



## North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

May 7, 2026

**In-Person:** Greeley Family FunPlex, 1501 65<sup>th</sup> Avenue, Greeley, CO 80634

**Virtual: Meeting Link:** [Join the meeting now](#)    **Meeting ID:** 299 922 259 856 21    **Passcode:** 2wH66wN2

For assistance during the meeting, please contact [staff@nfrmpo.org](mailto:staff@nfrmpo.org)

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Liz Heid, Vice 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	Liz Heid	-	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 – April 2, 2026	Liz Heid	9	6:10
	Active Transportation Plan (ATP) <b>Resolution 2026-09</b>	Jerome Rouser, Transportation Planner II	16	

### Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15

### Metropolitan Planning Organization Agenda

#### Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Report of the Chair	Liz Heid	-	6:30



8	Executive Director Report	Elizabeth Relford, Executive Director	-	6:35
9	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	18	6:45
10	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	22	6:50
11	Finance Committee	Written	24	-
12	April 2026 TAC Executive Summary	Written	26	-
13	2026 Quarter 1 TIP Modifications	Written	28	-
14	2026 VanGo™ Dashboard	Written	Handout	-
15	2026 Colorado Legislature Updates	Written	Handout	-
16	Mobility Program Updates	Written	Handout	-

**Presentations**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Labor Market Profile	Ann Hutchison, Fort Collins Chamber SeonAh Kendall, City of Fort Collins Mark Johnston, Larimer County Rich Werner, Upstate Colorado	29	7:00

**Action Item**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	April 2026 TIP Amendment <b>Resolution 2026-10</b>	Jonathan Stockburger, Transportation Planner I	53	7:45

**Council Reports**

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:50
20	STAC Report	Bill Jenkins, NFRMPO STAC Alternate	62	-
21	Host Council Member Report	Johnny Olson, Past Chair	-	8:00

**Meeting Wrap Up:**

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: June 4, 2026 – Town of Berthoud



## MPO Planning Council

### *Larimer County*

**Kristin Stephens, Commissioner – Chair**

Alternate- Jody Shadduck-McNally, Commissioner

### *Town of Eaton*

**Liz Heid, Mayor Pro Tem – Vice Chair**

Alternate- Glenn Ledall, Trustee

### *City of Greeley and Regional Transit Representative*

**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



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## April 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, May 7, 2026

### Air Pollution Control Division (Division) Public Participation Opportunities:

- **Oil and gas emission control updates:** Join a public meeting to learn the Division's proposed updates to controlling pollution in the oil and gas industry. The proposals would include revisions to [Air Quality Control Commission Regulation 7](#) and [Regulation 19](#). The division will also share a brief update on controlling lead hazards. Register to join an upcoming meeting on [Wednesday, June 24, 11 a.m.-1 p.m.](#) Register to join an upcoming meeting on [Saturday, July 18, 11 a.m.-12 p.m.](#)
- **Air Monitoring 101:** Learn the basics of air monitoring in Colorado. The meetings will cover: (1) What air monitoring is and what it tells us about air quality (2) How air quality regulations guide air monitoring (3) The types of regulatory and community air monitoring the state conducts and supports (4) Resources to find real-time air monitoring data and advisories. Register to join an upcoming meeting on [Tuesday, May 5, 2-3:30 p.m.](#)
- **Colorado Refinery Report meeting:** The division is hosting a meeting on the Colorado Refinery Report, which will be released in early May. Register to join an upcoming meeting: [Wednesday, May 13, 6-7:30 p.m.](#) This report summarizes the findings of the refinery expert review required under [House Bill 24-1338: Cumulative Impacts & Environmental Justice](#). The main petroleum refinery in Colorado is Suncor in Commerce City. The report includes:
  - The impact of refineries on ambient air quality in Colorado.
  - Regulatory frameworks governing refineries in other states and at the federal level.
  - Best practices and technologies for minimizing emissions from refineries.
- **Lawn and garden in-use requirements:** Join a public meeting to learn the division's planned proposal to expand requirements for lawn and garden equipment. Colorado currently has [lawn and garden equipment requirements for government agencies](#) in place, and the proposal would expand requirements to commercial operators. The proposed rule would include revisions to [Air Quality Control Commission Regulation 29](#). The regulation aims to reduce emissions that form ground-level ozone pollution in the [parts of Colorado that do not meet federal standards](#). Register to join an



upcoming meeting [Wednesday, May 27, 1-2:30 p.m.](#) Register to join an upcoming meeting on [Tuesday, June 2, 6-8 p.m.](#)

- **Final greenhouse gas reduction plans:** Join these meetings to discuss final greenhouse gas reduction plans for large industrial facilities in Colorado. The plans are for facilities covered under the [Greenhouse Gas Emissions and Energy Management for Manufacturing Phase 2 rule](#), or GEMM 2. These plans demonstrate how each facility will meet its individual greenhouse gas emissions limit in 2030 under [Colorado Air Quality Regulation 27](#). In 2025, the division gathered feedback on draft versions of the plans. The division and a third party contractor reviewed feedback, requested updates as appropriate in response to feedback, then finalized the plans. The final plans available now include:
  - [American Gypsum.](#)
  - [Cargill.](#)
  - [JBS.](#)
  - [Sterling.](#)
  - [Yuma.](#)
  - Final plans for Natural Soda, Golden Aluminum, and Suncor will be available in early May 2026. Register to join an upcoming meeting:
    - [Wednesday, June 3, 6-8 p.m.](#)
    - [Saturday, June 6, 11 a.m.-1 p.m.](#)
    - [Wednesday, June 10, 1-3 p.m.](#)
- **Carbon Management 101:** Join this series to discuss the basics of carbon management projects in Colorado. Carbon management refers to projects that reduce carbon dioxide and greenhouse gases using technology. The meetings will cover:
  - Carbon capture, use, and storage projects
  - Differences between state agencies for certain projects
  - Discuss how the upcoming technical working group will track carbon dioxide emissions from carbon capture and storage projects
- Register to join an upcoming meeting on [Tuesday, June 16, 1-3 p.m.](#) and [Wednesday, June 17, 6-8 p.m.](#)



## [Air Quality Control Commission](#) (Commission) Updates:

### April 15-17, 2026 Commission Meeting

- **Rulemaking Hearing for Regulation Numbers 24, 26 & 30 - Toxic Air Contaminants:** The Commission will consider revisions to Regulation Numbers 24, 26 & 30 to adopt emission control regulations and associated compliance demonstration provisions that reduce air emissions for new and existing stationary sources of priority toxic air contaminant (PTAC) previously identified by the Commission. These PTAC of benzene; chromium compounds, hexavalent (hexavalent chromium); ethylene oxide (EtO); formaldehyde; and hydrogen sulfide (H<sub>2</sub>S). Additionally, the Commission will consider certain reporting requirements intended to address current information gaps and identify opportunities for future PTAC control strategies.

### May 21 & 22, 2026 Commission Meeting

- **Request for Rulemaking Hearing for Regulation Number 7 - Oil & Gas Operations -** The Division will request that the Commission set a hearing to consider revisions addressing oil and gas operations impacted by EPA's Emission Guideline 40 CFR Subpart OOOOc and the associated state 111(d) plan.
- **Request for Rulemaking Hearing Regulation 19 - Lead Dust Hazard and Clearance Update -** The Division will request that the Commission set a hearing to consider the proposed update to Regulation Number 19. The proposal will incorporate revisions finalized by EPA in October 2024. Updating State requirements strengthens protections for children under the age of 7 and allows the Air Pollution Control Division to maintain delegation of the Lead-Based Paint Activities rule. The Division will also request other revisions based on requirements in the federal rules include revisions to the definition of lead-based paint abatement, training program accreditation applications and amendments, and training course notifications.
- **Rulemaking Hearing for Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting -** The Commission will consider revisions to Air Pollutant Emission Notice (APEN) requirements and fees.





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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 5/6/26

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**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 May 7, 2026 meeting.

**Summary:**

In April 2026, TRE focused on jointly planning an intermountain west Fall 2026 ozone conference (now known as the Fall 2026 Ozone Exchange) with the Pikes Peak Area Council of Governments (PPACG).

**Air Quality Activities:**

AQCC Activities:

The AQCC adopted regulations for operations emitting five priority air toxic contaminants (PTACs) above specified thresholds at their April meeting. The adopted regulations are specific to both newly constructed sources as well as existing sources of: benzene from petroleum refineries, formaldehyde from stationary spark-ignition reciprocating internal combustion engines and combustion turbines, hexavalent chromium from decorative and functional chrome plating, ethylene oxide from sterilization facilities, and hydrogen sulfide from asphalt processing and roofing products and manure digesters.

RAQC Activities

The RAQC Board met in April. Staff outlined next steps in refining their Blueprint document over time and highlighted the development of a report on Public Health Effects from Air Quality specific to Colorado's Denver Metropolitan North Front Range Ozone Nonattainment Area. This report is anticipated to be made available in Summer 2026. During public comment, NFRMPO Executive Director, Elizabeth Relford, briefly shared that they are jointly hosting an Intermountain West Ozone Exchange conference in Fall 2026 with the PPACG and the reasoning for doing so.

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 and SB26-102.

During Legislative Update, Doug Rex, Denver Regional Council of Governments' Executive Director shared concerns with HB26-1399 and HB26-1398, that reduce or eliminates funding to multimodal transportation and mitigations options fund (MMOF) for transportation planning efforts. The Board voted to seek a friendly amendment to the HB26-1399, simply striking language that permanently removes MMOF funding.

The April Control Strategies Committee meeting discussed next steps in refining the Blueprint in more depth. Staff are working with APCD staff to estimate potential reductions in precursor pollutants and separately estimated ozone emissions reductions, based on listed control



strategies in the latest Blueprint and then for 2028, 2030 and 2035. Ozone reduction estimates will be determined using various dashboards and tools developed for the RAQC.<sup>1</sup>

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.

#### Ozone Season Update:

Colorado's front range ozone monitors observed high 8-hour ozone averages at the Aurora East, Evergreen and Manitou monitors April 19-22, on days with warmer temperatures. These high ozone events have been flagged as being heavily influenced by stratospheric intrusions, typical springtime meteorological events.

#### Intermountain West Ozone Exchange Conference

Congratulations! On 5/5/26 Colorado's Air Quality Enterprise voted to award the NFRMPO and PPACG \$100,000.00 with an option to seek more funding, given that the conference has been expanded to a 3-day event. The conference is scheduled on October 26-28, 2026 at The Ranch Events Complex in Loveland! More updates are coming out soon, but in the meantime please take a moment to visit the conference webpage (<https://nfrmpo.org/air-quality/ozone-exchange>) and sign up to receive conference updates at the bottom of that page.

#### Colorado General Assembly Air Quality Activities:

TRE did not track Colorado's Legislative Session activities in April, except noting those bills discussed at the RAQC's April Board meeting (mentioned above). Those bills are briefly summarized below.

- **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

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<sup>1</sup> See RAQC's AQ Planning's Air Quality Planning – Technical Analysis and Data, SIP – Emissions Analysis and Ozone Modeling webpage, here: <https://raqc.org/sip-ozone-modeling/> and select the Modeling Reports and Dashboards for 2026 Serious 70 ppb SIP Planning Efforts to find the Direct Decoupled Method (DDM) modeling dashboards.

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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.
- **HB26-1007** requires certain retail utilities to allow for customer ownership and use of meter collar adapter to permit interconnection of distributed energy.
- **HB26-1051** extends the Microgrid Community Resilience Grant program that currently expires 9/1/26. This bill has bipartisan support.
- **HB26-1039** eliminates the annual transfer from the general fund to the multimodal transportation and mitigation options fund, and, in connection therewith, reducing an appropriation. This bill has bipartisan support.
- **HB26-1398** modifies expenditure requirements out of the Multimodal Transportation Options Fund beginning in FY 2026-27. This bill has bipartisan support.
- **HB26-1030** creates a state sales tax exemption for data centers that meet certain requirements and establishes a new authority to administer the tax exemption certificates and ensure compliance with requirements for these data centers.
- **SB26-102** creates requirements for large-load data centers regarding development, utilities, environmental impact, operations, and location. It also establishes requirements for utilities that provide electricity to large-load data centers.

#### Other Air Quality Activities:

EPA announced their intention to repeal a previous determination that Utah's Wasatch Front failed to attain the 2015 Ozone National Ambient Air Quality Standard (NAAQS) by 8/3/2024, based on an updated 179B analysis of international contributions and additional analysis of wildfire contributions.<sup>2</sup> This action proposes to repeal the area's downgrade to a serious ozone nonattainment area, and instead maintain the moderate nonattainment classification under the 2015 Ozone NAAQS for the area. While related to EPA's March 2026 Phoenix-Mesa Nonattainment Area in Arizona action finding that the area would have attained the 2015 Ozone NAAQS by the 8/3/24 attainment date but for international contributions at the Phoenix-Mesa area's ozone monitors, it differs in approach.<sup>3</sup>

Both Utah and Arizona's 179B(b) analyses were retrospective analysis, 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.

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<sup>2</sup> See EPA's Press Release "EPA Proposes Repeal of 2024 Nonattainment Decision for Utah's Northern Wasatch Front to Prevent Area from Being Penalized for Foreign Emissions." April 21, 2026. <https://www.epa.gov/newsreleases/epa-proposes-repeal-2024-nonattainment-decision-utahs-northern-wasatch-front-prevent>

<sup>3</sup> 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>



Utah’s 179B(b) analysis evaluated international contributions coming from largely from Asia, and was supplemented by a separate analysis of wildfire contributions to ozone on high ozone days. The Arizona 179B(b) analysis addressed international contributions coming from Mexico as well as from Asia, and included a separate “Atypical Events” analysis addressing wildfire, natural and other contributions outside of their ability/authority to regulate. Both Utah and Arizona worked closely with EPA in conducting these analyses.

In short, Utah’s analysis shows that by adjusting ozone levels to remove international contributions on high ozone days, and then excluding wildfire influenced data on certain days (pursuing those days as Exceptional Events) modeling would have demonstrated attainment, giving international contributions of up to 7 ppb on high ozone days. <sup>4</sup>

Figure 1 - Utah 179B Analysis Supplement<sup>5</sup>

Table 1: SMAT RRF results for regulatory monitors within the Northern Wasatch Front nonattainment area without EE days removed

179b SMAT - No EE Exclusions							
Site ID	Site name	DV Year (2021-2023)	b_o3_DV	f_o3_DV	rrf	# days	county
490450004	Erda	2023	71	66.3	0.9331	10	Tooele
490571003	Harrisville	2023	72	67.6	0.9385	7	Weber
490353015	Tech Center	2023	73	68.3	0.9358	10	Salt Lake
490353010	Rose Park	2023	74	69.2	0.9358	10	Salt Lake
490353006	Hawthorne	2023	75	70	0.9335	10	Salt Lake
490353014	Lake Park	2023	75	70.1	0.9345	10	Salt Lake
490353013	Herriman #3	2023	75	70.7	0.9422	10	Salt Lake
490110004	Bountiful	2023	76	70.8	0.9319	10	Davis
490353016	Prison/Inland Port	2023	77	71.9	0.9342	10	Salt Lake
490352005	Copperview	2023	77	72.7	0.9443	10	Salt Lake
490354002	Near Road	2023	77	72.5	0.9414	10	Salt Lake

Table 2: SMAT RRF results for regulatory monitors within the Northern Wasatch Front nonattainment area with EE days removed

179b SMAT - EE Exclusions							
Site ID	Site name	DV Year (2021-2023)	b_o3_DV	f_o3_DV	rrf	# model days used	county
490450004	Erda	2023	71	66.3	0.9331	10	Tooele
490571003	Harrisville	2023	72	67.6	0.9385	7	Weber
490353015	Tech Center	2023	73	68.3	0.9358	10	Salt Lake
490353010	Rose Park	2023	74	69.2	0.9358	10	Salt Lake
490353006	Hawthorne	2023	75	70	0.9335	10	Salt Lake
490353014	Lake Park	2023	75	70.1	0.9345	10	Salt Lake
490353013	Herriman #3	2023	75	70.7	0.9422	10	Salt Lake
490110004	Bountiful	2023	76	70.8	0.9319	10	Davis
490353016	Prison/Inland Port	2023	75	70.1	0.9342	10	Salt Lake
490352005	Copperview	2023	75	70.8	0.9443	10	Salt Lake
490354002	Near Road	2023	75	70.6	0.9414	10	Salt Lake
	EE 2021 Exclusions						

<sup>4</sup> See “Gc-20225-11-05\_ UDAQ-Additional 179B(b) Details” document associated with EPA’s “Utah; Northern Wasatch Front; 2015 8-Hour Ozone National Ambient Air Quality Standards; Reconsideration and Repeal of Finding of Failure to Attain and Reclassification to a Serious Nonattainment Area; Determination of Attainment by the Moderate Attainment Date But for International Emissions,” 91FR23209, 4/30/26. Docket ID: EPA-R08-OAR-2024-0552-0022, downloaded 4/30/26 here: <https://www.regulations.gov/document/EPA-R08-OAR-2024-0552-0022>

<sup>5</sup> Ibid

For comparison, Arizona’s analysis showed that on average, international emissions from both Mexico and Asia combined contribute 15 ppb to their ozone monitors throughout the year.<sup>6</sup> 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 its authority to control, like Arizona and Utah. This issue has broad implications to the greater intermountain west region.

On a related note, two bills that address Clean Air Act provisions relating to emissions outside of the state’s control introduced and progressing through 119<sup>th</sup> Congress are worth tracking: Representative Evans’ H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, and H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act. TRE will continue to track these bills.<sup>7,8</sup>

Separately, the American Lung Association published their annual “State of the Air” 2026 report, identifying Colorado as one of seven states showing overall improvement throughout the state and at the same time giving Colorado a failing grade for air quality.<sup>9</sup> Further, the report listed two Colorado areas as being in the top 24 most polluted cities for ozone in the nation.<sup>10</sup> The Denver-Aurora-Greeley area and Fort Collins-Loveland areas were ranked as #8 and #18.<sup>11</sup> Note that the Fort Collins-Loveland area was separately listed as a top ranking cleanest city for short-term particle pollution.<sup>12</sup> Grand Junction, Colorado Springs, and Pueblo-Canon City were listed in the top ranking 23 cities for year-round particle pollution.<sup>13</sup> Colorado Springs’ ozone levels led to the area’s no longer being ranked in the top 25 most polluted cities for ozone (moving from 23<sup>rd</sup> most polluted cities for ozone in 2025 to 54<sup>th</sup> in 2026).<sup>14</sup>

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<sup>6</sup> Ibid, Table 3-1. p. 31.

