alternate. Relford noted there will be a Resolution documenting these appointments at the April Planning Council meeting.

Amended FY2026-2027 UPWP FY2026 Budget

Relford noted there have been new contracts and actual funding amounts varied from estimates when the FY2026-2027 UPWP was approved in May 2025. Additionally, she noted the NFRMPO did not apply for FTA \$5310 Urban funding, and the reduction in revenue is reflected in the amended budget. She noted there will be a Resolution for the budget amendment at the April Planning Council meeting.

2025 TMO Call for Projects

Trujillo-Martinez recapped the goals of the call for projects, which include Mobility, Connectivity, Sustainable Projects, Accessibility, Innovation, and Local Commitment. She noted the timeline, which will end with the announcement of funding on April 3, 2026. She noted the funding is sourced from the Carbon Reduction Program (CRP) set aside approved by the Planning Council in 2023. The total amount of funding is \$400,000 between FY 2025 and FY 2027. A local match of 17.21 percent is required for the projects selected. She noted that two MPO Mobility Staff members and one MPO Transportation Staff member were members of the scoring committee. She noted the system for scoring the projects, which included three main categories: Mobility and Connectivity had a weight of 50 percent, Sustainable Projects and Local Commitment had a weight of 25 percent, and Accessibility and Innovation had a weight of 25 percent. She noted that GoNoCo34 TMO was the only project submitted and finished with a score of 11 out of 15. She noted the next steps, which include a TAC recommendation and a Planning Council Resolution.

Jaclynn Streeter, GoNoCo34 TMO, noted the proposed programs the funding award would utilize, including transit pilots, vanpool awareness and incentives, bike education events, and data collection and targeted outreach. Streeter provided a funding breakdown of the specifics of what the \$400,000 will be spent on, including staffing, direct costs, and program costs. She noted the prospective outcomes of what the GoNoCo34 TMO programs will provide for the region.

2055 Regional Transportation Plan (RTP) Kick-Off

Graalum and Rouser presented the kickoff for the 2055 Regional Transportation Plan (RTP). They announced the name of the RTP will be Connected Communities 2055. Graalum noted the RTP is a document that focuses on all modes throughout the region. The document is updated every four years. The goal is to identify projects and strategies based on regional goals and performance measures. She noted the changes the 2055 RTP will feature compared to the 2050 RTP, which include compliance with digital accessibility standards, restructuring the chapters, and giving the plan a more interesting name. Rouser noted the timeline and deadlines for the plan. The approval of the RTP will be September 2027.

He noted the phases of outreach and stakeholder input. Phase 1 is Goals and Problem Statement, Phase 2 is Visioning, Phase 3 is Scenario Planning, and Phase 4 is Closing the Feedback Loop. Rouser noted the structure of the Plan. Chapter 1 is Introduction, Chapter 2 is Regional Context, Chapter 3 is Safety and Resiliency, Chapter 4 is Emerging Technology, Chapter 5 is Regional Transportation Vision, Chapter 6 is Funding and Financing, and Chapter 7 is Projects.

Stephens asked if fiscally constrained projects are forecasted. Karasko responded the projections for projects are provided by CDOT to the out year of the RTP. She noted the projects must be reasonably anticipated to be funded. Stephens asked about the RTP-specific outreach process. Rouser noted there will be RTP-specific outreach, but NFRMPO staff are still discussing what that will look like. He noted communities should send RTP questions to planning@nfrmpo.org instead of individual Planning staff.

COUNCIL REPORTS:

STAC Report

Stephens noted STAC heard a legislative report, which included the information that MMOF is likely going away almost entirely except for a small portion that will be going to Bustang. She noted the general fund is most likely being cut but the MMOF funding though the retail delivery fees will remain in place. She noted a regional MMOF reconciliation will likely take place again this year. STAC sent a recommended budget to the Transportation Commission. They were shown a demonstration of the new STIP tracking software CDOT has implemented. They also discussed Bustang with the same slides as shown to CTIO and the Transportation Commission. She noted Bustang and passenger rail could be competing for SB 24-184 funding.

Host Council Member Report

Stephens noted a BUILD grant on Larimer County Road (LCR) 50E is finalizing an agreement with FHWA. She noted multiple grants for a project on Taft Hill Road, which is anticipated to start construction this summer. She noted the Poudre River Trail project construction is complete and awaiting an official opening date. She noted a bridge project on Taft Hill Road was unsuccessful in securing state off-system bridge funding.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:18 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff



MEMORANDUM

To: NFRMPO Finance Committee

From: Tonja Burshek

Date: March 19, 2026

Re: CY 2025 4th Quarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) Unaudited Financial Statement for the 4th Quarter of Calendar Year 2025 is attached for your review and acceptance. This includes financial statements for the Metropolitan Planning Organization (MPO) and the VanGo™ program (VanGo). (See notes below for basis of accounting and explanation of indirect costs.)

MPO Highlights

- Cash flow has become more consistent due to timely CDOT invoicing and subsequent payment. Improvements expected for 2025 have been realized thus far.
- In Q4 of 2025, the Consolidated Planning Grant (CPG) funds are being expended first with Surface Transportation Block Grant (STBG) funds being used next. The STBG funds are 100% expended and paid out in Q4. The CPG funds are 96% expended and paid out as of March 2026. In 4th quarter, the remaining 2025 5310 Urban and Rural funding was expended in the place of STBG.

VanGo™ Highlights

- Van sales and purchases are completed for the 2025 Calendar year.
- Implementation of the new TripSpark software and app are underway reflecting in an overage compared to budget for Q4.

Note 1:

The NFRMPO operates on an accrual basis of accounting for the for reporting financial records. Accrual basis of accounting means that revenues are recognized when earned and expenses when incurred.

Note 2:

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2025 indirect cost rate was calculated using the 2023 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits.

MPO
For the Twelve Months Ending Wednesday, December 31, 2025

ASSETS

Cash and Cash Equivalents	\$135,696
Investments	1,469,552
Receivables	603,688
Prepays	12,568
Due From Other Funds	2,951,255
Capital Assets, net	706
GASB Right of Use Asset	<u>693,215</u>
Total Assets	<u><u>5,866,680</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Acrued Liabilities	929,542	[A]
Advances From Other Funds	4,568,192	
Accumulated Leave	<u>88,499</u>	
Total Liabilities	<u><u>5,586,233</u></u>	

FUND BALANCE

Unreserved	602,237
Current Year Revenue over (under) Expenditures	<u>(321,790)</u>
Total Fund Balance	<u><u>280,447</u></u>

Total Liabilities and Fund Balance	<u><u>5,866,680</u></u>
------------------------------------	-------------------------

[A] The balance of this account is made up as follows:

<u>\$756K GASB Lease Liability</u>

<u>\$39K Accrued Payroll</u>

<u>\$134K Accounts Payable</u>

METROPOLITAN PLANNING ORGANIZATION
For the Twelve Months Ending Wednesday, December 31, 2025