<sup>7</sup> See Congress.gov for information on HR.6387 – FIRE Act (119<sup>th</sup> Congress, 2025-2026), here:

<https://www.congress.gov/bill/119th-congress/house-bill/6387?loclr=cga-bill>

<sup>8</sup> See Congress.gov for information on H.R.6409 – FENCES Act (119<sup>th</sup> Congress, 2025-2026), here:

<https://www.congress.gov/bill/119th-congress/house-bill/6409>

<sup>9</sup> American Lung Association’s “State of the Air,” report. 2026. p. 15. Downloaded 4/29/26 here:

<https://www.lung.org/getmedia/32f0646d-c5de-4501-b0ac>

<sup>10</sup> See American Lung Association’s “State of the Air,” report. 2026.

<sup>11</sup> See American Lung Association’s 2026 “State of the Air” report. 2026. Table 2c, p.50. Downloaded 4/29/26 here:

<https://www.lung.org/getmedia/32f0646d-c5de-4501-b0ac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>

<sup>12</sup> See American Lung Association’s 2026 “State of the Air” report. 2026. Table 3a, p.51. Downloaded 4/29/26 here:

<https://www.lung.org/getmedia/32f0646d-c5de-4501-b0ac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>

<sup>13</sup> See American Lung Association’s 2026 “State of the Air” report. 2026. Table 3b, p.52. Downloaded 4/29/26 here:

<https://www.lung.org/getmedia/32f0646d-c5de-4501-b0ac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>

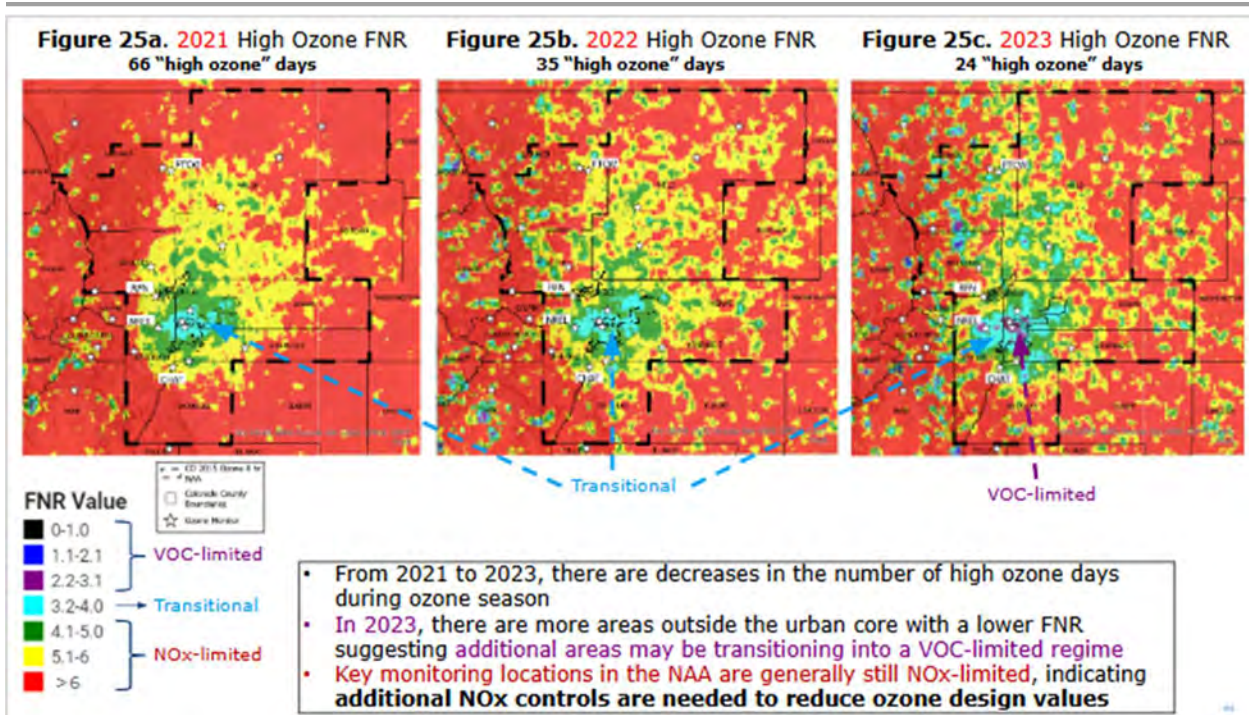
<sup>14</sup> American Lung Association’s 2026 “State of the Air” report. 2026. p.15. Downloaded 4/29/26 here:

<https://www.lung.org/getmedia/32f0646d-c5de-4501-b0ac-07cd63c974d4/State-of-the-Air-2026-Report.pdf>

Figure 2 - American Lung Association 2026 State of the Air Report's Key Findings



Separately, IMW MPO air quality technical experts were briefed by Ramboll's Courtney Taylor on an analysis of the Denver Metropolitan North Front Range Ozone Nonattainment Area showing that the area is transitioning in terms of whether the monitors would be more responsive to NO<sub>x</sub> or VOC control strategies. The analysis looks at satellite data, comparing the formaldehyde:NO<sub>x</sub> ratio (FNR) as an indicator of whether the area is more responsive to NO<sub>x</sub> or VOC control strategies. This analysis seems to show that on high ozone days, 2021-2023, the nonattainment area becomes less concentrated and more diffuse (i.e. red, yellow and green areas with higher FNR become more diffuse over these three years). This implies that the area as a whole is becoming less NO<sub>x</sub> sensitive – or less responsive to NO<sub>x</sub> reductions. Further, the core urban monitors appear to become more VOC limited, meaning that ozone levels may decrease moreso with VOC reductions. Thus, these results appear to indicate that different monitors will respond differently in terms of broad applicability of control strategies and perhaps reduction strategies may need to be more narrowly and strategically applied to different areas. NO<sub>x</sub> control strategies may reduce monitored ozone values at most monitors. However monitors within the urban core of the nonattainment area (CASA, WELBY and CAMP) may actually see an increase in ozone levels due to those same NO<sub>x</sub> reductions. While ozone design levels in downtown Denver have traditionally been lower than those along the Front Range, ozone levels at those monitors still hover around the 70ppb standard. This implies that NO<sub>x</sub> reductions across the nonattainment area may reduce ozone at some monitors and increase ozone levels at other monitors in the urban core.



### 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)

- 5/1/26 RAQC Board Meeting
- 5/5/26 AQE Meeting
- 5/18/26 RAQC Control Strategies Committee Meeting – Indirect Sources Workgroup
- 5/20/26 RAQC Control Strategies Committee Meeting
- 5/20-22/26 AQCC Meeting
- 5/27/26 APCD Lawn & Garden In-use Requirements meeting

#### Other Anticipated Air Quality Activities

- AQE meeting discussing grant funding applications under RFP2025000002 (5/5/26)
- Litigation on EPA's final action determining attainment for the Phoenix area under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed action determining attainment for the Wasatch Front in Utah under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

#### Recommendations:

- Track EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona



- Track a similar EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards
- 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
- Engage APCD to understand anticipated July 2026 revisions to conformity rules



Date: May 5, 2026

From: Tom Moore  
Planning Director and Policy Advisor

Mike Silverstein  
Executive Director

To: North Front Range Planning Council

Subject: May 2026 RAQC Update

### **Board Vacancies**

A number of vacancies for the RAQC Board are coming open for the Governor’s consideration, including three from Denver metro local government, two from the business community, one with land use planning expertise, one from stationary sources, and one representing the public interest. We will announce the new Members once appointments are made. Current Board members with terms ending this spring are welcome to continue serving in their role until new appointments are announced.

RAQC appreciates the contributions from Board Members who recently or will soon be departing, including **Jeff West, Michael Leccese, Stephanie Piko, Oscar Madera, Manny Rutinel, Anthony Milo, and Ethan Aumann**. Thank you all for your service!

### **Legislative Update**

**Summary:** RAQC’s legislative liaison **Eliza Schultz** presented at the [May 1<sup>st</sup> Board meeting](#) on bills on which the RAQC Board has taken positions and others of interest that the RAQC is monitoring that have been topics of discussion at recent Board and Legislative Committee meetings.

**Background:** At the April Board meeting, the RAQC Board voted to support SB26-021 – Clean Fleet Enterprise Replace Aging Diesel Trucks and to support amending HB26-133 – Eliminate General Fund Transfer to Multimodal Transportation Fund (MMOF) to make the defunding of MMOF temporary for this year rather than permanent. The Legislative Committee met on April 9<sup>th</sup> and discussed these bills as well as others and where the RAQC could potentially provide information from an air quality perspective but did not take formal positions on any additional bills.

### **Resolution for the RAQC to Support Front Range Passenger Rail**

**Summary:** **John Putnam**, former RAQC Chair and current Chair of the FRPR Board, provided an update to the RAQC on May 1<sup>st</sup> [on the FRPR development progress and implementation efforts](#).



FRPR will offer another mass transit option to decrease the use of single occupant vehicles and reduce associated emissions. The FRPR service corridor bisects the most populated portions of the ozone nonattainment areas. RAQC staff requested the Board take formal action to become a public supporter of the FRPR as have [other supporters listed on the FRPR website](#). The RAQC Board adopted a motion to support the Front Range Passenger Rail as a valuable addition to transportation and transit options in the RAQC region and have the RAQC logo displayed on the FRPR website with other supporting organizations, aligning with the RAQC's work to reduce emissions and improve air quality.

### **RAQC Communications Update**

**Summary:** RAQC's Communications and Media Specialist **Jenn Fields** and Communications and Programs Manager **Kelsey Simpkins** provided a [brief update on RAQC communications](#), including new communications materials, the relaunch of the RAQC's newsletter, and the upcoming air quality awareness week.

### **RAQC Air Quality Planning Update**

**Summary:** At this month's Board meeting, Senior Air Quality Data and Program Analyst Manager **Kelley Grubbs** shared an overview of the updated Smoke IMPact Assessment tool and information on tracking ozone levels for the 2026 season and Air Quality Planning & Policy Manager **Kyra Reumann-Moore** shared an update on the health effects report that the RAQC is working on with researchers as a supplementary effort to the Control Strategy Blueprint and summarized topics for the RAQC briefing at the May 21-22 AQCC meeting, which will consist of a summary of updates of Blueprint-related topics discussed with the Board in the March through May time period.

### **Communications By RAQC**

**Recent RAQC meeting information:** The following links are to agendas, materials, and brief summaries noting participants, discussion points, and next steps from the most recent meeting of this committee and work group.

- [Control Strategy Committee](#)
- The [Indirect Sources Work Group](#) last met in October 2025 and will meet virtually on May 18, 2026. Prior registration is required and the agenda is posted at: [Indirect Sources Technical Work Group Meeting - May 18, 2026](#)

Information from past as well as for upcoming committee meetings remains available on the RAQC website.



North Front Range  
Metropolitan  
Planning  
Organization

# 2025

## ANNUAL REPORT

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**NORTH FRONT RANGE METROPOLITAN  
PLANNING ORGANIZATION**



## Contents

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Image Credit: CDOT

## Letter from the Executive Director

To the communities and residents of the North Front Range Metropolitan Planning Organization (NFRMPO),

The NFRMPO continues to advance its mission through three core program areas: transportation planning, regional mobility, and vanpooling; each of which plays a vital role in connecting people, places, and opportunities across Northern Colorado.

Over the past year, NFRMPO staff, the Technical Advisory Committee (TAC) comprised primarily of engineers and planning professionals from our member agencies; and the Planning Council, made up of elected officials representing each member community, have had a highly productive and collaborative year. With the support of TAC, input from the public and stakeholders, and direction from the Planning Council, the NFRMPO achieved the following in 2025:

- Completed an annual audit with an unqualified opinion;
- Adopted new Safety Targets for 2021–2025;
- Approved the FY2026–2027 Unified Planning Work Program (UPWP) and FY2026 Budget;
- Adopted new four-year Federal Performance Measures for PM2: Pavement and Bridge Performance and PM3: System Performance;
- Continued and expanded outreach and public engagement efforts;
- Approved the conformity determination for both the 2050 Regional Transportation Plan (RTP) Amendment and the FY2026–2029 Transportation Improvement Program (TIP);
- Approved the 2025 Coordinated Human Services Transportation Plan;
- Advanced regional mobility through successful management of the RideNoCo program.
- Welcomed a new Executive Director;

These accomplishments ensure the NFRMPO remains eligible to receive and invest federal funding in the region's transportation and air quality systems. These documents are explained more fully in this Annual Report and are available on the [NFRMPO website](#).

Our Mobility Program continues to grow as a central hub for transportation options, providing residents with the tools and information needed to make informed travel choices and improving access across modes and communities.

The VanGo™ Vanpool Program remains a cornerstone of our services, offering safe, reliable, and cost-effective commuting options throughout the North Front Range. At the close of 2025, the program operated up to 24 vehicles on 22 routes serving approximately 78 participants, helping reduce congestion and support regional air quality goals.

To further strengthen community partnerships, NFRMPO member communities continue hosting monthly hybrid Planning Council meetings on a rotating basis. The organization also advocates regional collaboration through active support of the I-25, US 34, US 287, and US 85 Coalitions, fostering continued coordination and a shared regional vision.

It has been an honor to serve as Executive Director during this dynamic and productive year. Thank you for your continued partnership and support in advancing transportation, mobility, and regional connectivity across the North Front Range.



Elizabeth Relford  
NFRMPO Executive Director

## The North Front Range Transportation & Air Quality Planning Council

The North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) meets the first Thursday evening of each month. The Planning Council is made up of elected officials and representatives from local communities and state agencies. Several NFRMPO Planning Council members also represent the NFRMPO on other state and regional committees, coalitions, and commissions, including the Colorado Transportation Commission (TC), Statewide Transportation Advisory Committee (STAC), Front Range Passenger Rail District (FRPR), the I-25 Coalition, the US34 Coalition, and the Non-Attainment Area Pollution Mitigation Enterprise (NAAPME).

### 2025 Planning Council

<b>Chair</b>	Councilmember Johnny Olson	Greeley
<b>Vice Chair</b>	Commissioner Kristin Stephens	Larimer County
<b>Past Chair</b>	Mayor Pro Tem Jon Mallo	Loveland
	Mayor William Karspeck	Berthoud
	Mayor Pro Tem Liz Heid	Eaton
	Mayor Mark Clark	Evans
	Councilmember Tricia Canonico	Fort Collins
	Mayor Fil Archuleta	Garden City
	Councilmember Andrew Paranto	Johnstown
	Trustee Paula Cochran	LaSalle
	Mayor Pro Tem Dan Dean	Milliken
	Mayor Matthew Fries	Severance
	Councilmember Bill Jenkins	Timnath
	Commissioner Scott James	Weld County
	Mayor Julie Cline	Windsor
	Cecil Gutierrez	Transportation Commission
	Jessica Ferko	CDPHE-Air Pollution Control Division



## Technical Advisory Committee

The Technical Advisory Committee (TAC) meets the third Wednesday of each month. The TAC consists of up to 17 voting members, primarily engineers and planning staff from local member agencies as well as the Colorado Department of Transportation (CDOT) and the Colorado Department of Health and the Environment-Air Pollution Control Division (CDPHE-APCD). The TAC also has seven non-voting members who represent state air quality, the federal government, bike and pedestrian, and local transit agency perspectives.

### 2025 Technical Advisory Committee

<b>Chair</b>	Nicole Hahn	Loveland
<b>Vice Chair</b>	Evan Pinkham	Weld County
<b>Past Chair</b>	Eric Tracy	Larimer County
	Tawn Hillenbrand	Berthoud
	Wesley LaVanchy	Eaton
	Mazedur Hossain	Evans
	Dana Hornkohl	Fort Collins
	Vacant	Garden City
	Victoria Leonhardt	Greeley
	Tim Hoos	Johnstown
	Vacant	LaSalle
	Kevin Koelbel	Milliken
	Shani Porter	Severance
	Kim Koivuniemi	Timnath
	Scott Pearson	Windsor
	Josie Thomas	CDOT
	Brenden Cicione	CDPHE-APCD
	Emma Belmont	FTA*
	Aaron Bustow	FHWA*
	Candice Folkers	COLT*
	Michelle Johnson	GET*
	Joshua Ma	Transfort*
	Tom Moore	RAQC*
	Varies	NoCo Bike & Ped Collaborative*

\*A non-voting member of the Technical Advisory Committee

## NFRMPO Staff

The NFRMPO staff complete all the federal and state requirements to allow the local member communities to spend federal and state transportation funding. Staff provide professional planning services through the development of the Regional Transportation Plan including sub-plans for transit, active transportation, and the Congestion Management Process. The staff are also responsible for the ongoing administration of the region’s Transportation Improvement Program and periodic Call for Projects for federal funding for the region. Staff are managed by an Executive Director who reports to the Planning Council.

### 2025 NFRMPO Staff

#### Administration

Elizabeth Relford

Executive Director

Barbara Bills

Office Administrator

Tonja Burshek

Controller

#### Transportation Planning

Becky Karasko, AICP

Transportation Planning Director

Jerome Rouser, AICP

Transportation Planner II

Jonathan Stockburger

Transportation Planner I

Mykayla Graalum

Transportation Planner I

Tahjiba Tarannum

Transportation Modeler

John Meyer

Transportation Intern

#### Mobility

Tanya Trujillo-Martinez

Mobility Director

Aaron Hull

Mobility Planner

Lisa Deaton

Mobility Specialist

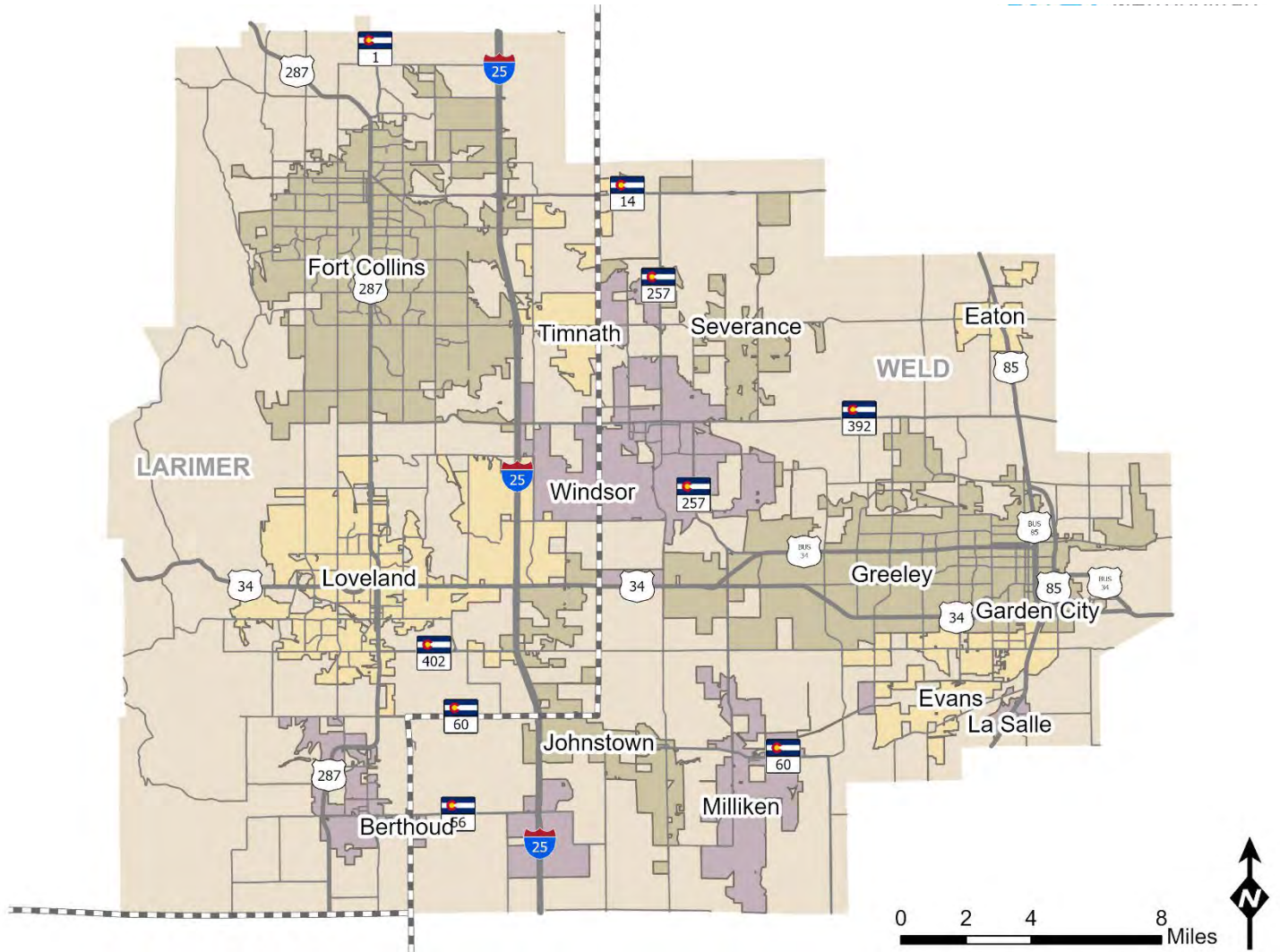
#### VanGo

Shane Armstrong, CAFM

Operations & Fleet Manager



## Region at a Glance



### Population

**558,443**  
Residents in 2024

**+1.6%**      **+8,648**  
Population Change from 2023 – 2024

### Commuting Patterns

<b>68.8%</b> Drive Alone	<b>18.0%</b> Work from Home	<b>7.5%</b> Carpool	<b>4.1%</b> Bike or Walk	<b>0.6%</b> Use Transit	<b>1.0%</b> Other
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### Largest Employers

**UC Health**

**Banner Health**

**JBS Swift**

## Transportation Improvement Program

The Transportation Improvement Program (TIP) identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant.

### NFRMPO FY2026-2029 TIP



On September 17, 2025, the NFRMPO Technical Advisory Committee (TAC) approved the Fiscal Years (FY) 2026-2029 TIP. The TIP will become effective upon approval in 2026 by the NFRMPO Planning Council, Governor Polis, and the Federal Highway Administration (FHWA) and will be incorporated into the Statewide TIP.

The TIP identifies the surface transportation projects and activities to be funded in the NFRMPO area over a four-year time period. The TIP includes roadway, transit, bicycle, and pedestrian improvements that are federally funded or regionally significant.

To learn more about the TIP and to see details about the projects programmed in the TIP, view the [TIP webpage](#).

### 2025 TIP Amendments and Modifications

Changes to the TIP are made in the form of amendments and modifications, which are regularly completed to ensure transportation project funding accuracy. Amendments to the TIP are necessary to facilitate project implementation, identify changes in funding and scheduling, and add new or delete completed projects. The NFRMPO forwards TIP amendments to CDOT upon approval at the appropriate organizational level. Amendments approved by the Planning Council are accompanied by a Resolution of Adoption. Subsequently, each administrative modification are provided for informational purposes to both TAC and Planning Council.

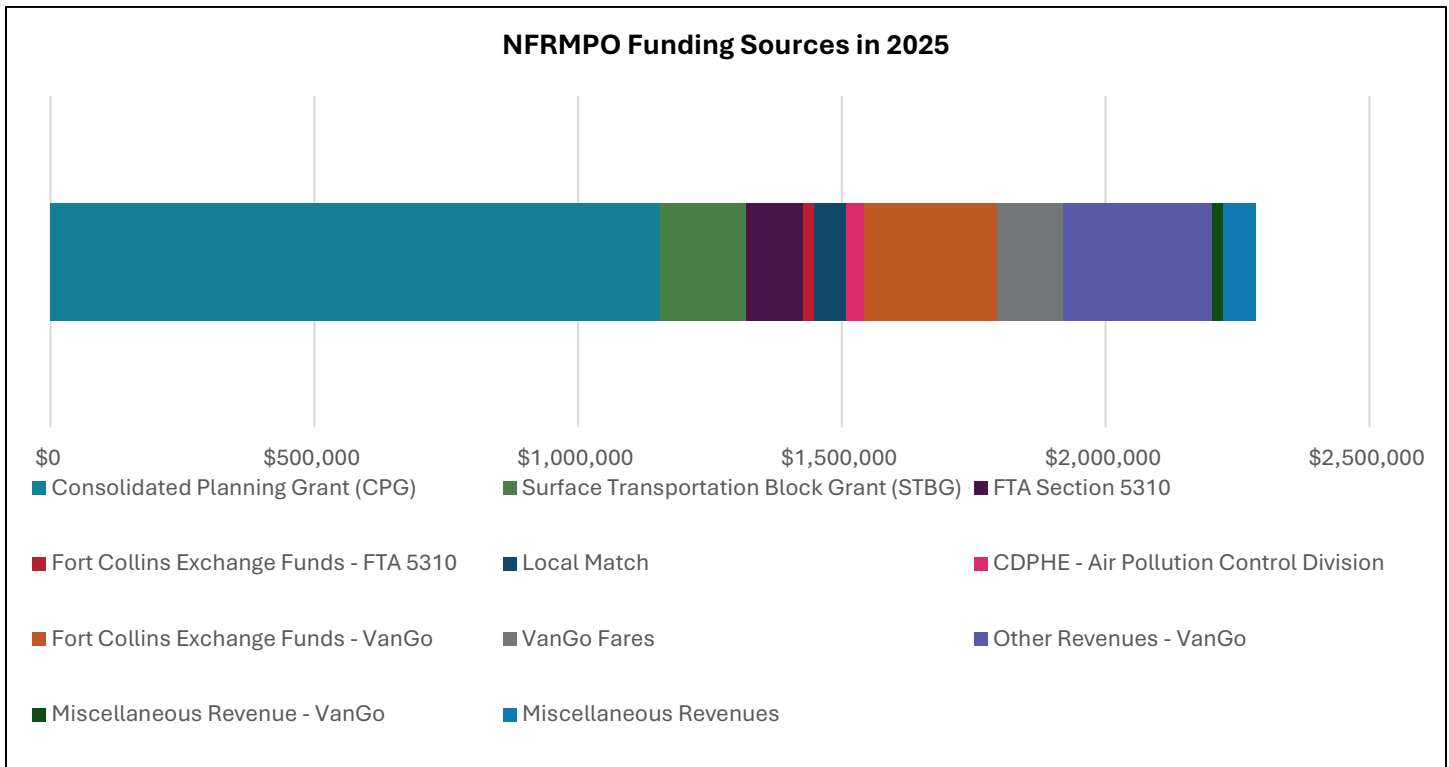
In 2025, the NFRMPO approved seven Amendments and processed 11 Modifications to the FY2024-2027 TIP. To learn more about the TIP amendments and modifications, visit the [TIP webpage](#).

## Finances

The NFRMPO is primarily grant funded with local funds used as a match. Typical federal and state programs include:

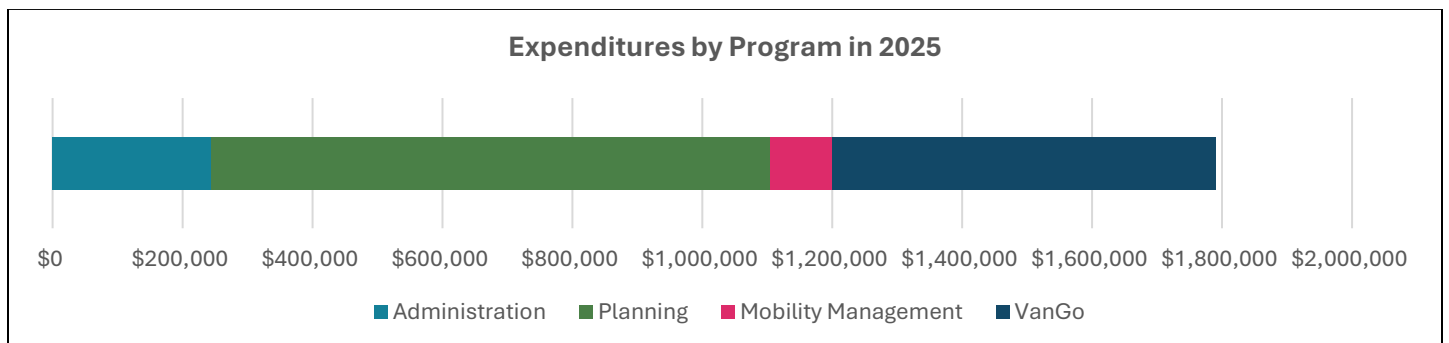
- Consolidated Planning Grant
- Surface Transportation Block Grant
- FTA Section 5310

NFRMPO funding sources in 2025 totaled \$2,284,161. A breakdown of this can be seen in the chart below.

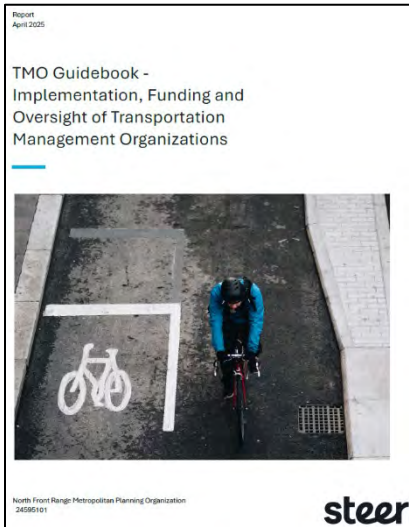


The VanGo™ program is funded through fares, vehicle sales, and funding agreements with local communities.

The NFRMPO has four program areas – Administration, Planning, Mobility Management, and VanGo™. A breakdown of expenditures by program area can be seen in the chart below.



## TMO Call for Projects



The NFRMPO Planning Council approved the 2025 TMO Call for Projects on December 4, 2025. The 2025 TMO Call for Projects Guidelines were also approved, outlining eligible applicants, eligible project types, project requirements, and scoring criteria for the 2025 TMO Call for Projects. The Call awards TMO funds for Fiscal Year 2025, with funding for the TMO Call for Projects sourced from the Carbon Reduction Program (CRP) under the Federal Bipartisan Infrastructure Law (2021).

The 2025 TMO Call for Projects establishes a clear structure for funding and supporting local and regional organizations that promote sustainable travel choices, reduce congestion, and improve air quality through collaborative programs and data-driven strategies.

**Table 1: Goals of the 2025 TMO Call for Projects**

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

The application window for the 2025 TMO Call for Projects was open from December 5, 2025 through January 28, 2026.

## Ribbon Cuttings and Events

### Power Trail Underpass Ribbon Cutting



Since its opening, the Power Trail has had a gap between Golden Meadows Park and Keenland Drive, detouring Power Trail users to McMurry Avenue and Keenland Drive. The Power Trail Underpass project will close that gap, providing a safe crossing of Harmony Road via an underpass beneath the roadway.

Construction began in November 2025, and initial construction will focus on the underpass beneath Harmony Road. Construction will then proceed to build trail segments north and south of the underpass, toward Keenland Drive and Golden Meadows Park along the Union Pacific Railroad corridor. The full trail facility is

expected to be completed in Spring 2027.

A ceremonial groundbreaking event was held on December 2, 2025 at 11:00 a.m. just north of the project site. Fort Collins Councilmember and NFRMPO 2025 Planning Council representative Tricia Canonico spoke at the event.

### Ruby Bridges Walk to School Day Event

On November 14, 2025, GOAL High School in Greeley, Colorado, partnered with the NFRMPO to celebrate Ruby Bridges Walk to School Day, an event honoring the courage and legacy of civil rights icon Ruby Bridges. At just six years old, Ruby Bridges made history in 1960 by integrating an all-white elementary school in Louisiana, a milestone that continues to inspire generations.

Students kicked off the day with an organized walk, learning about local mobility resources and the extensive trail network that encourages walking and biking throughout Northern Colorado. The event wasn't just about movement; it was about empowerment and education.



At the event, participants were also introduced to local resources on transportation and mobility and learned about the extensive trail systems available throughout the region, encouraging walking, biking, and other active modes of transportation. To add an educational twist, students participated in a poetry contest with the prompt: "Transportation: Share a favorite memory or a challenge you've faced." The contest sparked heartfelt reflections and creativity. Two winners were awarded brand-new bicycles, giving them the freedom to enjoy the region's trails and embrace active mobility.

The Ruby Bridges Walk to School Day not only honored a pivotal moment in American history but also strengthened community ties, promoted physical activity, and highlighted the benefits of sustainable transportation. Through initiatives like this, the NFRMPO and GOAL High School continue to champion values of inclusion, health, and environmental stewardship, creating a brighter, more connected future for students and families in Northern Colorado.

## Air Quality

The quality of the air impacts human health, agriculture, and visibility, and is also an important consideration for transportation planning. The NFRMPO is the designated lead planning agency for Carbon Monoxide (CO) and works with the Regional Air Quality Council (RAQC), which is the designated lead planning agency for ozone. In addition, the NFRMPO works with the Air Pollution Control Division (APCD) and the Environmental Protection Agency (EPA) to develop plans to address air quality issues and ensure the NFRMPO's planning efforts meet air quality requirements.

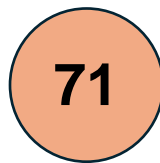
### 2025 Ozone Season

Weather conditions that were less likely to lead to ozone formation this summer resulted in fewer days above the federal ozone standard on Colorado's Front Range during the summer ozone season in 2025. However, even with favorable meteorology, monitors on the Front Range still recorded 23 days above the federal ozone standards. There were 33 Ozone Action Alert Days. The NFRMPO continues to partner with the RAQC and APCD on outreach and strategy development to control ozone.

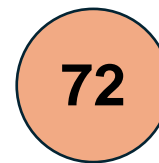
### 4<sup>th</sup> Maximum 8-Hour Value in parts per billion (ppb) (2025)



**Fort Collins-Mason**



**Greeley-Weld County Tower**



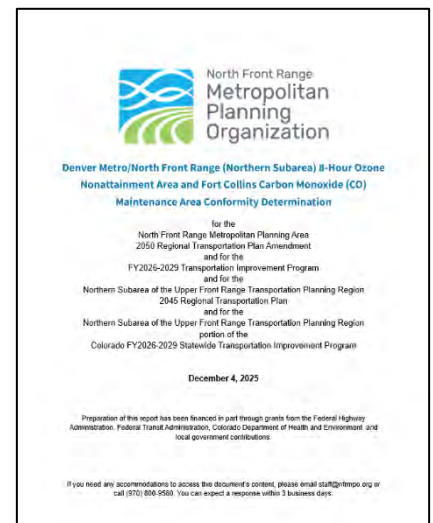
**Fort Collins-West**

The fourth highest value in 2025 at the three state monitors in the NFRMPO region are shown above. During the 2025 ozone season, Fort Collins-Mason remained under both the 70 and 75 ppb federal standards, while Greeley-Weld County and Fort Collins-West were above the 70 ppb standard but below the 75 ppb standard.

### Conformity Determination for the 2050 RTP Amendment and the FY2026-2029 TIP

Regional air quality significant projects must be analyzed for their impacts on the region's air quality. Using the NFRMPO's Regional Travel Demand Model (RTDM), outputs like vehicle speeds and vehicle miles traveled (VMT) are submitted to the Colorado Department of Public Health and Environment (CDPHE) for analysis using the EPA's Motor Vehicle Emissions Simulator (MOVES) model. The NFRMPO must ensure emissions remain below the Motor Vehicle Emissions Budgets (MVEBs).

For both the 2026-2029 TIP and the 2050 RTP Amendment, the NFRMPO achieved conformity. Planning Council approved the Conformity Determination at their December 2025 meeting and will be submitted to federal partners upon adoption of the FY2026-2029 TIP.



## Active Transportation

The NFRMPO works with various planning partners to address active modes as part of the transportation planning process to equitably move people, reduce emissions, and improve quality of life. In addition to the efforts listed below, the NFRMPO has been developing the 2026 Active Transportation Plan throughout 2025, with anticipated adoption in spring 2026.

### NoCo Bike & Ped Collaborative

The NoCo Bike & Ped Collaborative met monthly throughout the year to discuss ways to improve the regional bicycle and pedestrian network. The group discussed a variety of topics including wayfinding, active transportation funding and data, and trail maintenance best practices. The group also had discussions while walking trails in the region and continued to track the progress of the construction of the RATCs in 2025.



### Safe Routes to School Subcommittee

Safe Routes to School (SRTS) is a national initiative that promotes walking and bicycling to school through infrastructure improvements, safety education, and other incentives. SRTS initiatives improve safety and levels of physical activity for K-12 students.

There is a SRTS Subcommittee of the NoCo Bike & Ped Collaborative working to build and support SRTS programs in Northern Colorado. The committee comprises representatives from NFRMPO communities and interested organizations and can assist with any efforts to establish new programs in the region. In 2025, the Subcommittee focused on outreach and SRTS data.