	2025	2025	2025		%	
	12	Year to Date	Budget	Variance	Complete	Notes
REVENUE						
FHWA-Federal Income-CPG	\$411,763	\$1,155,073	\$1,349,868	\$194,795	85.57%	[A]
FHWA-Federal Income-STBG	4,345	163,784	273,816	110,032	59.82%	[B]
FTA-Federal Income-5310	32,554	108,500	74,340	(34,160)	145.95%	
State Funds_MMof	170	197,217	420,744	309,201	26.51%	[C]
State-CDPHE	10,973	35,510	35,004	(506)	101.45%	
Subtotal Grant Revenue	459,805	1,660,084	2,153,772	493,688	77.08%	
Local Match-Member Entities	2,228	65,212	316,992	251,780	20.57%	
100% Local	22,845	22,845		(22,845)	0.00%	
Subtotal Local - All Sources	25,073	88,057	316,992	228,935	27.78%	
Ruby Bridges Grant		1000				
City of Fort Collins Funds		19,608		(19,608)	0.00%	
Subtotal Revenue from Other Sources		20,608		(20,608)	0.00%	
Miscellaneous Revenue	750	750		(750)	0.00%	[D]
Interest Earned	15,217	62,229		(62,229)	0.00%	
Use of Reserves		(28,546)	(243,802)	(215,256)	11.71%	
Subtotal Other Revenue Sources	15,967	34,433	(243,802)	(278,235)	0.00%	
Total Revenue- Combined Sources	500,845	1,803,182	2,226,962	423,780	80.97%	
EXPENDITURES/EXPENSES						
Administration	125,545	243,779	205,872	(37,907)	118.41%	
Transportation Planning	285,147	860,509	816,996	(43,513)	105.33%	
Mobility Management	24,306	95,465	189,576	94,111	50.36%	
Subtotal Payroll Expense	434,998	1,199,753	1,212,444	12,692	98.95%	
Professional Services & Consulting	166,458	541,512	543,216	1,704	99.69%	
Subtotal professional Services & Consulting	166,458	541,512	543,216	1,704	99.69%	
Depreciation	7,376	7,376		(7,376)	0.00%	
Insurance Expense		7,822	8,316	494	94.06%	
Office Furniture/Equipment (non-cap)	8,354	15,046	56,124	41,078	26.81%	[E]
Office Supplies	247	1,003	1,272	269	78.86%	
Communications (phone/data/fax)	2,972	10,721	11,124	403	96.38%	
Postage	104	458	602	144	76.15%	
Printing	420	420		(420)	0.00%	
Rent	63,841	190,955	202,128	11,173	94.47%	
Other Office Operating (Facility, Repairs, Furniture move)	(140)	7,565	2,040	(5,525)	370.85%	[E]
Dues, Licensing, Subscriptions and IT Backups	6,288	21,752	19,032	(2,720)	114.29%	
Maintenance Contracts & Website Hosting	2,648	47,794	70,260	22,466	68.02%	[F]
Software maintenance	7,682	70,714	60,324	(10,390)	117.22%	
Outreach	2,461	9,737	20,676	12,049	41.72%	
GASB Expense	9,914	9,914		12,050	141.72%	
Other Operating Costs	276	7,944	168	(7,776)	4728.82%	[G]
Event/Meeting Expense	1,211	3,196	3,516	320	90.90%	
Indirect Costs	(9,714)	(44,160)	(21,588)	22,572	204.56%	[H]
Travel/Conference/Training Expense	3,654	15,449	37,308	21,859	41.41%	
Subtotal Other Expenses	107,594	383,706	471,302	98,618	79.08%	
Total Expenditures/Expenses	709,050	2,124,971	2,226,962	113,014	94.93%	
Excess(Deficiency of Revenue over Expenditures)	(208,205)	(321,790)	0	397,439		

[A] \$152,060.53 was included with the 2025 budget total but was invoiced and included with 2024 CPG Revenue (for November/December 2024 invoices). The actual percent expended is 96%

[B] \$23,803 of the budget in GP is from 2024. In addition, the local match portion of \$39,835 was incorrectly included in the Revenue budget line item (should have been included in the local match budget line). This grant is 100% expended.

[C] MMof funding was not awarded at the anticipated amount.

[D] Chase bank incentive for opening a new account

[E] Items coded to Furniture

[F] Similar items that are often cross-coded. Total budget is \$149K. Total expended is

[G] Search for and training of Executive Director

[H] The Indirect Cost amount is reflected as negative since it is VanGo's portion of the Indirect Cost item. This negative amount matches the positive on the indirect costs row in the VanGo Statement of Revenue.

VanGo
Statement of Net Assets
For the Twelve Months Ending Wednesday, December 31, 2025

ASSETS	
Investments	\$4,634,349
Receivables	294,714
Advances to Other Funds	4,568,192
Prepays	23,903
Capital Assets, net	370,582
Total Assets	<u>9,891,740</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	6,884
Deferred Revenue	3,324
Due to Other Funds	2,951,255
Accumulated Leave - Due in less than one year	14,909
Accumulated Leave - Due in more than one year	5,157
Total Liabilities	<u>2,981,529</u>

FUND BALANCE	
Unreserved	6,822,379
Current Year Revenue over (under) Expenditures	87,832
Total Fund Balance	<u>6,910,211</u>

Total Liabilities and Fund Balance	<u>9,891,740</u>
------------------------------------	------------------

VanGo
For the Twelve Months Ending Wednesday, December 31, 2025

	2025 12	2025 Year to Date	2025 Budget	Variance	% Complete	Notes
REVENUE						
Program Revenue - Fares	30,452	125,737	150,000	24,263	83.82%	
Sale of Vehicles	(48,700)		75,000	75,000	0.00%	[A]
City of Fort Collins Funds		271,728	470,866	78,276	77.64%	
Subtotal VanGo Revenue-All Sources	(18,248)	397,465	695,866	177,539	69.12%	
Interest Earned	46,916	194,408		(194,408)	0.00%	
Gain on Sale of Fixed Assets	87,000	87,000		(87,000)	0.00%	[B]
Subtotal Other Revenue Sources	133,916	281,408	0	(281,408)	0.00%	[C]
Total Revenue- Combined Sources	115,668	678,873	695,866	(103,869)	118.06%	
EXPENDITURES/EXPENSES						
Fleet Insurance	12,453	44,399	50,100	5,701	88.62%	
Fleet Motor Fuel & Oil	9,522	41,215	50,244	9,029	82.03%	
Fleet Repairs & Maintenance	5,443	37,928	65,460	27,532	57.94%	
Fleet Repairs & Maintenance-Insurance Deductible		1,000	2,268	1,268	44.09%	
Guaranteed Ride Home		148	96	(52)	154.25%	
Fleet Other	1,559	5,006	3,600	(1,406)	139.06%	
Depreciation	173,541	173,541		(173,541)	0.00%	
Subtotal Fleet Expense	202,518	303,237	171,768	(131,469)	176.54%	
VanGo Payroll	43,284	130,779	138,816	8,037	94.21%	
Professional Services and Consulting			48	48	0.00%	
Office Supplies			132	132	0.00%	
Postage	0	44	12	(32)	367.17%	
Credit Card Fees	1,399	9,636	9,348	(288)	103.08%	
Other Office (Facility, Repairs, Furn, etc.)	10	10	252	242	3.77%	
Dues, Licensing, Subscriptions & IT Backups	19,583	26,583	5,040	(21,543)	527.45%	[D]
Maintenance Contracts & Website Hosting	29,773	57,337	30,528	(26,809)	187.82%	[D]
Bad Debt	1,372	1,372		(1,372)	0.00%	[E]
Rideshare Promotion	837	15,166	21,672	6,506	69.98%	
Indirect Costs	9,714	44,160	114,324	70,164	38.63%	
Travel/Conference/ Training		2,717	3,924	1,207	69.23%	
Capitalized Equipment/Vehicles	(159,684)		200,004	200,004	0.00%	
Budget Only - Use of Rservees				(120,864)	0.00%	
Subtotal Other Expenses	(53,712)	287,804	524,100	115,432	54.91%	
Total Expenditures/Expenses	148,806	591,041	695,868	104,827	102.79%	
Excess(Deficiency of Revenue over Expenditures)	(33,138)	87,832		(208,696)	0.00%	

[A] Sale of vehicles reflects a negative balance due to year-end adjustment to record gain/loss on sale of vehicles to remove vans from fixed asset.