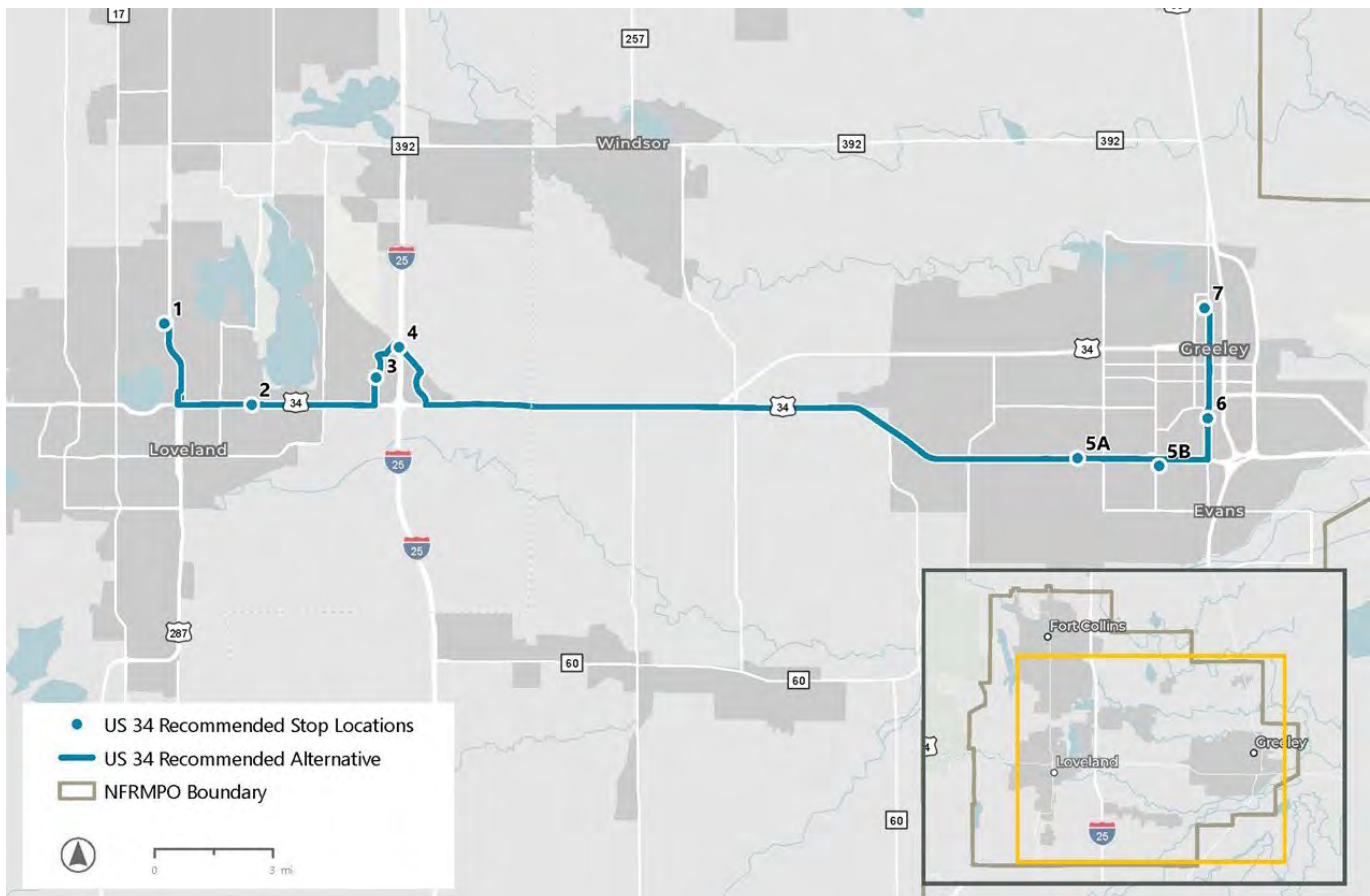
## Transit

The North Front Range region comprises three separate fixed-route transit agencies, operated by the region's three largest communities, and one demand-response service. CDOT currently operates the Bustang service, connecting Fort Collins and Loveland to Denver.

Transit is an important part of the growth anticipated to occur in Northern Colorado over the next 25 years. As a result, all transit agencies in the region are part of either the Larimer County Mobility Committee (LCMC) or the Weld County Mobility Committee (WCMC). COLT, GET, and Transfort, the three large transit agencies, are also active members of the TAC.

### US34 Transit Plan

The NFRMPO is developing the US 34 Transit Plan to provide fast, reliable, and efficient transit service along US 34 between Loveland and Greeley. The purpose of the Plan is to identify operating scenarios, capital investments, and phasing options for premium transit along US 34 between downtown Loveland and the University of Northern Colorado (UNC) area, with stops placed at major intersections, transfer stations, and regional activity centers. The expectation of the US 34 Transit Plan is to identify a premium transit option with the possibility for bus lanes, queue jumps, transit signal priority, and/or other transit investments.



After a 6-month pause in work, the US34 Transit Plan resumed in July 2025. The consultant team finalized the proposed capital investments as well as future funding options. The Plan will be finalized in early 2026 and the Planning Council is anticipated to adopt this Plan in Spring 2026.

## 2025 Coordinated Human Services Transportation Plan

As a recipient of Federal Transit Administration (FTA) §5310 funds, the NFRMPO must update the Coordinated Human Services Transportation Plan every four years. Planning Council approved the 2025 Coordinated Plan at their December 2025 meeting. Throughout the development of the plan, input was gathered from the Larimer and Weld County Mobility Committees, the joint Northern Colorado Mobility Committee, local stakeholders, transportation providers, and the public.

The 2025 Coordinated Plan identifies transportation needs, service gaps, and overlaps for vulnerable populations, including older adults, individuals with disabilities, low-income individuals, and other underserved communities across Larimer and Weld counties. It provides a strategic framework to guide the efficient use of limited transportation resources and improve mobility and quality of life for these populations.

The 2025 Coordinated Plan serves as a strategic framework to ensure that limited transportation resources are used effectively, while maximizing independence and quality of life for those who rely on specialized transportation services. The following recommended strategies were drafted to address these concerns.



**Table 2: The 2025 Coordinated Plan Strategies**

Strategy	Goal of the Strategy
<b>Coordination</b>	Assist in providing additional transportation, mobility, and human services through a coordinated effort among providers, stakeholders, and the public.
<b>Education, Outreach, and Communication</b>	Raise awareness of services that enhance and improve mobility and access for older adults, individuals with disabilities, low-income individuals, and other underserved populations.
<b>Collaboration</b>	Promote collaboration among transportation and human service providers to improve service and resource delivery.
<b>Infrastructure and Funding</b>	Address the backlog of infrastructure upgrades, expansions, and state-of good-repair projects.
<b>Non-Mobility Improvements</b>	Address gaps unrelated to transportation that can benefit older adults, individuals with disabilities, low-income populations, and underserved communities.

Success will be evaluated using metrics such as the number of shared trips, the number of volunteer drivers, customer satisfaction, outreach participation, infrastructure improvements, ridership data, service coverage, and other performance measures stated in the 2025 Coordinated Plan.

To learn more about the 2025 Coordinated Plan, mobility gaps in the region, and the strategies, visit the [Coordinated Plan webpage](#).

## Transportation Demand Management



Transportation Demand Management, usually shortened to TDM, is a variety of strategies that can be implemented to incentivize alternative transportation and increase the capacity of our existing transportation system. The more people who drive alone, the more traffic – but it is hard to travel if there are not enough options to fit your needs

The Planning Council adopted the TDM Action Plan in December 2022, which recommended taking certain actions to implement Transportation Demand Management in the region. Throughout 2025, NFRMPO staff have worked on various strategies to develop more regional support for TDM efforts.

### Northern Colorado TDM Working Group

The Northern Colorado Transportation Demand Management (TDM) Working Group is a quarterly gathering of local governments, employers, universities, and community partners to discuss TDM, improve mobility options, and reduce single-occupancy vehicle trips in the North Front Range. The purpose of the group is to share ideas, coordinate strategies, and strengthen efforts that make it easier for people to get around without relying on driving alone.

In 2025, the group met four times and discussed TDM-related activities at each host location, shared program updates/priorities, coordinated outreach, explored ride-matching tools, addressed challenges and funding opportunities, exchanged best practices, and aligned branding and messaging across the North Front Range. The group also discussed the upcoming year and how the region could come together for regional TDM campaigns, which led to the creation of a subcommittee to develop regional campaigns for June and September.

### GoNoCo34 TMO

GoNoCo34 is the Transportation Management Organization (TMO) dedicated to improving mobility, reducing congestion, and promoting sustainable transportation options along the US34 Corridor in Northern Colorado. They are working with local businesses, public agencies, and the broader community to create innovative solutions that meet the region's growing transportation needs. GoNoCo34's mission is to provide resources and tools to reduce single-occupancy vehicle trips, enhance transportation options, and improve air quality, while promoting active and shared modes such as carpooling, vanpooling, biking, walking, and public transit.

The NFRMPO has partnered with the GoNoCo34 TMO in 2025 through public outreach efforts, including eight events from Bike to Work Day in June to other outreach events throughout the North Front Range.



## RideNoCo



In collaboration with the Larimer County Office on Aging, Larimer County Community Development, and other community partners, the NFRMPO has developed [RideNoCo](#), a One Call/One Click Center for Larimer and Weld counties. RideNoCo is a central information hub for referrals and mobility assistance that aims to improve efficiency and build partnerships to provide more options for residents and visitors in need.

The RideNoCo Call Center has seen significant increases in 2025 for calls taken, presentations, website clicks (a 92 percent increase from 2024), and materials distributed. Calls are taken in English and Spanish, with over-the-phone interpretation available in over 120 languages. Some of the gaps we heard about this year include:

- Some transportation providers are booked out weeks/months or are not accepting new clients.
- Long waitlists to sign up for services.
- Some providers have turned away riders because they lack sufficient vehicles and/or drivers to provide service.
- Service providers need more drivers to help with the demand.
- It is difficult to find free or low-cost last-minute trips.
- Lack of services in the more rural areas of the NFRMPO, like Milliken, Johnstown, and Windsor.
- Lack of services in areas just outside of the NFRMPO's boundary such as Laporte and Wellington.
- No affordable services between Loveland and Fort Collins, and between Larimer and Weld County.
- More individuals need help traveling outside the NFRMPO region to destinations such as Denver, Cheyenne, or other locations for medical appointments.

The Mobility Team has enhanced the collection of caller information by adding new data points and cleaning two years of historical records. These improvements provide a more accurate and complete data set, enabling better reporting on service gaps, caller demographics, and trip purposes.

**60.7%**

of Callers are Over 60

**50.1%**

of Callers are Veterans

**32.3%**

of Callers Have a Disability

**46.3%**

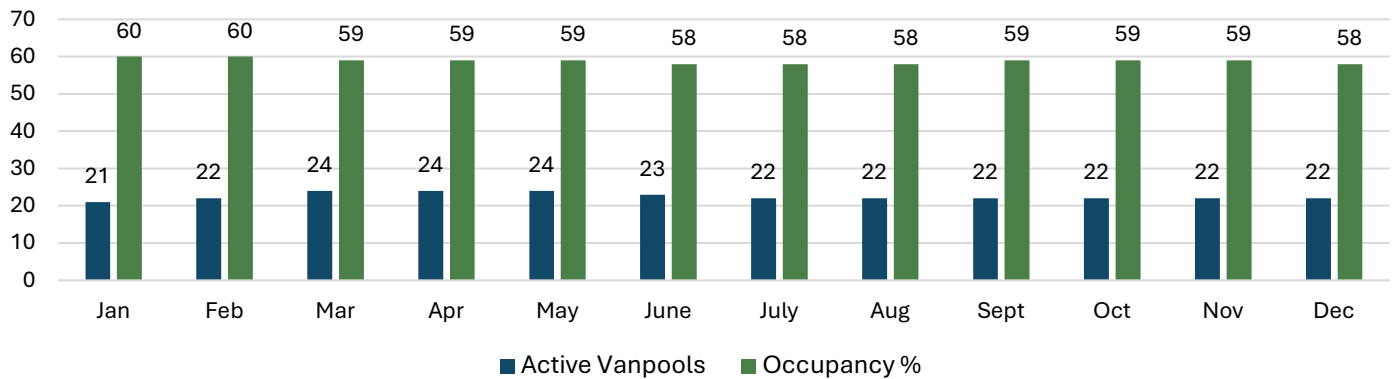
of Callers Are Needing Transportation for Medical Appointments



## VanGo™

The VanGo™ program, having stabilized in 2024, saw its first significant increase in participation at the start of 2025. An increase driven by the trifecta of increased visibility of our fleet, satisfaction shown by participants referring new participants, and increased need--predicted by a return-to-office culture. Included in this was two new routes into Estes Park, a destination the program has long sought, born this year from the visual acuity of our vans and a successful outreach meeting.

**2025 Active Vanpools & Occupancy Rate by Month**



This growth was met with no negative effects on service level, ensuring both new and veteran participants felt valued and placing the program in a solid position to maneuver the challenges that may lie ahead (e.g. supply chain, increased costs, retirements, changing/evolving culture). A culture of providing exceptional customer service is, and will remain, an important touchstone for all relationships that the team at the NFRMPO and VanGo™ understand set it apart. VanGo™ participants say it best (comments taken for the 2025 VanGo™ annual survey):

- ‘I love VanGo and I am so thankful for this service. I truly would not be able to have the job that I do without this service. Thank you!’
- ‘This is a great program and is much appreciated. Thank you.’
- ‘It’s been a great experience and enjoy the entire staff of VanGo.’
- ‘Just a huge thank you to all that work here and provide this service.’



The van fleet utilized by the program was moved to 100 percent hybrid for all active routes. This is a solid demonstration of the program’s continued resolve to both decrease single occupancy vehicle usage and reduce negative air quality impacts along the North Front Range. In 2025, our VanGo™ Operation and Program Manager, Shane Armstrong, was recognized by the CSU’s President’s Sustainability Commission for ‘exceptional work to advance sustainability at Colorado State University and beyond.’



## Public Outreach

Throughout 2025, NFRMPO staff attended events at various locations across the region as outreach for RideNoCo, the 2026 Freight Plan, the 2026 Active Transportation Plan (ATP), the 2025 Coordinated Plan, air quality, and general agency outreach. In addition to in-person outreach, the NFRMPO increased the agency’s online outreach through social media, newsletters, and the NFRMPO website.

The most discussed topics during public outreach events in 2025 were the 2026 ATP, regional transit and trails, safety, and the RideNoCo program.



### 2025 Public Outreach and Newsletter Stats

**24**  
General Outreach Events

**20**  
RideNoCo Events

**>3,450**  
Interactions at Events

**2,114**  
On The Move Newsletter Sends

**498**  
Mobility Newsletter Sends

**51%**  
Newsletter Average Opens

**39**  
Outside Partner Presentations



## Contact Us

419 Canyon Avenue, Suite 300

Fort Collins, CO 80521

### North Front Range Metropolitan Planning Organization

(970) 800-9560

[staff@nfrmpo.org](mailto:staff@nfrmpo.org)

[nfrmpo.org](http://nfrmpo.org)



### RideNoCo Program

(970) 514-3636

[mobility@nfrmpo.org](mailto:mobility@nfrmpo.org)

[rideno.co](http://rideno.co)



### VanGo™ Program

(800) 332-0950

[vango@nfrmpo.org](mailto:vango@nfrmpo.org)

[vangovanpools.org](http://vangovanpools.org)



If you need any accommodations to access this document's content, please email [staff@nfrmpo.org](mailto:staff@nfrmpo.org) or call (970) 800-9560. You can expect a response within 3 business days.

# VanGo Vanpool Program 1st Quarter Stats

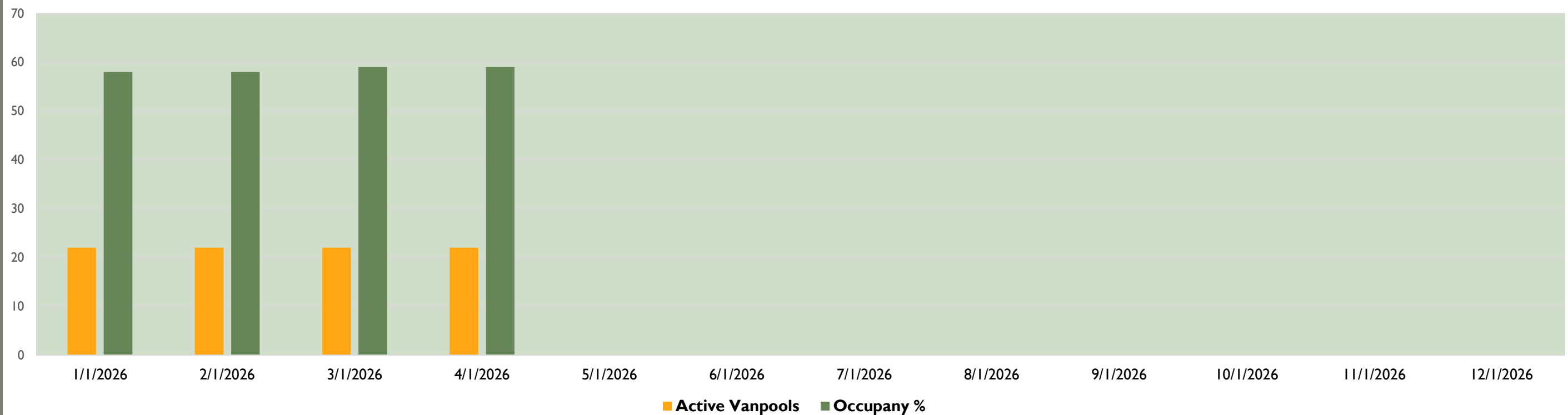
## Year-to-Date



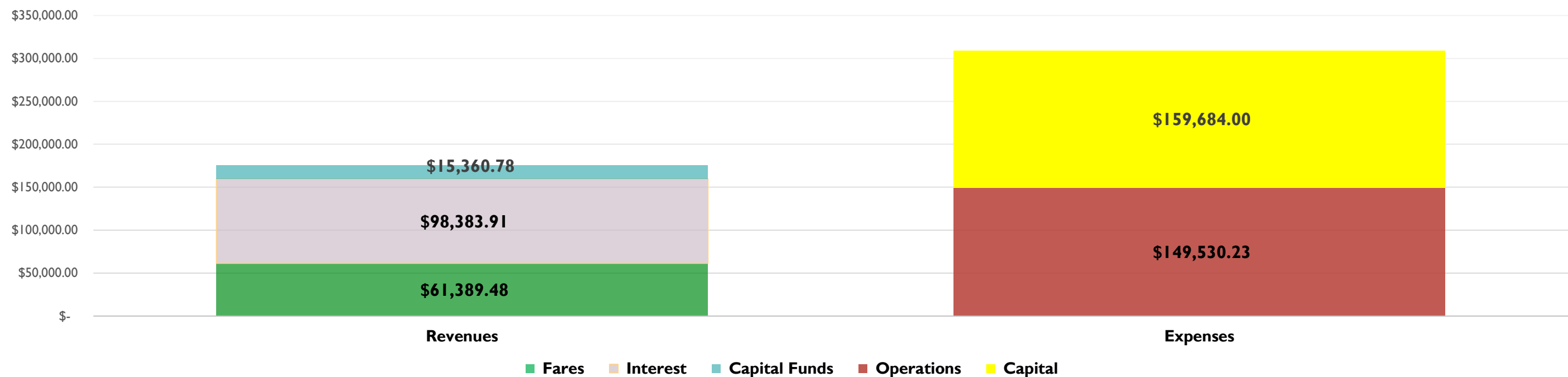
North Front Range  
Metropolitan  
Planning  
Organization