[B] The gain on sale is the total amount collected upon sale of 5 vans since all were 100% depreciated at the time of sale.

[C] Previously the variable revenue has not been included in the budget. Once Acumatica is live, all items will be budgeted.

[D] The new RidePro app and NTD tracking website

[E] Unrecoverable VanFares from 2024 and 2025

**RESOLUTION NO. 2026-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TRANSIT REPRESENTATIVE**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council doing business as the Metropolitan Planning Organization (MPO) established Articles of Association on January 27, 1988 for the purpose of promoting regional transportation and air quality planning, cooperation, and coordination among federal, state, and local governments; and

WHEREAS, on September 1, 2022, the North Front Range Transportation & Air Quality Planning Council adopted Resolution 2022-25 amended the Articles of Association based on the 2022 federal certification review; and

WHEREAS, in the Articles of Association, Article II – MPO Council Membership was revised to recognize public transit providers in the MPO region that are operated by municipalities, which include, but are not limited to: City of Fort Collins – Transfort; City of Greeley – Greeley/Evans Transit (GET); City of Loveland Transit (COLT); and the Town of Berthoud – Berthoud Area Transportation System (BATS);

WHEREAS, in 2022, CDOT’s Bustang Service did not want to be identified as an transit operator to be considered as an MPO Council transit representative; and

WHEREAS, In the Articles of Association, Article II – MPO Council Representation was included to identify each MPO member representative whose community provides transit being expected to represent their transit operations. However, the NFRMPO also appoints one at-large member to represent transit specifically and may represent the NFRMPO on transit issues more broadly. This member is from a municipality that provides transit services, and it may rotate amongst those members. This appointment does not add an additional vote for that municipality; and

WHEREAS, the Council Transit Representative identified in 2022 was the City of Greeley’s Jonny Olson, yet the minutes or resolution did not reflect this vote; and

WHEREAS, the Council revisited this discussion and agreed the Council Transit Representative should be documented and include an alternate; and

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves Johnny Olson as the Council Transit Representative and Patrick McFall is the Council Alternate.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held on this 2nd day of April 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Elizabeth Relford, Executive Director
Date: April 2, 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 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)	\$1,305,970	\$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	\$19,603
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	\$2,422,567	\$2,091,527

The difference in funding totals from the 2025-17 resolution is **\$331,040**. The revised numbers coincide with the award amounts contracted 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 #2

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	\$529,037	\$32,649	\$250,000	\$51,969	\$120,000	-	-	-	-	-	-	-	-	-	\$951,006
TASK 3.0 PLANNING SERVICES	\$261,194	-	-	-	-	\$35,000	-	-	-	-	-	-	-	-	\$296,194
TASK 4.0 PLAN IMPLEMENTATION	\$117,537	-	-	-	-	-	-	-	-	-	-	-	-	-	\$117,537
TASK 5.0 MOBILITY	-	-	-	-	-	-	\$130,000	\$130,000	\$19,603	-	\$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	\$0	\$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.

Action

The NFRMPO Finance Committee recommended approval of the FY2026 Budget at their March 19, 2026, meeting.

NFRMPO staff requests Planning Council approve **Resolution 2026-06** adopting the second amended FY2026 UPWP Budget.

Attachments: *Resolution 2026-06*

RESOLUTION NO. 2026-06
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
SECOND AMENDMENT OF THE AMENDED FY2026-2027 UNIFIED PLANNING WORK
PROGRAM (UPWP) FY2026 BUDGET

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

WHEREAS, on May 1, 2025, the North Front Range Transportation & Air Quality Planning Council adopted Resolution 2025-14 approving the FY2026-2027 UPWP with a FY2026 Budget that identifies the work elements, tasks, and direct expenses associated with the 2026 budget; and

WHEREAS, on September 4, 2025, the North Front Range Transportation & Air Quality Planning Council adopted Resolution 2025-17 approving the FY2026-2027 UPWP amended 2026 Budget, which did not modify work tasks, but adjusted revenues based on current executed contracts, while continuing to estimate other revenue sources; and

WHEREAS, the second amended FY2026-2027 UPWP FY2026 budget is replacing estimated budget numbers with actual contracted dollar amounts to be allocated to the North Front Range Metropolitan Planning Organization (NFRMPO) in 2026; and

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

WHEREAS, this second amended budget does not modify any portion of the VanGo™ vanpool budget; and

WHEREAS, the NFRMPO has budgeted a combination of federal, state, and local match funds estimating \$2,091,527, which includes CPG (\$1,305,970); STBG (\$301,969); MMOF (\$260,000); SPR (\$120,000); Fort Collins Mobility Management 5310 Exchange Funds (\$19,603); FTA \$5310 Urban (\$0); FTA \$5310 Rural (\$48,985); and CDPHE (\$35,000).

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

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held on this 2nd day of April 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

RESOLUTION NO. 2026-07

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
AWARDING THE 2025 TRANSPORTATION MANAGEMENT ORGANIZATION (TMO) CALL FOR PROJECTS**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C; and

WHEREAS, 23 CFR Part §450.324 requires the development and implementation of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations, and

WHEREAS, the carbon reduction funds programmed in the current FY2024-2027 TIP for \$400,000 are consistent with the NFRMPO 2050 Regional Transportation Plan (RTP), adopted on September 7, 2023, and

WHEREAS, the RTP identifies Transportation Demand Management (TDM) strategies and the formation of Transportation Management Organizations (TMOs) as key regional priorities to improve mobility, air quality, and sustainable transportation access; and

WHEREAS, the NFRMPO conducted a 2025 Transportation Management Organization (TMO) Call for Projects to support the development and implementation of TMO incubator programs aligned with regional mobility, sustainability, and air quality goals; and

WHEREAS, one TMO project was submitted and recommended for funding :

- Carbon Reduction Program (CRP)
 - GoNoCo34 TMO - \$399,480

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2025 TMO Call for Projects as recommended.

BE IT FURTHER RESOLVED, that the Planning Council authorizes NFRMPO staff to program the awarded funds, execute all necessary agreements, and take all actions required to implement the approved TMO project in compliance with federal, state, and regional requirements.

PASSED AND APPROVED at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held on this 2nd day of April 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 3/23/26

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 April 2, 2026 meeting.

Summary:

In March 2026, TRE focused on preparing a joint application with the Pikes Peak Area Council of Governments (PPACG) seeking funding from Colorado's Air Quality Enterprise (AQE) and then beginning planning to host a Fall 2026 intermountain west ozone conference/workshop in Colorado, addressing ozone in the intermountain region.

Air Quality Activities:

AQCC Activities:

The AQCC did not meet in March.

APCD Activities

No public outreach occurred in March.