### Active Vanpools & Occupancy Rate

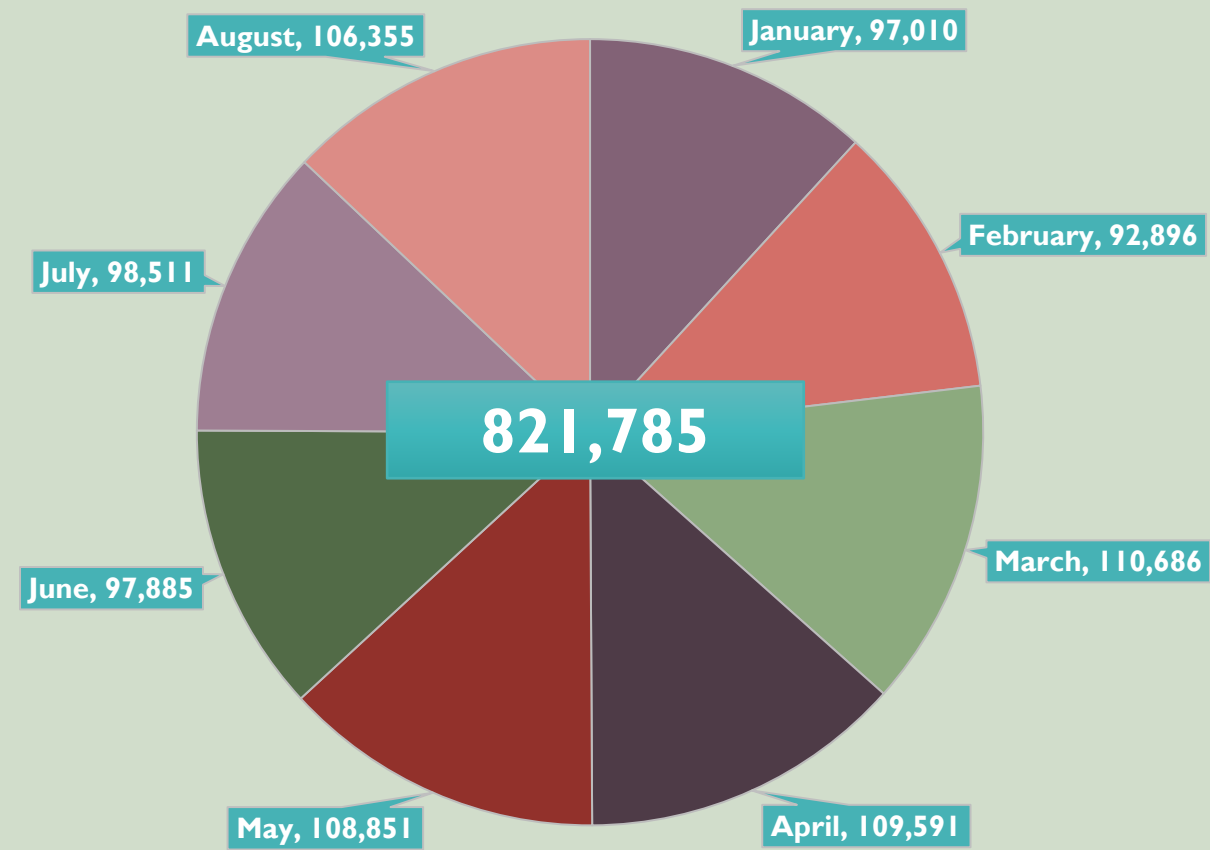


### Revenue/Expenses Year-To Date

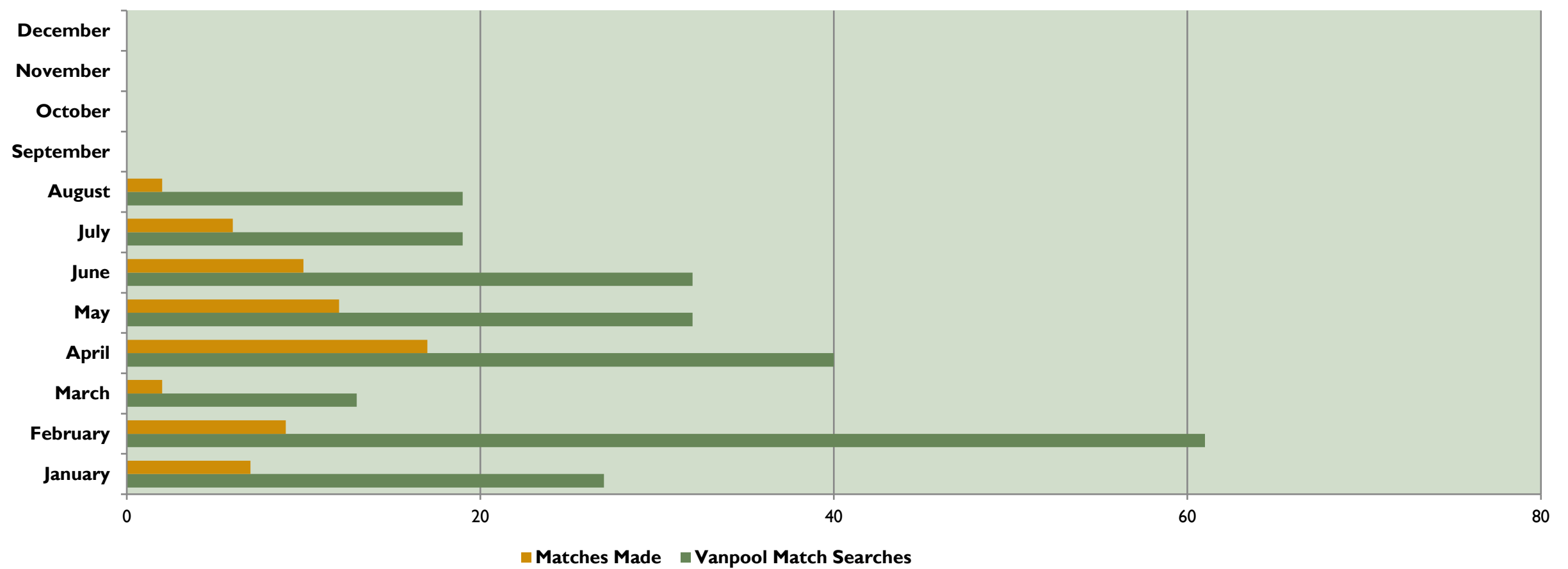


VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency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

### Miles Saved-Year to Date:



### Match Search Tracking [www.vangovanpools.org](http://www.vangovanpools.org)



## Legislative Report

May 2026

### Direct NFRMPO Impact:

<b>Title</b>	<a href="#">HB26-1398</a> : Retail Delivery Fee Revenue Allocation
<b>Description</b>	Concerning the allocation of retail delivery fee revenue credited to the multimodal transportation and mitigation options fund.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Adjusts the Retail Delivery Fee MMOF allocation from 85% allocated for local projects and 15% allocated for state projects to 70% allocated for local projects and 30% allocated for state projects</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/16/2026: Passed the Senate</li> <li>4/14/2026: Appropriations Discussion; Referred to Senate</li> <li>4/13/2026: Introduced in Senate- Assigned to Appropriations</li> <li>4/11/2026: Passed the House</li> <li>4/6/2026: Appropriations Discussion; Referred to House</li> <li>4/2/2026: Introduced in House – Assigned to Appropriations</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Result in less MMOF funding for local agencies</li> </ul>

<b>Title</b>	<a href="#">HB26-1399</a> : Eliminate General Fund Transfer to Multimodal Transportation Fund
<b>Description</b>	Concerning the elimination of the annual transfer from the general fund to the multimodal transportation and mitigation options fund, and, in connection therewith, reducing an appropriation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the annual \$10.5 million transfer from the general fund to the multimodal transportation and mitigation options fund (MMOF) for FY26.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>4/28/2026: House voted to adopt Conference Committee Report</li> <li>4/24/2026: Senate voted to adopt Conference Committee Report</li> <li>4/17/2026: House Considered Senate Amendments; voted to not concur; requested a conference committee</li> <li>4/16/2026: Passed the Senate with Amendments</li> <li>4/14/2026: Appropriations Discussion; Referred to the Senate</li> <li>4/13/2026: Introduced in Senate- Assigned to Appropriations</li> <li>4/11/2026: Passed the House</li> <li>4/6/2026: Appropriations Discussion; Referred to the House</li> <li>4/2/2026: Introduced in House – Assigned to Appropriations</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Reduce the amount of MMOF funding available for local projects.</li> </ul>

<b>Title</b>	<a href="#">HB26-1430</a> : Transportation Funding Adjustments
<b>Description</b>	Concerning adjustments to transportation funding.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Contingent on voter approval of Initiative 175, this bill reduces: <ul style="list-style-type: none"> <li>○ The excise tax on gasoline from \$.22 per gallon to \$.14 per gallon;</li> <li>○ The excise tax on special fuel from \$.215 to \$.13 per gallon;</li> <li>○ Certain vehicle registration fees, including late fees; and</li> <li>○ Road usage fees initially from \$.06 to \$.04 per gallon, and then as necessary to offset the amount of state revenue diverted to transportation uses as the result of a proposed initiative</li> </ul> </li> <li>• Creates the support road transportation fund that will consist of state revenue dedicated to road transportation</li> <li>• Clarifies that state revenue collected to support road transportation, as defined in Initiative 175, does not include enterprise fee revenue</li> </ul>
	<ul style="list-style-type: none"> <li>• 4/6/2026: Transportation, Housing &amp; Local Government Discussion; Referred to Appropriations</li> <li>• 5/1/2026: Introduced in House – Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Impact the amount of road transportation funding available if Initiative 175 is approved by voters.</li> </ul>

<b>Title</b>	<a href="#">HB26-1065</a> : Transit and Housing Investment Zones
<b>Description</b>	Concerning transit and housing investment zones.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Creates a mechanism for a local government and transit agencies to:</li> <li>• Undertake a transit investment project</li> <li>• Designate a transit investment area in which the project will be built</li> <li>• Create a transit investment authority or designate other financing entities with the power to receive and use the increment of revenue derived from the states sales tax collected in the area.</li> <li>• Allows local governments to apply to the Office of Economic Development and the Colorado Economic Development Commission to undertake a project, and to form an authority or designate a county revitalization authority, metropolitan district, or urban renewal authority as the approved financing entity.</li> <li>• Creates the Colorado Affordable Housing in Transit Investment Zones Tax Credit. The credit is awarded in connection with qualified low- and middle-income housing projects in transit and housing zones.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/04/2026: Introduced in Senate- Assigned to Finance</li> <li>• 5/04/2026: Passed the House</li> <li>• 5/01/2026: Appropriations Discussion; Referred to House</li> <li>• 2/23/2026: Finance Discussion; Referred to Appropriations</li> <li>• 1/21/2026: Introduced in House – Assigned to Finance</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Allow local agencies to create transit investment areas to help fund transit projects.</li> </ul>

<b>Title</b>	<a href="#">HB26-1071</a> : Local Government Vehicle Identification System on Interstate Highways
<b>Description</b>	Concerning allowing a local government to locate an automated vehicle identification system on an interstate highway.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes local government to locate an Automated Vehicle Identification System (AVIS) on a highway that is part of the federal interstate highway system.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 3/19/2026: Local Government &amp; Housing Discussion; Referred to Senate</li> <li>• 2/26/2026: Introduced in Senate- Assigned to Local Government &amp; Housing</li> <li>• 2/23/2026: Passed the House</li> <li>• 2/17/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 1/26/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Authorize local governments to locate AVIS on a highway that is part of the federal interstate highway system (I-25).</li> </ul>

<b>Title</b>	<a href="#">HB26-1076</a> : Transportation Statutory Clean-Up
<b>Description</b>	Concerning modification to select statutory provisions relating to transportation.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Changes the name of the freight mobility and safety branch within the transportation development division to the office of freight mobility and safety.</li> <li>• Establishes a 4-year term limit for members of the NAAPME board who are appointed by the Governor and clarifies when the initial term for each appointment ends.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 5/5/2026: Passed the Senate</li> <li>• 4/29/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 2/20/2026: Introduced to Senate- Assigned to Transportation &amp; Energy</li> <li>• 2/18/2026: Passed the House</li> <li>• 2/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/02/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Clarifies NAAPME board term limits which will impact the NFRMPO's NAAPME representative.</li> </ul>

<b>Title</b>	<a href="#">HB26-1237</a> : Transportation Safety Modifications
<b>Description</b>	Concerning modifications to select statutory provisions to improve transportation safety.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Clarifies tire, chain, and alternate traction device requirements on a state highway by removing references to four-wheel and all-wheel drive.</li> <li>• Prohibits an individual from stopping, standing, or parking a vehicle in the portion of a roadway designated as a bike lane, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or an official traffic control device.</li> <li>• Clarifies that specified officers and authorized employees may move an attended or unattended motor vehicle, vehicle cargo, or debris that is on a highway right-of-way and that obstructs or impedes traffic or highway maintenance or operations</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/8/2026: Passed the Senate</li> <li>• 4/1/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>• 3/17/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/12/2026: Passed the House</li> <li>• 3/10/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/18/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Planning Council has identified safety as a regional priority.</li> </ul>

<b>Title</b>	<a href="#">HB26-1269</a> : Transit Access
<b>Description</b>	Concerning transit access.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Requires covered transit agencies to take specific actions in the following areas to increase transit access. For this bill, covered transit agencies refer to transit agencies that have at least one million unlinked passenger trips in the most recent year, and that are not the Colorado department of transportation or a regional transportation authority that provides funding for but does not directly provide transit services. <ul style="list-style-type: none"> <li>○ Information for transit riders;</li> <li>○ Language access initiatives;</li> <li>○ Access to restroom amenities; and</li> <li>○ Reporting requirements.</li> </ul> </li> </ul>

<p><b>Status</b></p>	<ul style="list-style-type: none"> <li>• 5/4/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <li>• 3/30/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>• 3/25/2026: Passed the House</li> <li>• 3/18/2026: Transportation, Housing &amp; Local Government Discussion; Referred to House</li> <li>• 2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<p><b>NFRMPO Impact</b></p>	<ul style="list-style-type: none"> <li>• Transfort is the only NFRMPO transit agency that is impacted by this bill</li> <li>• Beginning on June 30, 2027, Transfort must ensure that clear, up-to-date transit system maps are displayed at all bus stations, and bus rapid transit stops. Transfort must ensure that information on fare rates and structures and eligibility requirements and application instructions for fare discount programs is available online and displayed in all transit vehicles and at all bus stations, and transit stops with a covered shelter. Transfort may meet these requirements by displaying summary information and a link or quick response (QR) code to a website with detailed information. Transfort is not required to replace its fixed signage, displays, or maps solely to comply with these new requirements and, instead, is only required to update the required information upon the regularly scheduled replacement of any signage, displays, or maps.</li> <li>• Transfort would be required to ensure that all publicly available information that it disseminates related to accessing its transit services, including fare structures, transit maps, service schedules, and rights and responsibilities of transit riders, is translated into languages that are widely spoken in any county in which the agency operates or that are required by the agency's existing language access plan. Existing language access plans can be used to satisfy this requirement</li> <li>• Require Transfort to annual report their progress on action areas required by the bill, and other required information, to the governor and a joint meeting of the transportation committees of the general assembly beginning on or before January 31, 2028, and on or before each January 31 thereafter. Agencies must post this annual report on a publicly accessible website.</li> </ul>

**Direct NFRMPO Impact: Bills Signed by Governor**

<b>Title</b>	<a href="#">SB26-021</a> : Clean Fleet Enterprise Replacing Aging Diesel Trucks
<b>Description</b>	Concerning authorizing the clean fleet enterprise to encourage the replacement of high-emitting trucks with low-emitting trucks in motor vehicle fleets.
<b>Summary</b>	<ul style="list-style-type: none"> <li>• Authorizes the Clean Fleet Enterprise to incentivize, support, and accelerate the replacement of diesel-powered trucks with a model year of 2009 and earlier with heavy-duty trucks that is a model year of 2018 or later.</li> <li>• Authorizes the enterprise to use clean fleet enterprise funds to provide money to support the replacement of aging heavy-duty diesel trucks.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• 4/20/2026: Signed by Governor</li> <li>• 4/6/2026: House Amendments Approved by Senate</li> <li>• 4/02/2026: Passed the House</li> <li>• 3/17/2026: Transportation, Housing and &amp; Local Government; Referred to House</li> <li>• 3/3/2026: Introduced in House- Assigned to Transportation, Housing &amp; Local Government</li> <li>• 3/3/2026: Passed the Senate.</li> <li>• 2/23/2026: Transportation &amp; Energy Discussion; Referred to Senate</li> <li>• 1/14/2026: Introduced in Senate – Assigned to Transportation &amp; Energy</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>• Would result in lower-emitting heavy-duty trucks on the regional network which would help the NFRMPO achieve Air Quality/GHG reduction requirements.</li> </ul>

<b>Title</b>	<a href="#">HB26-1127</a> : Reporting After Fatal Car Crash
<b>Description</b>	Concerning a report after motor vehicle crashes resulting in death.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Requires coroners to include toxicology results for all deceased parties in required reports regarding motor vehicle crashes resulting in death</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>5/4/2026: Signed by Governor</li> <li>4/2/2026: Senate Amendments Approved by the House</li> <li>3/31/2026: Passed the Senate</li> <li>3/25/2026: Transportation &amp; Energy Discussion; Referred to the Senate</li> <li>3/10/2026: Introduced in Senate- Assigned to Transportation &amp; Energy</li> <li>3/5/2026: Passed the House</li> <li>2/25/2026: Transportation, Housing, and Local Government Discussion; Referred to House</li> <li>2/04/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Provide additional information on crashes that result in a death. This information can assist with local communities and the region's safety priorities.</li> </ul>

**Direct NFRMPO Impact: Bills Rejected by General Assembly**

<b>Title</b>	<a href="#">HB26-1266</a> : Repeal Retail Delivery Fees
<b>Description</b>	Concerning the repeal of retail delivery fees.
<b>Summary</b>	<ul style="list-style-type: none"> <li>Eliminates the retail delivery fees.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>3/10/2026: Transportation, Housing &amp; Local Government Discussion; Postponed Indefinitely</li> <li>2/19/2026: Introduced In House - Assigned to Transportation, Housing &amp; Local Government</li> </ul>
<b>NFRMPO Impact</b>	<ul style="list-style-type: none"> <li>Retail delivery fees are used to fund NAAPME grants that can be used for projects in the region. This repeal would lead to less funding available for projects through NAAPME funding.</li> </ul>

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

### Transportation-Related Bills – Limited NFRMPO Impact

- [HB26-1102](#): Funding for Colorado DRIVES Account
  - Increases revenue to the DRIVES account by redirecting \$2 of each late vehicle registration fee from the HUTF to the DRIVES account, and consistent with current law, crediting the remainder of the fees to the HUTF.
- [HB26-1053](#): Motor Vehicle Regulation Administration
  - Under current law, an owner of a vehicle that pays specific ownership tax, except intrastate commercial carriers, have their license plates retired and are reissued new plates when the vehicle’s ownership is transferred. This bill repeals this requirement and authorizes the owner to transfer the plates to a new motor vehicle.
- [HB26-1041](#): Electronic Vehicle Records
  - This bill repeals the existing requirement that a paper certificate of title be used for specific vehicle transactions, thereby allowing the use of a certificate of title in an electronic format in all circumstances.
- [SB26-035](#): Increase of Traffic Violation Penalties
  - This bill increases the penalties for illegally overtaking a vehicle on the left in a no-passing zone and clarifies that no-passing zones are indicated by a solid yellow line or line pavement markings. The bill increases the penalties for multiple speeding violations within a one-year, 2-year, or 5-year period. The bill requires that drivers who have multiple speeding violations within a one-year, 2-year, or 5-year period receive a summons and complaint upon committing their violation instead of a penalty assessment notice.
- [SB26-063](#): Nonemergency Medical Transportation Services
  - This bill requires a transportation broker to contract with at least 5 transportation providers to provide nonemergency transportation services to medicare members. Requires Medicaid members be able to preapprove nonemergency medical

transportation services and choose a preferred transportation provider to receive non-emergency transportation services through.