RAQC Activities

The RAQC Board met in March. Staff were requested to work with the APCD to share a timeline and process for further developing the Blueprint, and refining details on each control strategy listed leading up to the planned November 2026 Board action on the Blueprint. While a more robust discussion was held between RAQC staff and APCD staff during the subsequent Control Strategies Committee meeting, no precise timing was shared. Notably, RAQC staff stated that the Blueprint represented "What if" control options, but not all will necessarily be pursued. Additional strategies may be added. Further, if a strategy is removed or not pursued, no replacement strategy must replace it.

Staff highlighted key bills they are tracking in this Colorado Legislative Session, including:

- Transportation related: SB26-021;
- Clean Energy related: SB26-033, SB26-028, SB26-022, HB26-1051, HB26-1007; and
- Data Center related: HB26-1030.

Staff shared information on three projects for which they are seeking AQE grant funding under RFP2025000002: 1) Robust Emissions Control Evaluation Program (RECEP); 2) Evaluation of Lateral Boundary Conditions (LBCs) Used to Estimate Background Ozone; and 3) Using an Alternative Modeling Toolset, Quantify Impacts of Sector-Specific Emissions in the DM/NFR Region and Across Colorado. The RECEP project would evaluate air pollution control strategies in Colorado using AI/machine learning, data and modeling. The LBC project would look at ozone at remote sites, like Colorado's Gothic monitor and Wyoming's Centennial monitor. The third project would develop an alternative to EPA's Community Multi-scale Air Quality (CMAQ) modeling platform to enhance photochemical grid modeling specific to Colorado to understand impacts of certain sectors on Colorado's air quality.

NFRMPO Executive Director Relford shared during public comment that they were seeking RAQC support for the AQE grant application for a Fall 2026 Ozone Conference, to which staff indicated they would write a Letter of support.

Colorado General Assembly Air Quality Activities:

TRE did not track Colorado's Legislative Session activities in March, except noting those bills discussed at the RAQC's March Board meeting (mentioned above). The following summary is based on January research.

Several energy and/or transportation-related bills were introduced that directly or indirectly impact air quality:

- **SB26-033** creating a clean energy permitting coordination office, providing technical assistance and permitting support for specific electric generation sites, and requiring safety and emergency preparedness plans on clean energy projects.
- **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.
- **HB26-1081** requires electric utilities to evaluate the use of advanced transmission technologies in their 10-year transmission plans to increase capacity, efficiency, reliability, or resilience, and to identify strategies to reduce the costs of construction.
- **HB26-1129** among other things, this bill requires a gas distribution utility (utility) to exempt carbon dioxide emissions resulting from the combustion of gas by residential customers from the utility's clean heat plan filed with the public utilities commission (commission). A utility must exclude residential carbon dioxide emissions from the baseline and projected emissions calculations used in the utility's clean heat plan. It also repeals the prohibition on a gas utility providing incentives to customers for est gas service to property.
- **HB26-1007** requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.

General transportation-related bills include:

- **SB26-003** requires re-use/recycling of electric vehicles' batteries.
- **HB26-1125** allows assessment of fees on parents of minors who violate certain e-bike laws.
- **HB26-1097** relates to the operation of surplus military vehicles on roads.

General environment-related bills include:

- **HB26-1121** requires public accessibility of stationary source emissions records.

General energy related bills:

- **SB26-082** specifies what process a local government may use to charge fees or set a timeline for the local government to make a final decision regarding land use approval for the renewable energy project.
- **SB26-033** coordinates clean energy permitting and provides technical assistance to owners, operators, local governments and state permitting authorities regarding permitting for the construction, expansion, repowering, or material modification of a clean energy resource facility project (covered clean energy project).
- **SB26-002** requires investor-owned utilities to provide funding for low-income residents to offset energy costs.
- **HB26-1124** relates to resiliency of the systems that provide electricity and creates a resiliency taskforce to make recommendations to Governor and General Assembly. It also involves transmission-owners in the taskforce and allows recovery of reasonable costs. The bill also requires operators to report to FERC and requires the PUC to prepare summary of FERC report. The PUC must adopt rules requiring implementation of highest-priority hardware-based mitigation measures.
- **HB26-1076** is CDOT's clean-up bill, that in part establishes term limits for Nonattainment Air Pollution Mitigation Enterprise board members.
- **HB26-1051** extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1030** creates new 9-member authority in OEDIT to incentivize efficient data center development. More bills are anticipated to be introduced during this 2026 Legislative Session relating to data centers.

Other Air Quality Activities:

EPA took final action determining that the Phoenix-Mesa Nonattainment Area in Arizona would have attained the 2015 Ozone NAAQS by the 8/3/24 attainment date, preventing the area from being downgraded from a Moderate to a Serious classification. ¹ This action relies upon the Maricopa Association of Governments' (MAG) 179B analysis. ² As highlighted in late 2025, MAG's analysis shows that on average international contributions, combined with wildfire and background contributions, impact their ozone monitors by 15 ppb. Notably, their analysis goes beyond looking at international contributions. Their analysis also analyzes wildfire impacts, background, biogenics, and more. TRE will review this action and report any additional findings in the final action.

¹ See EPA's "Determination of Attainment by the Attainment Date but for International Emissions for the 2015 Ozone National Ambient Air Quality Standards; Phoenix-Mesa Nonattainment Area, Arizona," 91FR13777, 3/23/26, here: <https://www.govinfo.gov/content/pkg/FR-2026-03-23/pdf/2026-05601.pdf>

² See Maricopa Association of Governments' "MAG 2025 Clean Air Act Section 179B(b) Retrospective Demonstration of the Impact of International Emissions on Ozone Concentrations in the Maricopa Nonattainment Area," September 2025, here: [https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B\(b\)-Retrospective-Demonstration.pdf](https://azmag.gov/portals/0/Environmental/Air-Quality/2025/MAG-2025-CAA-Section-179B(b)-Retrospective-Demonstration.pdf)



As previously reported, MAG focused on doing a retrospective analysis, hence the reference to Clean Air Act Section 179B(b), meaning looking backwards in reference to a past attainment date and using actual monitored data, demonstrating that the area would have attained the standard but for international contributions. Note that a prospective 179B analysis or 179B(a) analysis looks forward and relies more on modeling projections in reference to a future attainment date.

MAG's 179B(b) analysis, analyzed international contributions coming from Mexico as well as from Asia. Additionally, MAG's analysis highlights that EPA conducted important modeling in support of MAG's analysis, confirming MAG's work. This also means they worked with EPA and shared resources and costs.

MAG's analysis shows that on average, international emissions from both Mexico and Asia combined with other non-locally controllable sources – wildfire and background - contribute 15 ppb to their ozone monitors throughout the year.³ Notably, those international concentrations are lower during the summer ozone season, especially mid-July through mid-September, when ozone exceedances of the standard are more common (see Figure 3-2 below, between 7/15/23 and 9/15/23).⁴

³ Ibid, Table 3-1. p. 31.

⁴ Ibid, Figure 3-2. p. 31.

Table 3-1. Summary results of ozone source apportionment modeling.

Source Apportionment Modeling Results	2023 Ozone Design Value Including International Emissions	2023 Ozone Design Value Excluding International Emissions	2023 Ozone Impact of International Emissions
Average of All Nonattainment Area Monitors	75 ppb	60 ppb	15 ppb
Average of All Nonattainment Area Monitors with Wildfire Days Excluded	73 ppb	57 ppb	16 ppb
Maximum Ozone Concentration Monitor	80 ppb	66 ppb	14 ppb
Maximum Ozone Concentration Monitor with Wildfire Days Excluded	77 ppb	62 ppb	15 ppb

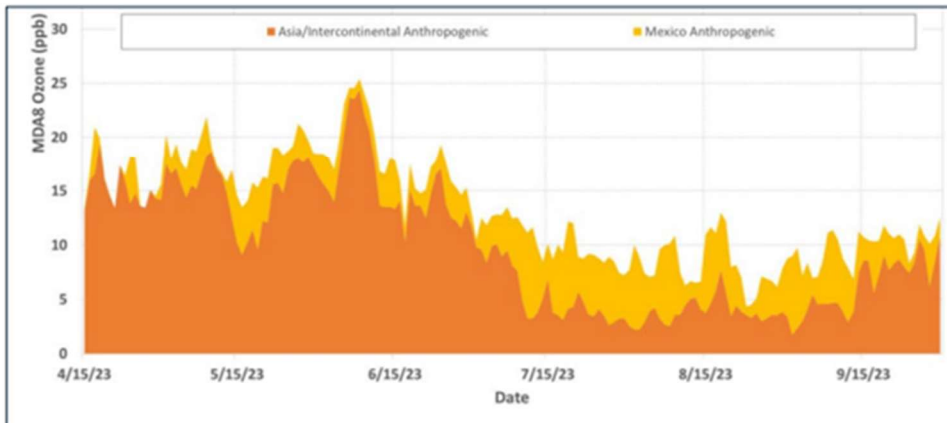


Figure 3-2. Time series of modeled Asia/intercontinental and Mexico international manmade emissions contributions to ozone during the 2023 ozone season averaged over all Maricopa Nonattainment Area monitoring sites.

MAG also analyzes the amount of wildfire impacts on monitored ozone levels, illustrating that ozone levels would have been much closer if not below the 70 ppb standard.⁵

⁵ Ibid, Figure 2-7. p. 23.

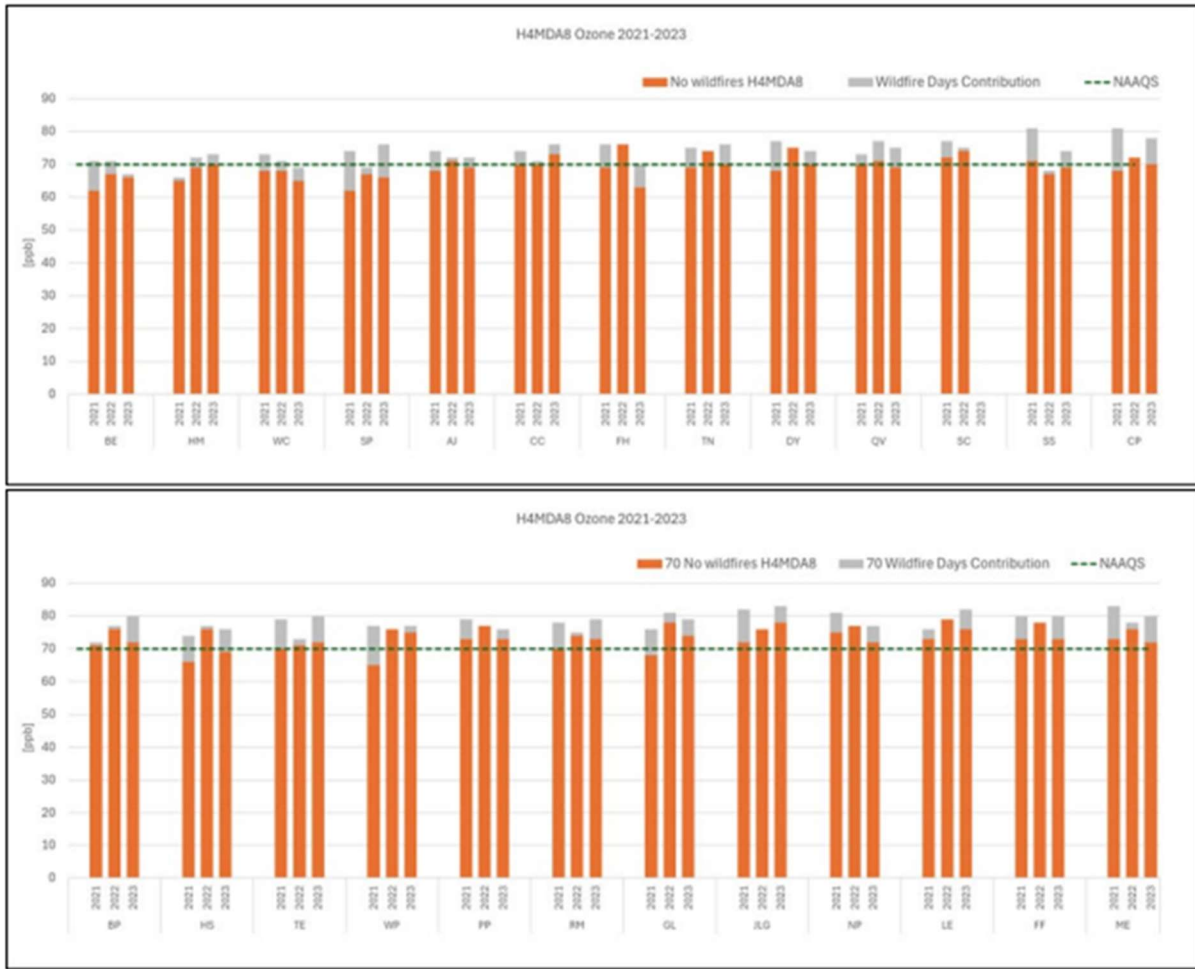


Figure 2-7. Annual fourth highest ozone concentration in 2021 through 2023 at each of the Maricopa Nonattainment Area ozone monitors considering contributions from all possible wildfire days (grey) and non-wildfire days (orange).

Additionally, MAG shares info on background ozone levels in the intermountain west illustrating that the intermountain west was impacted from background ozone from Asia using data for specific dates in 2015 and 2017.^{6,7} Further, this information seems to show that impacts can be higher inland than on the coast, and higher at elevation.

⁶ Ibid, Figure 2-9. p. 27.

⁷ Ibid, Figure 2-11. p. 28.

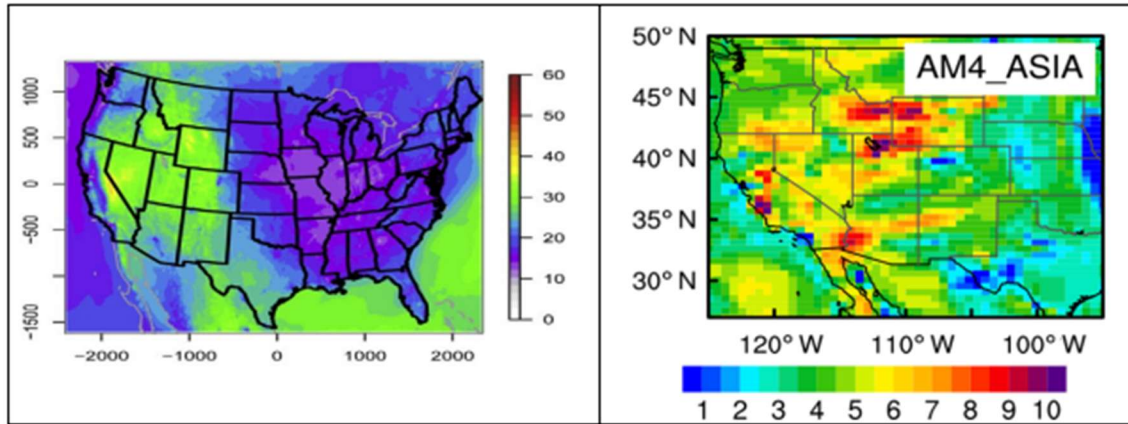


Figure 2-10. Examples of modeled surface background ozone (ppb) (left) showing July 2011 average US background from the CAMx regional photochemical model, and (right) showing tracked ozone from Asia on May 24, 2017.