- [SB26-026](#): Weight for Vehicles with Child Restraint System
  - As it relates to child restraint system requirements, current law defines a "motor vehicle" to include certain passenger vehicles that have a gross vehicle weight rating of less than 10,000 pounds. The bill increases the gross vehicle weight rating criteria in the definition to less than 16,000 pounds.
- [HB26-1102](#): Funding for Colorado DRIVES Account
  - This bill authorizes the Department of Revenue to charge a fee for an individual who fails to appear at a scheduled appointment for a driver's license, to redirect fees for special vehicle registrations for personalized license plates from the highway users tax fund (HUTF) to the DRIVES account, and to redirect \$2 of each late vehicle registration fee from the HUTF to the DRIVES accounts and crediting the remainder of the fees to the HUTF.
- [HB26-1242](#): Interlock Device for Impaired Drivers
  - This bill will eliminate the waiting period to apply for an interlock-restricted license following a conviction related to driving under the influence of drugs or alcohol.
- [HB26-1125](#): Parent Penalties Minor Using Electric Bicycle
  - The bill creates penalties to be assessed against a parent or guardian who permits their minor child or ward to operate an electrical assisted bicycle, electric motorcycle, electric scooter, or electric skateboard (electric vehicle) if the minor child or ward operates the electric vehicle in a manner that violates certain laws concerning the usage of such electric vehicles, including laws regarding age requirements for different classes of such electric vehicles, how to safely and properly operate such electric vehicles on roadways or pathways, and required safety gear.



## RideNoCo Call Center Stats



• **170** calls & emails  
(68% increase from Qtr. 1 2025)



• **3,287** website visits  
(128% increase from Qtr. 1 2025)

## Trip Purpose



Medical **38%**



Misc. **27%**



Personal **14%**

## Who Called?

- **67%** of callers were over the age of 60
- **7%** of callers were Veterans
- **42%** of callers had a disability
- **14%** of callers required a wheelchair accessible vehicle

## Callers Location

- **49%** Larimer County
- **38%** Weld County
- **13%** Unknown/Other

## Gaps in Service

Some individuals experienced gaps that prevented them from getting where they needed to go

- **15%** Cost
- **8%** Last Minute
- **8%** Excluded from service areas
- **6%** NFR to Denver
- **6%** Excluded from Via Mobility Service area
- **5%** No Wheelchair accessible vehicles



# NORTHERN COLORADO WORKFORCE ANALYSIS

EXPLORE  
**Regional Baseline,  
Talent Supply, & Demand**  
**CONTINUE TO MENU →**

EXPLORE  
**Job Quality  
& Access Tool**  
**EXIT TO THE TOOL**



Larimer County Weld County



## Speakers



**Ann Hutchison**



**Mark Johnston**



**SeonAh Kendall**



**Rich Werner**



# Get to Know Who is in the Session

Where?

Industry?

Style of Work?

Live vs Work?

Youth in Your Household?

## NORTHERN COLORADO WORKFORCE ANALYSIS | Menu

[RETURN TO TITLE](#)



### NORTHERN COLORADO BASELINE

#### DEMOGRAPHICS

Population Trend	Population Comparison
Population Drivers	Population Share of Region
Socioeconomic Comparison	Socioeconomic Map

#### EMPLOYMENT

Employment Trend	Employment Share of Region
Employment Recovery	Employment Annual Change

#### INDUSTRIES

Industry Employment	Industry Share of Region
Industry Trends	Industry Net Change
Industry Concentration	

#### OCCUPATIONS

Occupation Groups	Occupation Trends
Net Job Change by Occupation	Jobs vs Resident Workers



### TALENT SUPPLY

#### COMMUTING

Commuting Trends	Commuting Demographics
Where Residents Work	Where Workers Live

#### POSTSECONDARY AWARDS & PROGRAMS

Awarding Institutions Map	
General Program Distribution	General Program Trends
Detailed Program Distribution	Detailed Program Trends

#### ALTERNATIVE CAREER PATHS

Apprentice Organizations
Apprenticeship Trends
Apprentices in Targets



### TALENT DEMAND

#### DEFINING THE TARGET SECTORS

Target Definitions
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#### DEMAND PATTERNS

Employer Demand Patterns	Occupations in Demand
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#### TALENT FACTORS

Qualifications
Skills in Demand
Credentials Required

#### DEMOGRAPHICS & EARNINGS

Demographics	Earnings
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#### CAPACITY FOR GROWTH

Target "What If...?" Scenarios
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# Northern Colorado

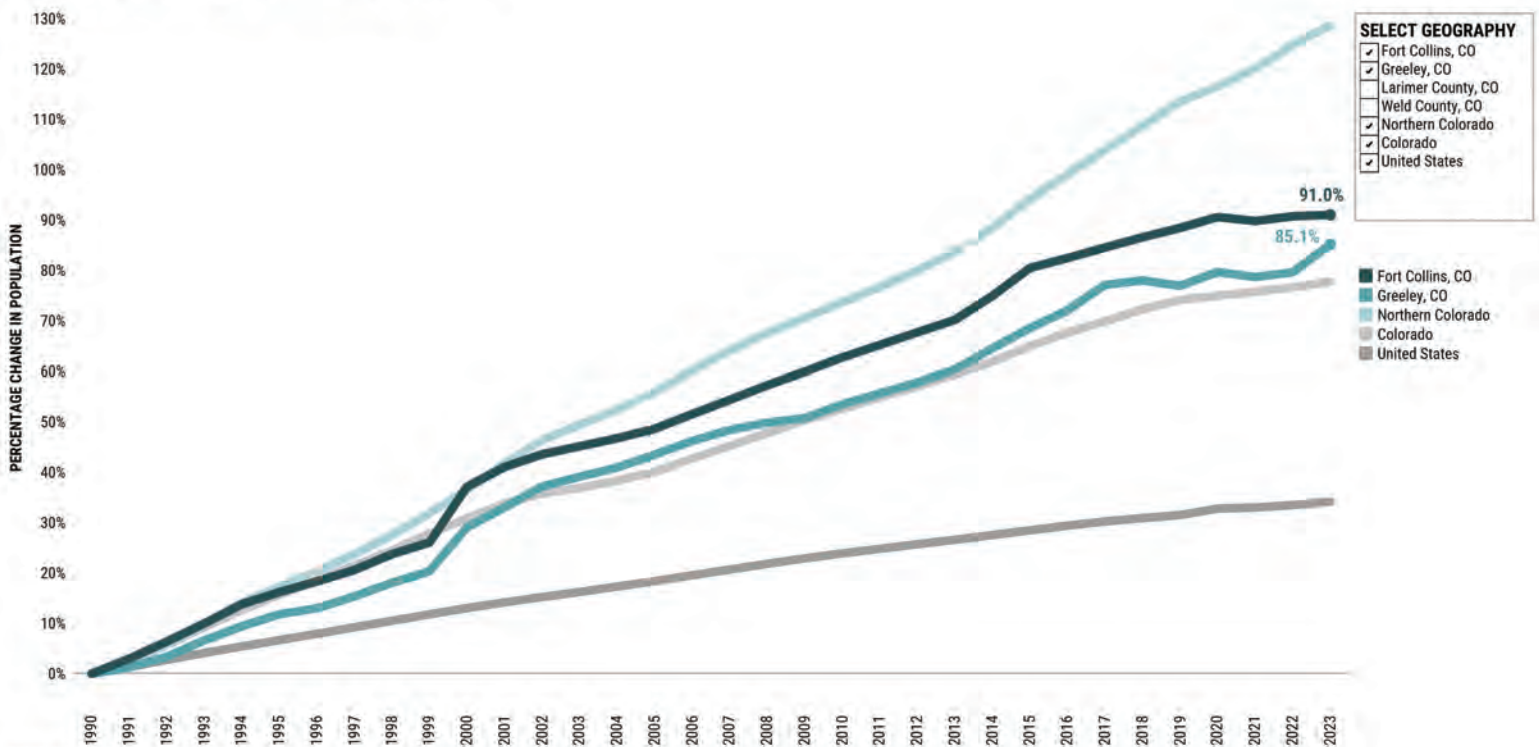
## Northern Colorado Statistics

- Population: 730,169
  - Larimer County: 370,639
  - Weld County: 359,530
- Labor Force: 393,490
- Higher Education:
  - Colorado State University
  - University Northern Colorado
  - Aims Community College
  - Front Range Community College
- Major Airport: DEN
  - Two Regional Airports
- GRP: \$48.3 Billion



## POPULATION | Comparative Change

MENU

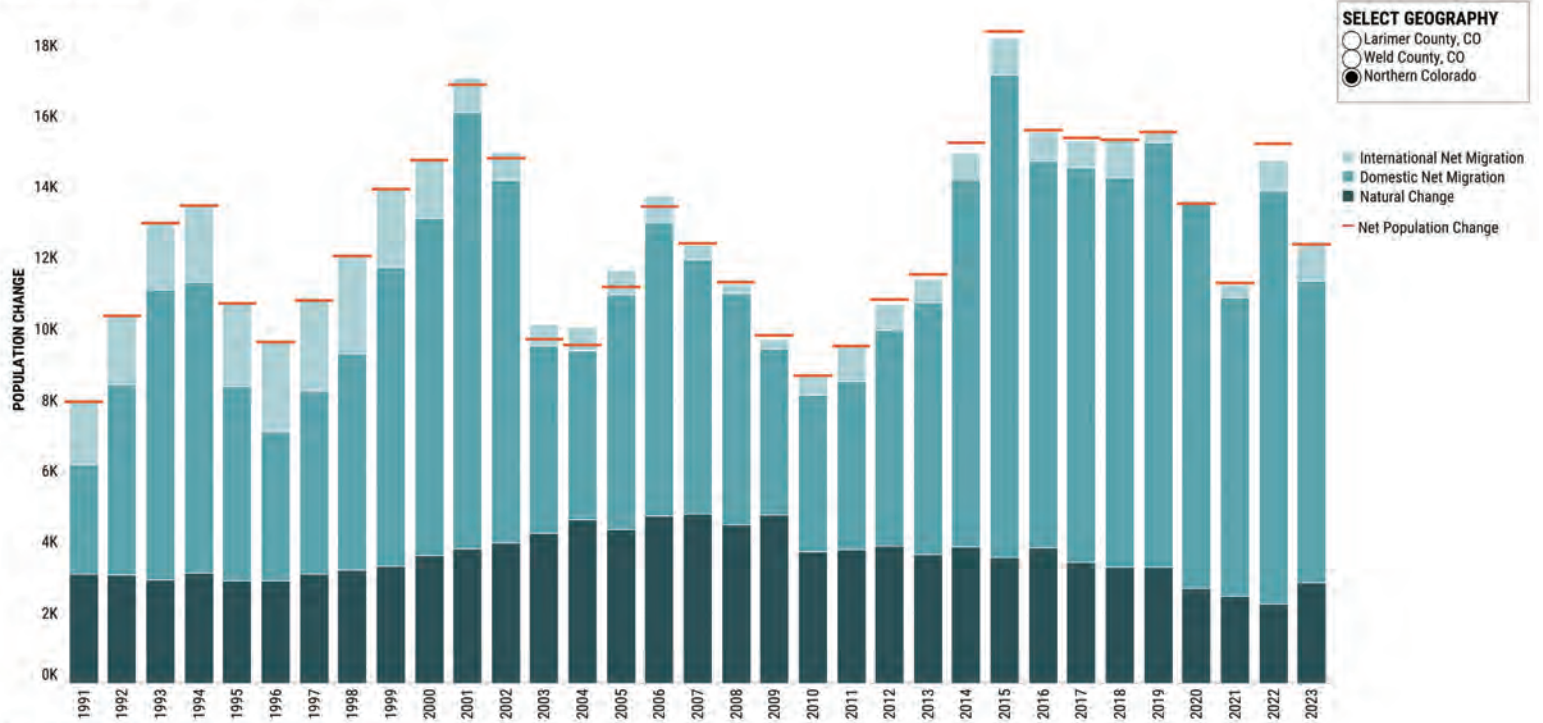


Sources: US Census Bureau, Population Estimates Program; Moody's Analytics; TIP Strategies, Inc.  
 Note: Population estimates prior to 2010 are sourced from Moody's Analytics. Estimates from 2010 to 2023 are sourced from the Census Bureau's Population Estimates Program/vintages 2020 and 2023. The Northern Colorado region consists of Larimer and Weld Counties, CO.

# POPULATION | Drivers of Change

Northern Colorado

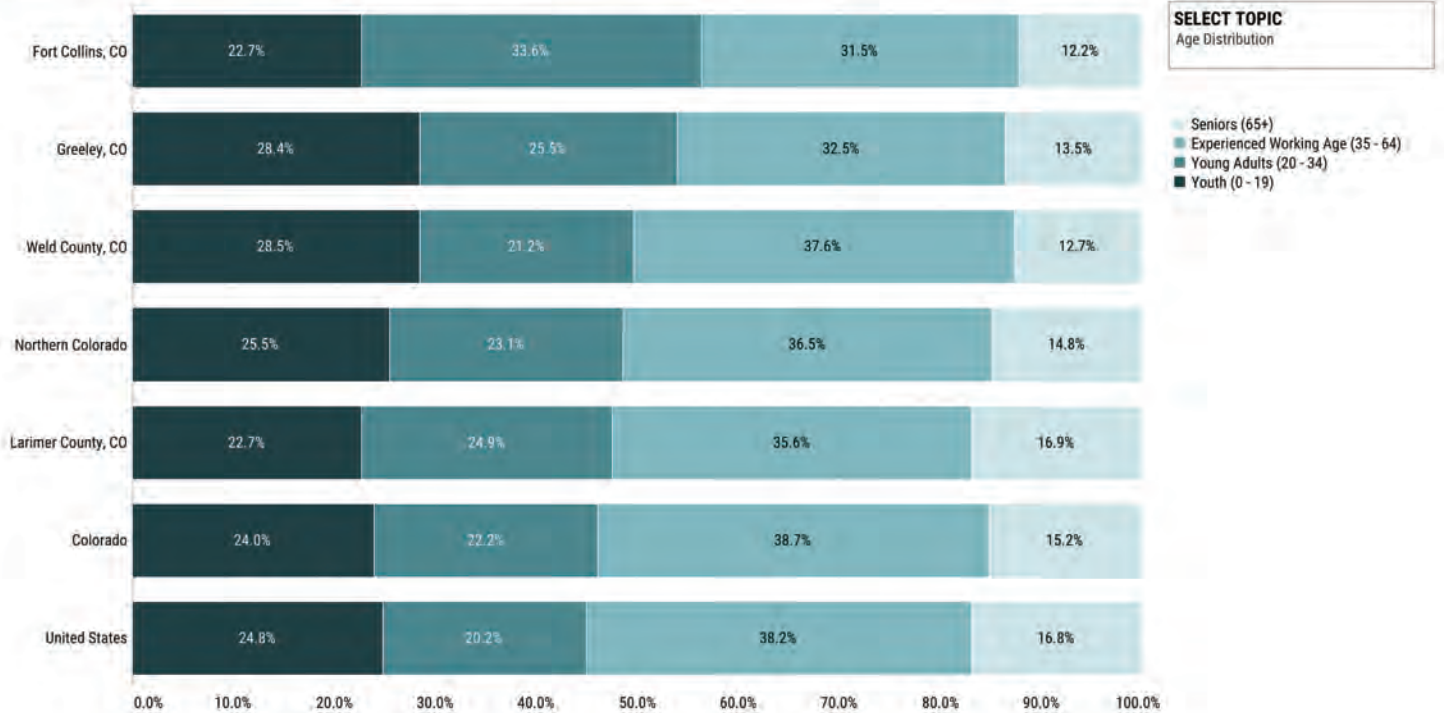
MENU



Sources: US Census Bureau, Population Estimates Program; Moody's Analytics; TIP Strategies, Inc.  
 Notes: Natural Change is the difference between annual births and deaths. Total population change includes a residual (a change in population that cannot be attributed to any specific demographic component). Residual change is not shown in the chart but is included in the net population change shown by the red bars. 2010 and 2020 components are estimated based on a 12-month projection of the 2nd quarter (the period between the Census and the mid-year estimate) that is not seasonally adjusted. Northern Colorado includes Larimer and Weld Counties, CO.

# SOCIOECONOMIC COMPARISONS | Age Distribution, 2023

MENU

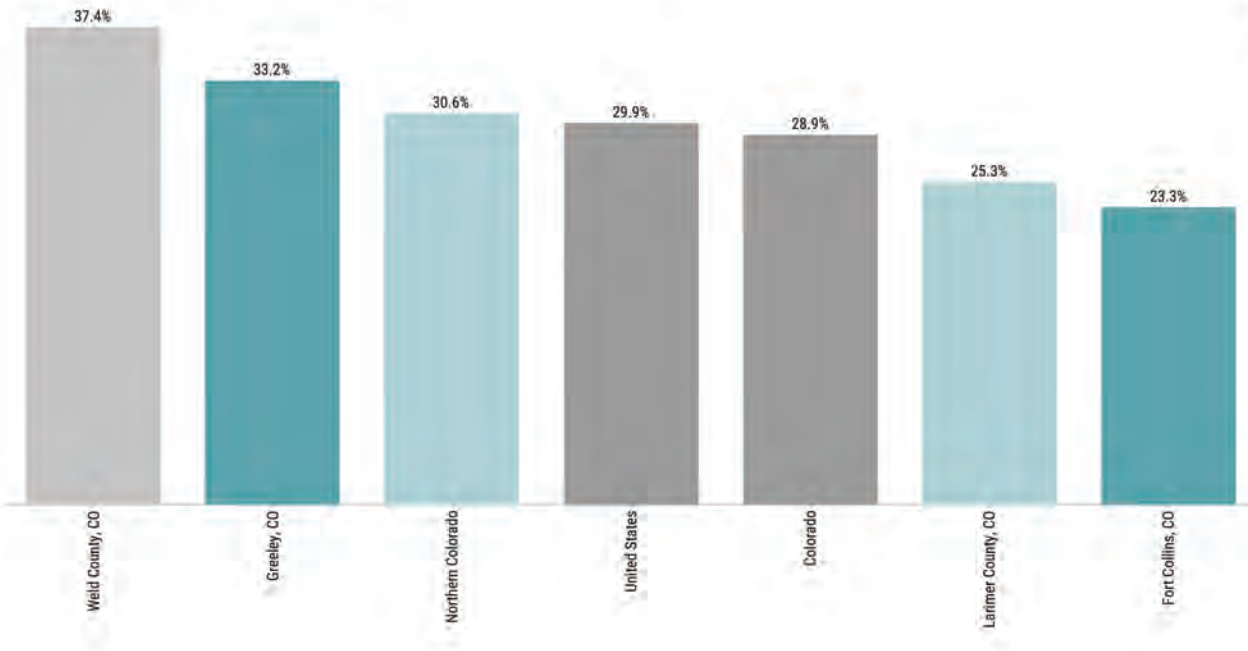


Sources: 2023 American Community Survey (ACS) 5-year sample; TIP Strategies, Inc.