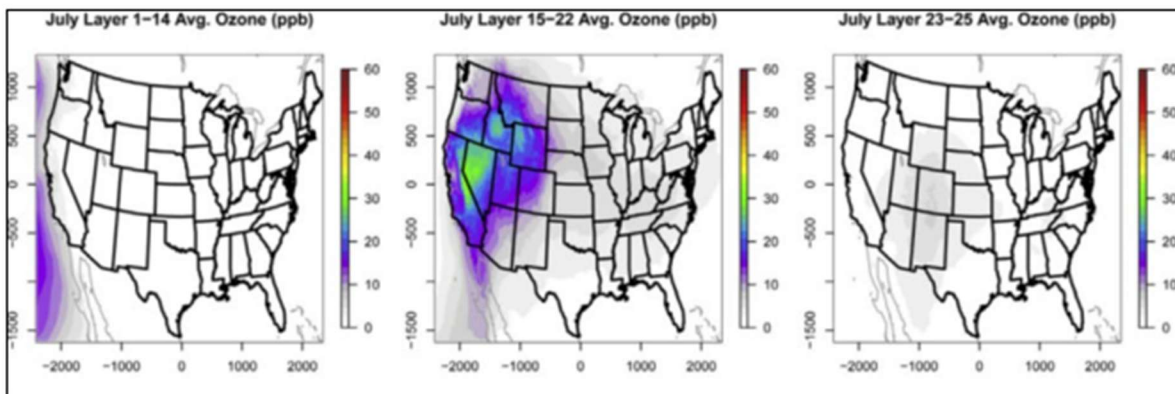


Figure 2-11. Results showing examples of US background ozone contribution (ppb) from the western CAMx boundary and from three sets of vertical model layers; boundary layer (left), mid troposphere (middle), stratosphere (right).

EPA is anticipated to propose a similar determination for Utah’s Northern Wasatch Front Ozone Nonattainment Area. TRE will continue providing updates on this effort.

While Colorado is likely impacted differently than Arizona and Utah, given our unique location, topography, meteorology, climate, and contributions from man-made sources and other factors, Colorado may experience contributions from outside of it’s authority to control, like Arizona and Utah. This issue has broad implications to the greater intermountain west region.

Separately, TRE completed a joint application on behalf of the NFRMPO and PPACG seeking \$100,000.00 in funding from Colorado’s Air Quality Enterprise (AQE), associated with RFP 2025000002, to host a Fall 2026 intermountain west ozone conference/workshop in Colorado. The conference is envisioned to address the problem that ozone levels are no longer responding to significant reductions in man-made ozone precursor pollutants in the region,



share information on related research and scientific findings, engage individuals with varied knowledge and opinions on how best to address high ozone levels in the intermountain west region and on how to communicate with the public. This application was submitted to the AQE on 3/3/26. TRE is actively engaging with interested parties and potential partners on this conference.

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

- 3/26/26 Utah's Air Quality Science for Solutions Conference
- 4/2/26 NFRMPO Council Meeting
- 4/3/26 RAQC Board Meeting
- 4/15/26 RAQC Control Strategies Committee Meeting
- 4/15-17/26 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:

- Track AQE funding activities under RFP2025000002
- Track EPA's proposal determining attainment for Utah's Wasatch Front ozone nonattainment area in Utah (similar to EPA's action for Phoenix-Mesa nonattainment area in Arizona)
- Track NHSTA's proposed changes to fuel economy standards and consider impacts on NFRMPO's transportation planning and air quality objectives
- 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
- Inquire of APCD about their anticipated July 2026 revisions to conformity rules



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

Held: Tuesday, February 24, 2026, 1:00 p.m.

The Special 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 Special Meeting

All board members, except Director Canonico, were present. The meeting began at 1:06 p.m.

Executive Session (Closed To The Public):

CTIO Chair Gutierrez proposed a motion to convene the CTIO Board of Directors in an executive session with the Transportation Commission and Clean Transit Enterprise (CTE) Board of Directors 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 and related contracts, 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 Sacripanti and seconded by Vice-Chair Moran, the CTIO Board entered the Executive Session at 1:08 pm. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 2:15 p.m.

The executive session discussion is required to be kept confidential pursuant to Section 24-6-402(3)(a)(I) and (III) and Section 24-72-204(3)(a)(IV).

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. publicMetropolitan

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

March 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
	Barbara Bills

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

Approval of Minutes:

The motion was made by Fries to approve the February 19, 2026, minutes and was seconded by Jenkins. The motion passed by acclamation.

Organizational Updates:

Relford presented a UPWP amendment that zeros unrequested 5310 urban funds and aligns STBG amounts with CDOT contracts, asking the committee to recommend the amendment to council in April and to advise whether it should be on consent or as an action item.

She also requested support to contract Employers Council for HR services—approximately \$1,375/month for 16 hours over a year (about \$16,000)—to update job descriptions, develop a compensation plan, and revise the employee handbook; the committee supported the contract. The Committee recommended reviewing and updating the Employee Handbook /organizational policies every two to three years.

It was also reported that we had an executed IT services contract with Castle Rock Sky and a planned provider transition from Greystone effective April 1.

Transportation Updates:

Karasko informed the Committee that she will be submitting the 2027 Safety Roundtable grant application for \$150,000 plus 10% for indirect costs by the Friday deadline. Additionally, she will submit the State Internet Portal Authority Accessibility grant application for \$10,000 by March 31st.

Mobility Update:

Trujillo-Martinez noted that the Mobility team had applied for five grants totaling \$293,291: the COO Disability grant for \$217,666.20, O-HI/City Smart-Interoperability Solutions grant for \$50,000, AARP-Community Connections grant for \$15,000, and the AARP-Community Walk/Bike Audit for \$2,500. Unfortunately, the CDPHE/CDOT Safety mini grant, \$8,125, was not awarded to the MPO.

Financial Updates:

The audit fieldwork is starting and may identify findings related to outdated policies and 2024 receivable write-offs; financial policies will be updated to align with Acumatica implementation.

Go live for Acumatica has been pushed back to May 1st due to adding a payroll module. Burshek is recommending we set up an Acumatica sandbox by April 1st for staff to practice in before we go live.

Burshek will finalize the 2026 budget and will translate it into a 2027 UPWP budget for presentation at the April Finance Committee meeting.

Financial Discussion:

Burshek reviewed the fourth quarter MPO unaudited financial statements highlighting more consistent cash flow due to timelier CDOT billings. She also mentioned the uses of CPG funds which are 96% expended, and STBG and 5310 funds which are completely expended.

The VanGo Q4 unaudited financial statements were also reviewed. Burshek noted that the Van sales and purchases were completed for 2025. Another notable expenditure was the new RidePro/TripSpark app and the NTD tracking website.

Relford requested a recommendation from the Committee to approve the Q4 financials and include them on the April Council agenda. Jenkins made the motion and Fries seconded. It passed unanimously.