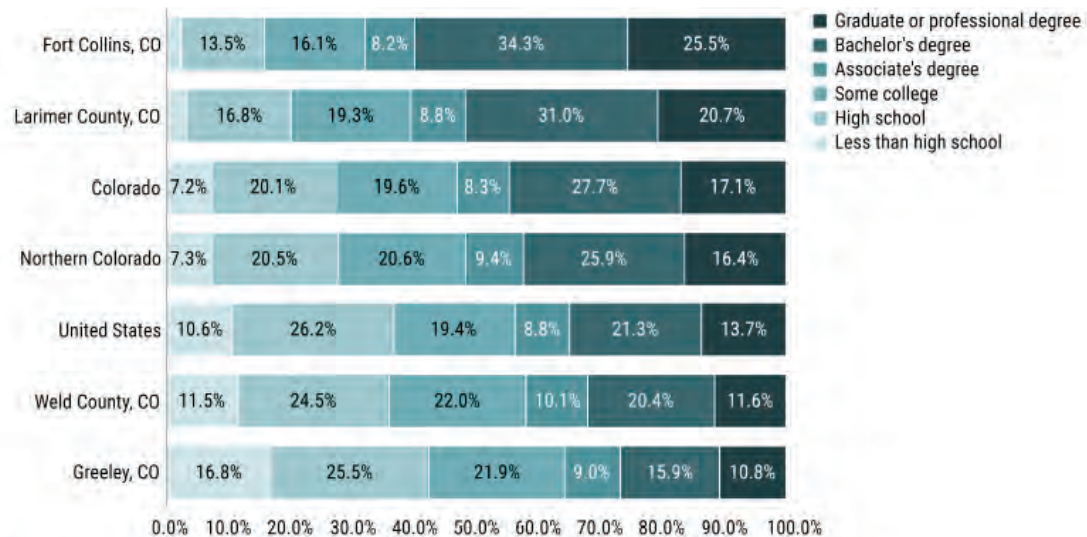
# SOCIOECONOMIC COMPARISONS | Households with Children, 2023

MENU

**SELECT TOPIC**  
Households with Children



Source: 2023 American Community Survey (ACS) 5-year sample; TIP Strategies, Inc.



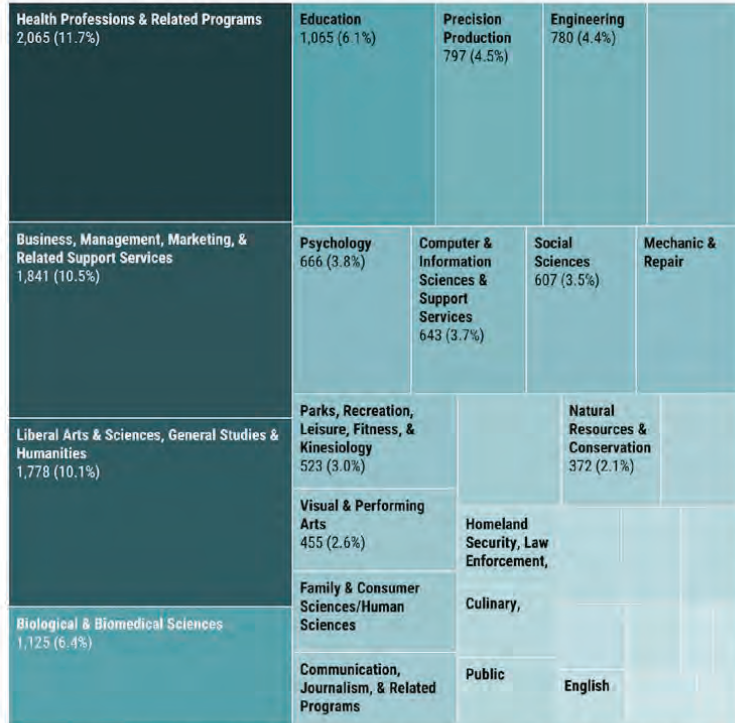
Source(s): 2023 ACS 5-year sample; TIP Strategies, Inc.

Note(s): Education attainment only measured for population 25 and older. High school includes equivalency. Some college indicates no degree was received. Graduate degree includes professional degrees and doctoral programs.

## Educational Attainment, 2023

# GENERAL PROGRAM COMPLETIONS | Distribution

Completions in Northern Colorado institutions, 2023



## COMPLETIONS BY LEVEL

Awards of less than 2 years	25.9%
Associate's Degrees	14.6%
Bachelor's Degrees	40.3%
Graduate Degrees	19.2%

## SELECT YEAR

2023

## SELECT TABLES

- Program Information
- Completion Demographics

## SELECT TARGET

- All
- Aerospace
- Bioscience & Medical Devices
- Business Services
- Fabrication & Production Technology Mfg.
- Food Processing & Mfg.
- Information Technology

## COMPLETIONS BY LARGEST DETAILED PROGRAMS

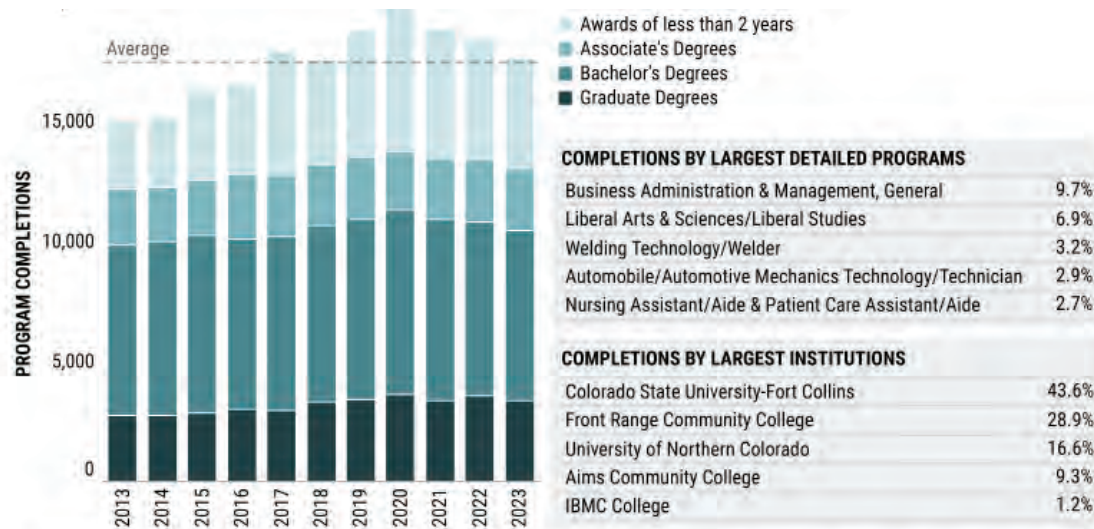
Business Administration & Management, General	8.8%
Liberal Arts & Sciences/Liberal Studies	6.8%
Welding Technology/Welder	4.1%
Psychology, General	3.0%
Automobile/Automotive Mechanics Technology/Technician	2.9%

## COMPLETIONS BY LARGEST INSTITUTIONS

Colorado State University-Fort Collins	44.3%
Front Range Community College	28.1%
University of Northern Colorado	15.1%
Aims Community College	10.7%
IBMC College	1.4%

Sources: National Center for Education Statistics (NCES), Integrated Postsecondary Education Data System (IPEDS), Lightcast 2025.1-QCEW Employees, Non-QCEW Employees, and Self-Employed; US Department of Homeland Security (DHS), Student and Exchange Visitor Program; TIP Strategies, Inc.  
 Notes: Includes only general programs with at least 25 average annual completions between 2013 and 2023. Associate's Degrees include certificates earned in more than two years and less than four years. Graduate Degrees include professional certificates, master's degrees, and doctoral degrees. Other race/ethnicity includes all races/ethnicities not otherwise listed. Science, Technology, Engineering, and Mathematics (STEM) program designations are determined by the DHS. The Northern Colorado region consists of Larimer and Weld Counties, CO.

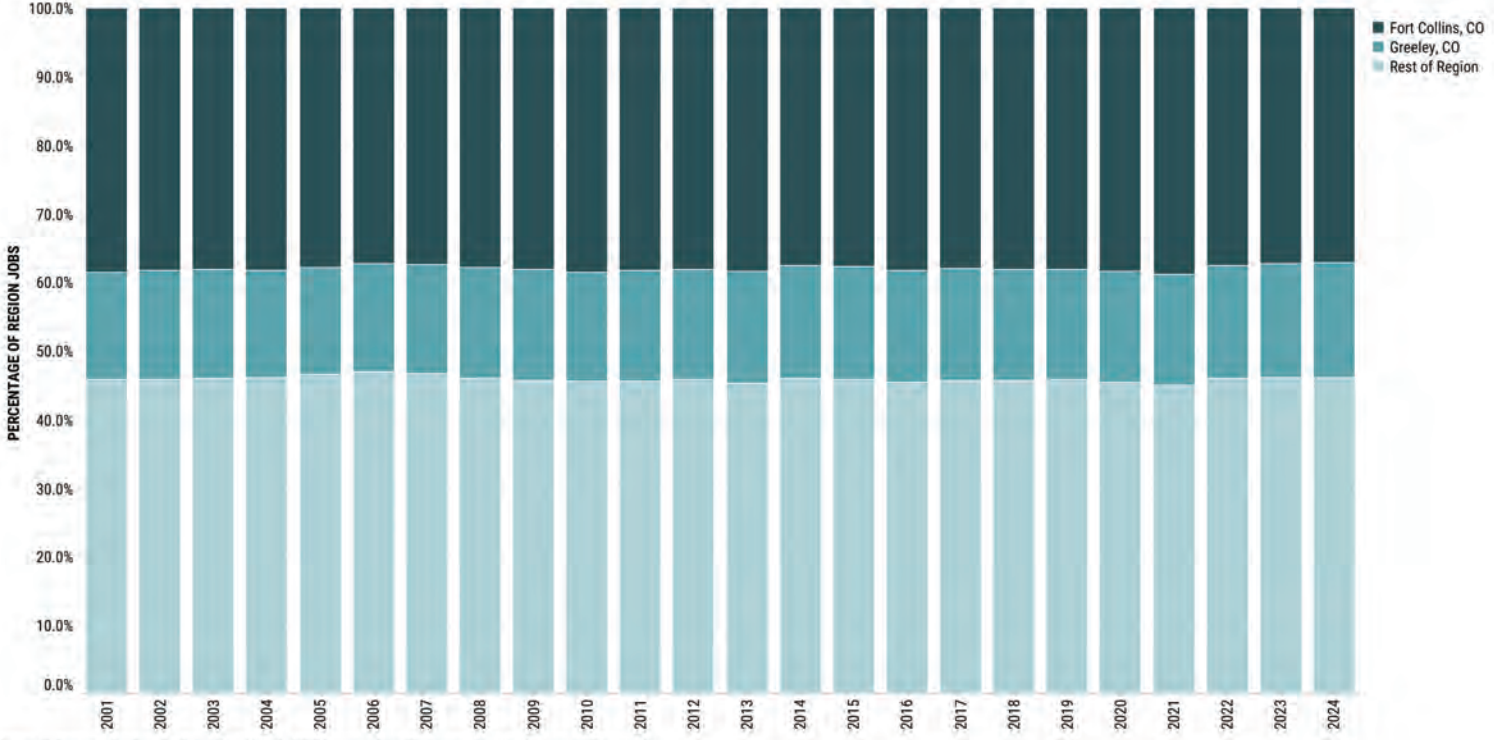
# Program Completion at Northern Colorado Institutions by Award Level, 2013 - 2023



Source(s): National Center for Education Statistics (NCES), Integrated Postsecondary Education Data System (IPEDS); Lightcast 2025.1-QCEW Employees, Non-QCEW Employees, and Self-Employed; US Department of Homeland Security (DHS), Student and Exchange Visitor Program; TIP Strategies, Inc.  
 Note(s): Includes only general programs with at least 25 average annual completions between 2013 and 2023. Associate's degrees include certificates earned in more than two years and less than four years. Graduate degrees include professional certificates, master's degrees, and doctoral degrees.

# TOTAL EMPLOYMENT | City Share of Region

Fort Collins, CO, and Greeley, CO, jobs as a percentage of the Northern Colorado Region



Sources: US Bureau of Labor Statistics (BLS), Lightcast 2025 1-QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.  
Notes: Fort Collins, CO, is approximated by ZIP codes 80521, 80522, 80523, 80524, 80525, 80526, 80527, 80528, and 80533. Greeley, CO, is approximated by ZIP codes 80631, 80632, 80633, 80634, 80638, and 80639. The Northern Colorado region consists of Larimer and Weld Counties, CO.

# NoCo REDI

## Primary Business Clusters

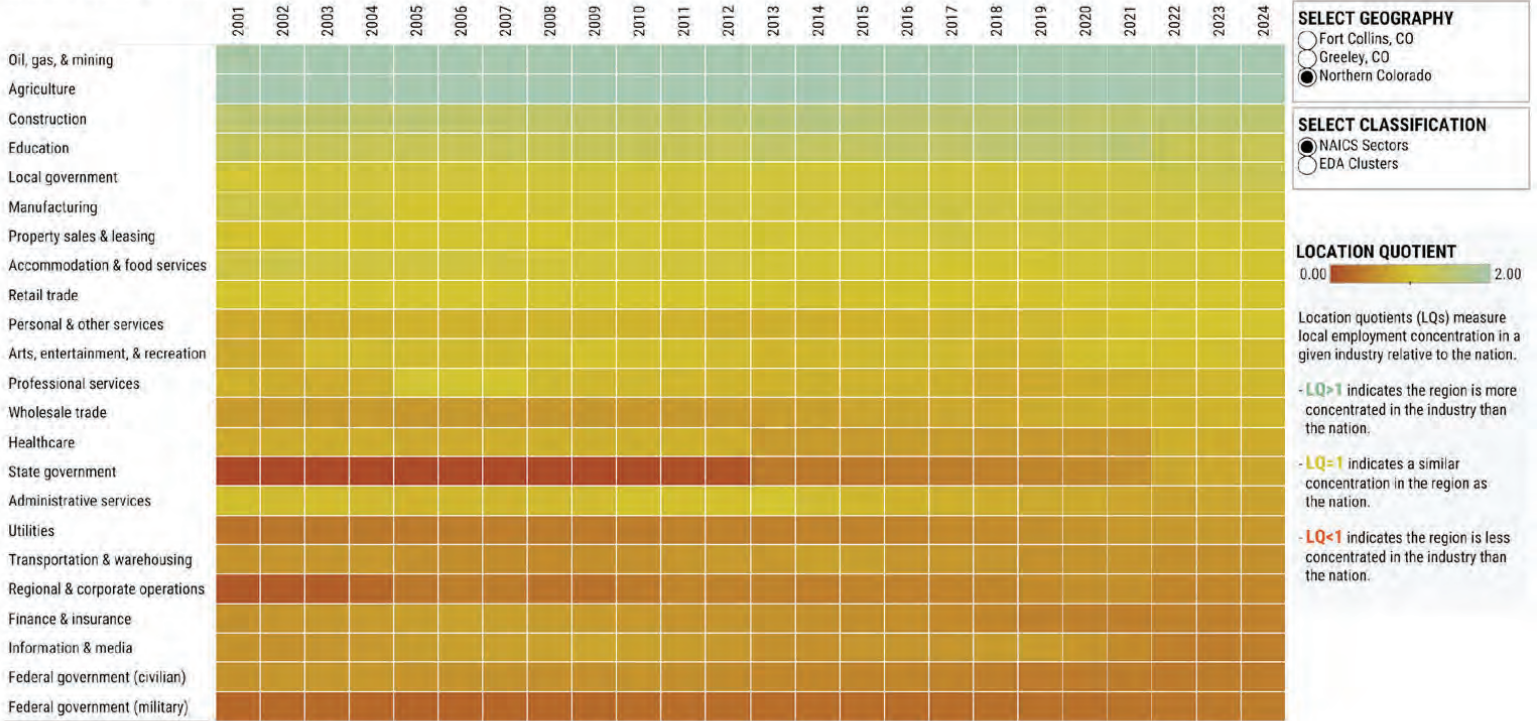
- Life Sciences
  - 1,907 employees | 120 companies
- Distribution and E-Commerce
  - 9,755 employees | 1,189 companies
- Fabrication and Production Technology
  - 4,377 employees | 90 companies
- Food Processing and Manufacturing
  - 9,369 employees | 158 companies
- Information Technology
  - 9,626 employees | 1,545 companies



# INDUSTRY SECTORS | Concentrations

MENU

Location quotients for industry sectors in Northern Colorado, 2001-2024

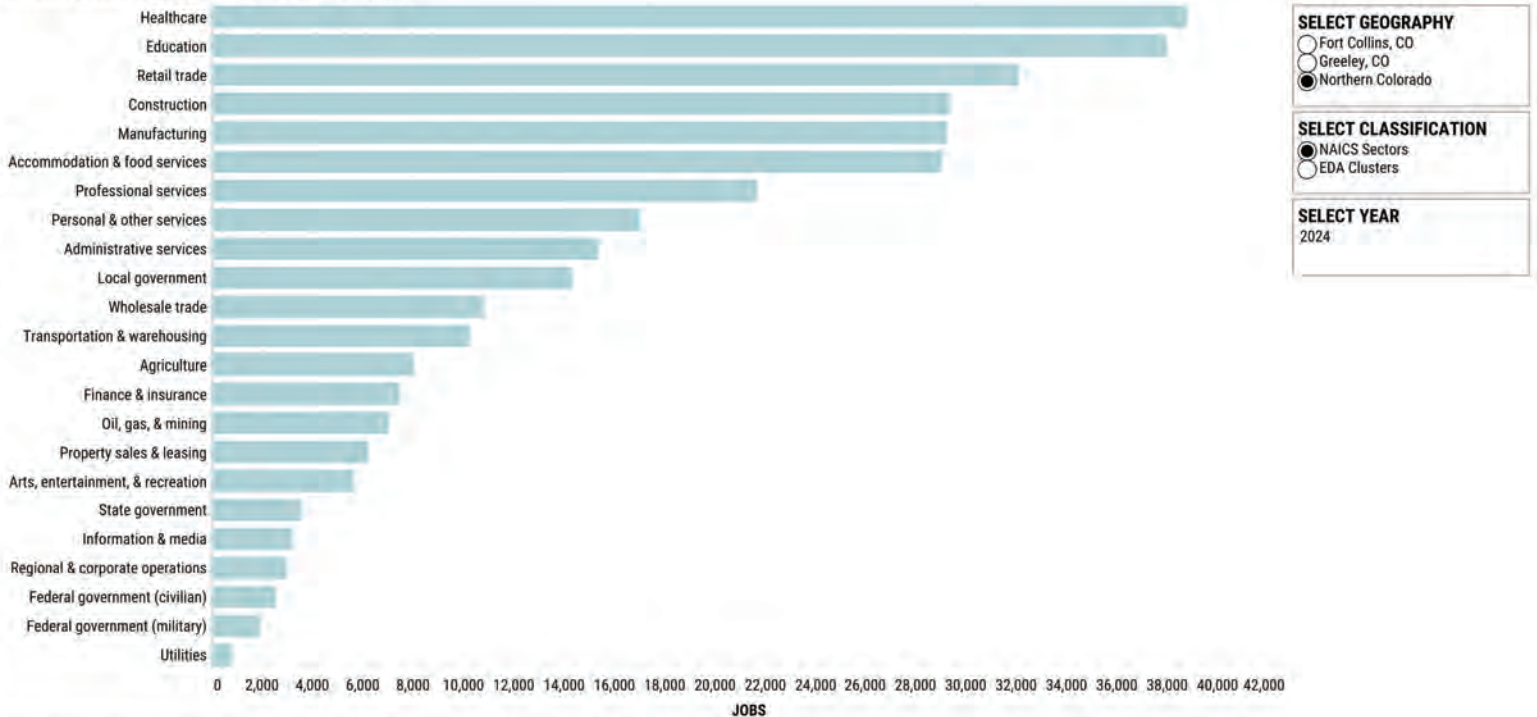


Sources: US Bureau of Labor Statistics (BLS); Lightcast 2025.1 - QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.  
 Notes: Fort Collins, CO, is approximated by ZIP codes 80521, 80522, 80523, 80524, 80525, 80526, 80527, 80528, and 80553. Greeley, CO, is approximated by ZIP codes 80631, 80632, 80633, 80634, 80638, and 80639. The Northern Colorado region consists of Larimer and Weld Counties, CO.