Burshek noted there is no written mileage reimbursement policy and described our current practice of reimbursing at the federal rate while CDOT reimburses at the lower state rate, creating a small annual subsidy of about \$450. Relford requested that the practice be documented and acknowledged as policy since it is consistent with historical operational practice. Therefore, the Finance Committee approved reimbursing staff at the federal mileage rate rather than the State rate. Staff will create a future policy reflecting this recommendation.

The meeting was adjourned at 3:44 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
March 18, 2026**

Approval of the February 18, 2026 TAC Meeting Minutes – Hornkohl moved to approve the February 18, 2026 TAC Meeting Minutes. Feldmann seconded the motion, which was approved unanimously.

ACTION ITEMS

2025 TMO Call for Projects – Trujillo-Martinez noted the recommended award of the full \$400,000 in funding for the 2025 TMO Call for Projects and requested TAC recommend approval to the Planning Council.

Hornkohl moved to recommend Planning Council approve the 2025 TMO Call for Projects. Feldmann seconded the motion, which was approved unanimously.

March 2026 TIP Amendment – Stockburger noted the March 2026 TIP Amendment included two project additions from Transfort. The first project addition was the *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26. The second project addition was the *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local Funding in FY26.

Feldmann moved to recommend Planning Council approve the March 2026 TIP Amendment. Hornkohl seconded the motion, which was approved unanimously.

PRESENTATION ITEM

Transfort Optimization Plan – Phillips presented on the Transfort Optimization Plan, which was launched a year and a half ago to reimagine the transit system in Fort Collins. She described the purpose of the Plan, provided an overview of Transfort’s financial context, and outlined the process used to develop a recommended service scenario. Three scenarios were presented to the public, and Phillips summarized the feedback on the scenarios. Scenario one was focused on travel patterns, scenario two was focused on rider demand, and scenario three was focused on condensing the system and supplementing with microtransit in lower density areas. Phillips shared that based on public feedback and financial considerations, the recommended scenario prioritizes ridership growth and community needs while remaining fiscally constrained. Phillips also summarized anticipated changes to Dial-A-Ride and Dial-A-Taxi service areas and hours of operation. Phillips stated Transfort is wrapping up public engagement now and will implement the operational plan over 2026 and 2027.

DISCUSSION ITEMS

Project Scope Change Request to Use MMOF Funds as Match for Future Grant Applications – Ma stated that the primary funding source for the Foothills Transit Station and Roundabout project has been withdrawn. Despite this setback, the project remains Transfort’s top priority. He explained, Transfort is requesting approval to repurpose previously awarded FY25 and FY26 MMOF funds to serve as local match for future grant applications for the Foothills Transit Station project. Karasko noted this request represents a major scope change and will require Planning Council approval.

NFRMPO Draft Crash Dashboard – Graalum provided an overview of enhancements made to the NFRMPO’s Draft Crash Dashboard tool since it was last presented. Additions to the tool include a tab with top five intersections by number of crashes, new attribute filters, and additional map layers that can be toggled on or off. Graalum stated during the December 2025 presentation on PM1: Safety Performance Measures, the Planning

Council was still interested in utilizing more recent crash data than what is available from CDOT. TAC members were asked to provide feedback to Graalum on potential short-term and long-term improvements to the dashboard by March 31, 2026, and to identify a point of contact within their organization to coordinate data sharing agreements for more recent crash data.

GHG Transportation Report Data Request – Tarannum asked TAC members to provide data for the GHG Transportation Report to demonstrate compliance in 2030. Tarannum requested a list of roundabout projects that replaced signalized intersections constructed after 2019 and completed before 2030, along with associated AADT/ADT counts. Karasko noted a follow-up email will be distributed with additional details and a submission deadline.

Active Transportation Plan (ATP) – Rouser provided an update on the Active Transportation Plan (ATP) and adoption timeline. He provided an overview of the Plan’s purpose, summarized the chapters and key content, provided examples of Regional Active Transportation Corridor (RATC) profiles and segment-level information, and shared action steps assigned to TAC within the Plan. Rouser noted the public comment period will open later this week; the Plan will go to TAC in April for action, and the Plan will go to Planning Council in May for adoption.



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: April 2, 2026
Re: Action – March 2026 TIP Amendment

Objective

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

Summary

The March 2026 TIP Amendment includes two project additions from Transfort:

- Adding the Transfort new project *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26.
- Adding the Transfort new project *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local Funding in FY26.

The 30-day Public Comment period for the March 2026 TIP Amendment began on March 5, 2026 and will end on April 6, 2026.

Funding Types and Uses

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 Planning Council approval for adding the March 2026 TIP Amendment to the FY2024-2027 TIP at their meeting on March 18, 2026.

Attachments

- March 2026 Policy Amendment Form

NEW ENTRY

Title: Transfort MAX BEB Purchase
Sponsor: Fort Collins
STIP ID:
TIP ID: 2026-015
Type: Rolling Stock Replacement
Air Quality: Excluded from conformity analysis
Description: Purchase 3 articulated battery electric 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
State	CDOT CTE	\$4,979,250	\$0	\$0	\$0	\$0	\$4,979,250	\$0	\$0	\$0
Local	L	\$553,250	\$0	\$0	\$0	\$0	\$553,250	\$0	\$0	\$0
	Total	\$4,979,250	\$0	\$0	\$0	\$0	\$5,532,500	\$0	\$0	\$0

Revision # 2026-a3
Revision Description New Project

NEW ENTRY

Title: Transit Operations Program (SB24-230)
Sponsor: Fort Collins
STIP ID:
TIP ID: 2026-016
Type: Exempt from conformity analysis
Air Quality: Exempt from conformity analysis
Description: Transfort Local Transit Operations (SB230 Formula Program) for operating assistance and rolling stock.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	CDOT CTE	\$2,666,024	\$0	\$0	\$0	\$0	\$2,666,024	\$0	\$0	\$0
Local	L	\$296,225	\$0	\$0	\$0	\$0	\$296,225	\$0	\$0	\$0
	Total	\$2,666,024	\$0	\$0	\$0	\$0	\$2,962,249	\$0	\$0	\$0

Revision # 2026-a3
Revision Description New Project

**RESOLUTION NO. 2026-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MARCH 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 March 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 projects:

- Adding the Transfort new project *Transfort MAX BEB Purchase* with \$4,979,250 State CDOT CTE funding and \$553,250 Local funding in FY26.
- Adding the Transfort new project *Transit Operations Program* with \$2,666,024 State CDOT CTE funding and \$296,225 Local Funding in FY26.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of April 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director



MEMORANDUM

To: NFRMPO Planning Council
From: Jerome Rouser
Date: April 2, 2026
Re: Discussion Item – Active Transportation Plan

Summary

The NFRMPO is federally required to address active transportation planning as a component of the Regional Transportation Plan (RTP). The ATP will serve as the active transportation component of the 2050 RTP.

NFRMPO Staff has been working on the Active Transportation Plan (ATP) with the guidance of the TAC and Planning Council. The draft ATP was released for public comment on March 20, 2026, and will close on April 20, 2026. Public comments will be incorporated prior to the anticipated Planning Council adoption on May 7, 2026.

The ATP is divided into five chapters:

- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Strategies, Approaches, and Emerging Trends
- Chapter 4: Regional Active Transportation Corridors (RATCs)
- Chapter 5: Action Steps

Recommendation

NFRMPO Staff requests Planning Council Members provide feedback on the Active Transportation Plan.

Attachments

- Draft Regional Active Transportation Plan: https://nfrmpo.org/wp-content/uploads/ATP_Draft_final.pdf
- Presentation (included in the handouts)

Statewide Transportation Advisory Committee (STAC)

March 5, 2026, 8:30 a.m. - 12:00 p.m.; held via Zoom.

Meeting Summary

Public Comment

- There were no public comments.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The February TC meeting included Joint Workshops with the Colorado Transportation Investment Office (CTIO) on the I-70 Floyd Hill Project and Bustang funding, several Condemnation Authorization Requests, Budget Workshops, federal grant information, and Hinsdale County's Off-Highway Vehicle (OHV) Permit.

Transit and Rail Advisory Committee (TRAC) Report (Ann Rajewski)

- TRAC has not met since the last STAC meeting.

Legislative Updates (Emily Haddaway and Jamie Grim)

- HB26-1237 (Transportation Safety Modifications) will have its first committee hearing next week, and Emily will testify in favor of it on behalf of CDOT.
- HB26-1076 (Transportation Statutory Clean-Up) passed the House, and is now in the Senate.
- HB26-1127 (Reporting After Fatal Car Crash) passed its second reading in the House.
- HB26-1101 (Criminal Offenses Related to Critical Infrastructure Metals) got one clarifying amendment, but CDOT is still very supportive of this bill.
- HB26-1086 (Adjust Subdivision Access to State Highway System) was postponed indefinitely.
- SB26-024 (State & Local Unmanned Aircraft Regulation) was postponed indefinitely.
- HB26-1071 (Local Government Vehicle Identification System on Interstate Highways) passed with amendments in the House, and is now moving through the Senate.
- HB26-1266 (Repeal Retail Delivery Fees) was introduced (CDOT is tracking and still opposes it).
- Multimodal Options Fund (MMOF): The Joint Budget Committee (JBC) accepted a decision item to maintain CDOT's spending authority, but also moved to permanently eliminate the \$10.5M annual transfer from the General Fund (despite STAC's and numerous local agencies' objections); JBC is still discussing other transfers to lessen the impacts on Bustang funding, likely through a separate bill. Nothing is set in stone until the Governor signs The Long Bill, but this and several other tough budget decisions are still forthcoming.
- HB26-1269 (Transit Access (Equity)) was introduced. CDOT (Bustang) is now excluded from this bill, and now only monitoring it while waiting on the Governor's take.
- [Emily's 3 6 26 CDOT Legislative Update](#)
- Congressionally- (Senate) and Community- (House) directed funding (earmarks) is getting numerous requests from local applicants. These applications also need CDOT certification (acknowledgement) before going to Congress members' offices.
- CDOT is still monitoring federal Reauthorization (more information expected in the Spring).
- The bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act would change federal/state/local funding splits, and create a new bridge funding formula (including more for off-system bridges). CDOT is still only monitoring this bill. The National Association of Counties (NACO) helped draft the BASICS Act, and MPOs look forward to more local funding. Both state and local levels of government would get more funding through the BASICS Act.

FY 26-27 Final Annual Budget (Jeff Sudmeier)

- CDOT expects \$2,300.7M in total revenues for FY26-27, with \$1,684.6M under TC's purview.
- Overall revenue to CDOT was reduced by \$5.4M, a net impact of minor increases across multiple revenue sources, offset by a reduction to flexible FHWA funds in CDOT's budget.
- The total allocated for the 10-Year Plan in FY26-27 is \$142.7M (\$2.3M less than proposed).
- Final Budget allocates \$14.4M for Bustang operations in FY26-27, with different funding sources recognizing both state and federal changes.
- The roll forward budget from FY25-26 available in FY26-27 is currently estimated at \$1,971.0M, for a total FY 2026-27 budget of \$4,270.7M for CDOT and the enterprises.

- Next Steps include TC review in March, submission to Governor and Legislature in April, and Governor's approval by June 30.
- The Legislature usually approves the Budget mid-session. Additional activity still affects the Budget through the rest of each session, so Budget Amendments will likely come to TC in July.
- STAC voted unanimously to approve this Budget.

Statewide Transportation Improvement Program (STIP) Update (Jamie Collins)

- Jamie provided a demonstration of the new STIP website: <https://codot.ecointeractive.com>
- CDOT Project Locator for STIP: <https://dtdapps.coloradodot.info/prolojs>
Projects without a physical location do not appear on this map.
- Jamie is now heading into the FY27-30 cycle for STIP development.

Bustang Overview and Financial Outlook (Kay Kelly and Jeff Sudmeier)

- SB22-180 provided \$30M over three years to implement a pilot service expansion program, which has helped lead to ridership levels increasing year over year.
- Despite a strong farebox recovery ratio and diverse funding sources, the end of this pilot and expiring ARPA funding will leave a significant funding shortfall that must be addressed.
- Future scenarios being considered include maintaining current levels of service, or adding 5% annual growth, both of which require considerable funding increases.
- Projected Bustang/Outrider revenue deficits are \$28M in FY27, rising to \$41M in FY30.
- CDOT proposes a one-time reallocation of roll-forward funding from state Innovative Mobility (OIM) and federal Congestion Mitigation Air Quality (CMAQ) programs (\$19.1M in FY27), and an ongoing commitment of CMAQ statewide funds (\$2M/year through FY2030). This would still leave a \$7M funding gap in FY27, but would help maintain existing service for another year while seeking other funding sources.
- Potential strategies include partnering with CTIO to leverage toll revenue and maybe also using some SB 24-184 Congestion Impact Fee revenue (currently dedicated for transit and rail).
- Next Steps include follow-up with TC, CTIO, and other stakeholders, potential TC action for more FY27 CDOT funding, and engagement with the Attorney General on legal questions.
- STAC members recognize Bustang's value, but wonder if cutting less-used routes might help create efficiencies overall. Kay will further update TC on optimizing current service, but a pretty big (funding) jump is still needed.
- OIM will also discuss increasing fares with TC soon. Cost-per-mile and Distance are major determinants of fare levels, but fares are a relatively small percentage of Bustang revenues.
- Members confirmed that this proposal would not affect CMAQ allocations sent directly to MPOs.
- Clarifications of excess toll revenues were sought, along with trade-offs of needs on those respective corridors, debt service, infrastructure needs, etc.
- Safety Improvements on I-25 Segments 2-4 are still needed (they've already helped Segments 5 and beyond). Several STAC members seek a Both/And approach to both Safety and Bustang.
- Multiple MPOs are concerned about moving toll funds from corridors to Bustang operations.
- CDOT is looking at CTIO for now, but open to other options (e.g., Public/Private Partnerships).
- Several STAC members are concerned about any Maintenance & Operations funding being used for Bustang, Transit Centers, and other items that have not yet been fully accounted for.
- The 5%-increase scenario is pretty bold considering the current situation (TC requested this).
- Western Colorado STAC members hope to right-size buses through the mountains, and maybe partner with the ski industry on the West Line, consider parking revenues/profits, etc.

Other Business (Chair Gary Beedy)

- The Freight Advisory Council (FAC) would like STAC updates at their meetings, and include at least one STAC voting member. Chair Beedy is already on both, so these will be easy fixes.
- Holly Williams is term-limited by El Paso County, so STAC must elect a new Vice Chair in May.
- The next STAC meeting is scheduled for Thursday, April 2, 2026, 8:30 am (virtual only).