# INDUSTRY SECTORS | Job Count

MENU

Northern Colorado, employment by industry sector, 2024



Sources: US Bureau of Labor Statistics (BLS); Lightcast 2025.1 - QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.  
 Notes: Fort Collins, CO, is approximated by ZIP codes 80521, 80522, 80523, 80524, 80525, 80526, 80527, 80528, and 80553. Greeley, CO, is approximated by ZIP codes 80631, 80632, 80633, 80634, 80638, and 80639. The Northern Colorado region consists of Larimer and Weld Counties, CO.

“

“The great news [from COVID] is people decided they want to manufacture close to home, and Colorado happens to be the hotbed of very healthy brands, and cutting-edge brands, that we captured a lot of the market. To be able to manufacture locally for local producers, is a great advantage.”

Jim Kreitman  
CEO, Motherlode Co-Packing



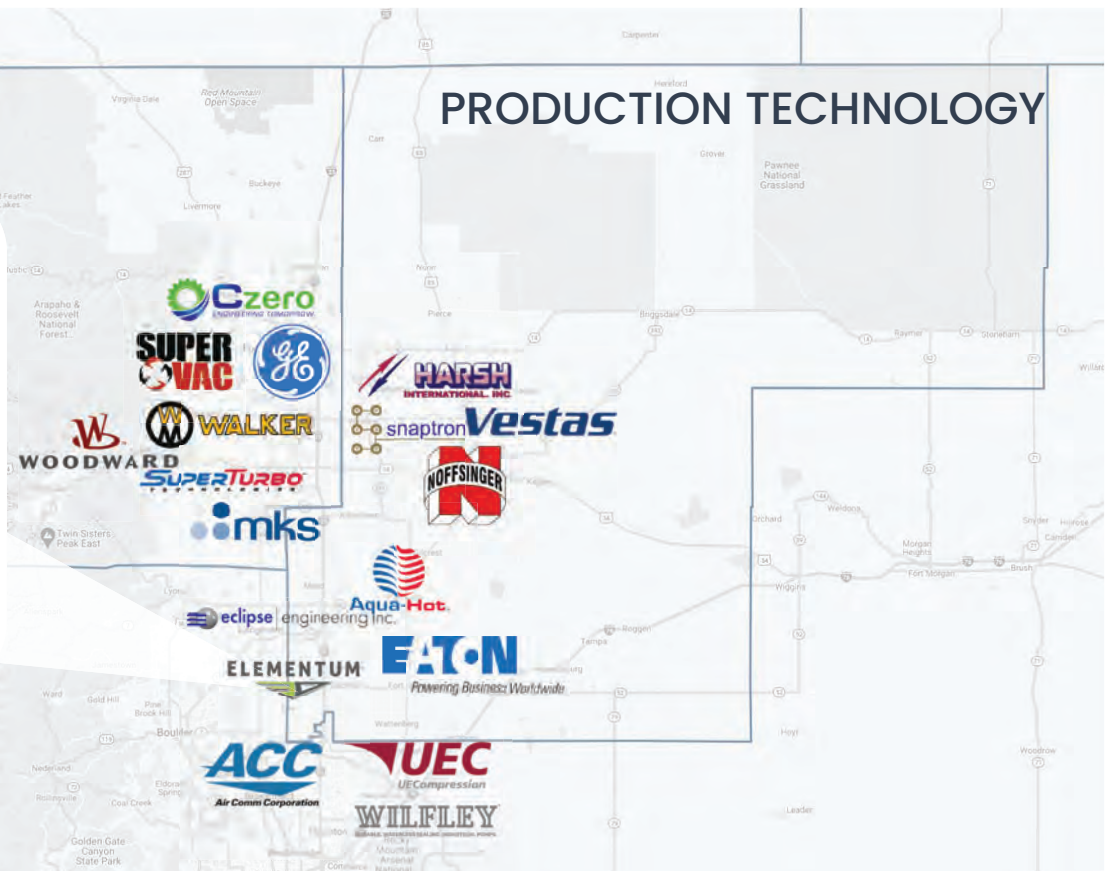
## FOOD & BEVERAGE MFG

“

“The universities have been absolutely helpful in finding engineering talent, but a lot of our technician employees don't have degrees. They're coming from backgrounds here in Colorado with high school degrees, but they're good and smart people who know how to figure it out...and then be the experts at something no one is the expert in.”

Dr. Jacob Neuchterlein  
CEO, Elementum 3D

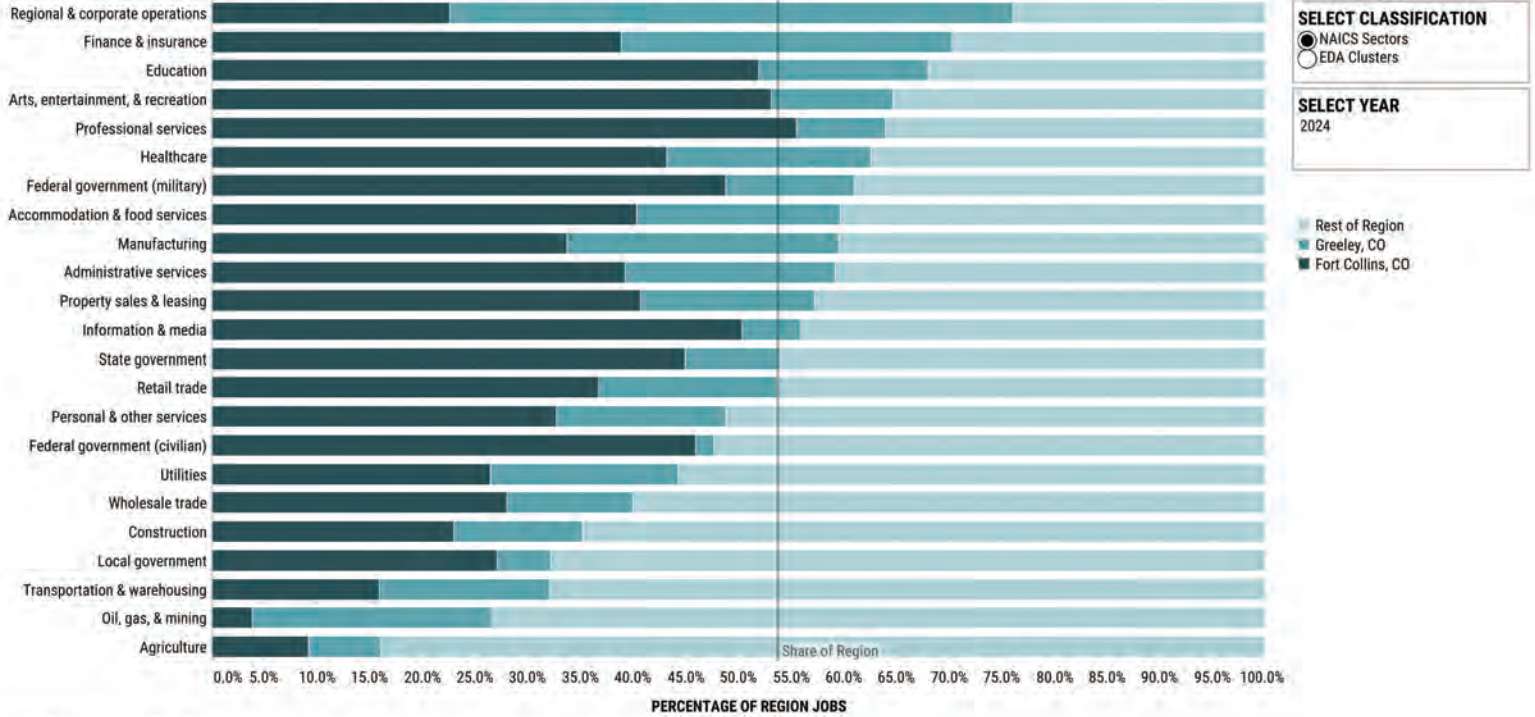
## PRODUCTION TECHNOLOGY



# INDUSTRY SECTORS | City Share of Region

MENU

Fort Collins, CO, and Greeley, CO, jobs as a percentage of the Northern Colorado Region, by industry sector, 2024



Sources: US Bureau of Labor Statistics (BLS); Lightcast 2025.1 - QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.  
 Notes: Fort Collins, CO, is approximated by ZIP codes 80521, 80522, 80523, 80524, 80525, 80526, 80527, 80528, and 80553. Greeley, CO, is approximated by ZIP codes 80631, 80632, 80633, 80634, 80638, and 80639. The Northern Colorado region consists of Larimer and Weld Counties, CO. Only includes sectors with at least 10 jobs in the selected year.

# Hiring Landscape: Opportunity Sectors in Northern Colorado

	INFORMATION TECHNOLOGY	FOOD PROCESSING & MFG.	BUSINESS SERVICES	AEROSPACE	BIOSCIENCE & MEDICAL DEVICES	FABRICATION & PRODUCTION TECH. MFG.
<b>Summary of Job Postings, March 2023–February 2025</b>						
Number of local and regional employers analyzed	52	54	44	55	53	57
Number of unique recent job postings identified in Northern Colorado	3,271	3,079	2,107	1,105	1,038	741
Share of regional job postings attributed to Fort Collins employers	60%	13%	47%	81%	58%	28%
Share of regional job postings attributed to Greeley employers	9%	59%	9%	2%	6%	6%
Share of job postings requiring a bachelor's degree or higher	73%	39%	67%	54%	51%	42%
<b>Employment Growth, 2014–2024</b>						
10-year growth rate for the most in-demand occupations in this target*	13%	15%	68%	17%	24%	13%

\*For comparison, 10-year employment growth overall in Northern Colorado for 2014–2024 was 20 percent.  
 Source(s): BLS; Lightcast 2025.1 - QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.

# In-Demand Occupations Common to Two or More Target Industries

Based on an analysis of job postings, March 2023–February 2025

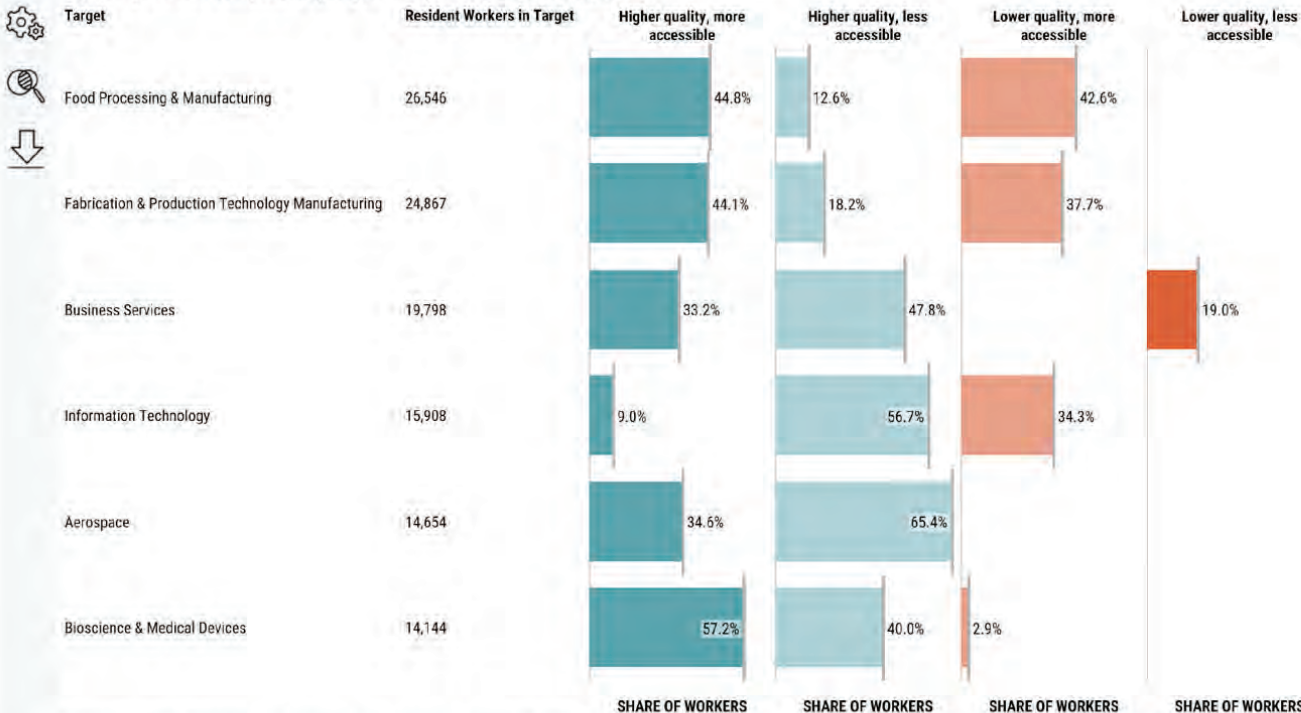
	TYPICAL EDUCATIONAL REQUIREMENTS	INFORMATION TECHNOLOGY	FOOD PROCESSING & MANUFACTURING	BUSINESS SERVICES	AEROSPACE	BIOSCIENCE & MEDICAL DEVICES	FABRICATION & PROD. TECH. MFG.
1 Software Developers	Bachelor's degree	●		●	●		
2 Computer, All Other	Bachelor's degree	●		●	●		
3 First-Line Supervisors–Production & Operations	High school/GED		●		●	●	●
4 Industrial Engineers	Bachelor's degree	●			●	●	
5 Maintenance & Repair Workers, General	High school/GED		●		●	●	●
6 Inspectors, Testers, Sorters, Samplers, & Weighers	High school/GED		●		●	●	
7 Production Workers, All Other	High school/GED		●				●
8 Laborers & Material Movers, Hand	No formal requirement		●				●
9 Sales Reps, Non-Technical & Scientific Products	High school/GED		●			●	●
10 Heavy & Tractor-Trailer Truck Drivers	Nondegree credential		●				●
11 Data Scientists	Bachelor's degree	●			●		
12 Industrial Engineering Technicians	Associate's degree					●	●

Source(s): BLS; 2025.1–QCEW Employees, Non-QCEW Employees, and Self-Employed; TIP Strategies, Inc.

Note(s): Job postings include non-staffing, unique, newly posted job postings for full-time, part-time, and flexible positions, excluding internships, in Northern Colorado between March 2023 and February 2025.

## JOB QUALITY & ACCESS | Target Industries & Occupations

Top 10 high-demand occupations by target industry in Northern Colorado, 2024



**SELECT LIVING WAGE**  
Two adults, one working wi..

**SEARCH OCCUPATIONS**  
No items highlighted

Sources: Lightcast 2025.1–QCEW Employees, Non-QCEW Employees, and Self-Employed; Massachusetts Institute of Technology, Living Wage Calculator, 2024; US Bureau of Labor Statistics (BLS), National Compensation Survey 2024; US Census Bureau, American Community Survey 2023 5-year aggregate sample; US Census Bureau, Current Population Survey (CPS), Annual Social and Economic Supplement (ASEC) and Basic Monthly Surveys in 2024; US Census Bureau, Population Estimates Program 2022 Vintage; US Department of Labor (DOL), Employment and Training Administration, Occupational Information Network (O\*NET) version 20; TIP Strategies, Inc.

Notes: Any occupation with fewer than 10 resident workers is an approximation and should be interpreted with scrutiny. Occupations with fewer than 5 resident workers are excluded. STEM occupations are defined by the BLS.

# JOB QUALITY & ACCESS | Occupation Details

Bioengineers & Biomedical Engineers in Northern Colorado, 2024



## Bioengineers & Biomedical Engineers Profile

Higher quality, less accessible

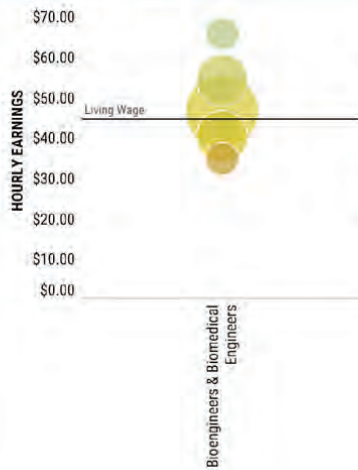
Typical Entry-Level Education: Bachelor's degree  
 Typical Work Experience Required: None  
 Typical On-The-Job Training: None  
 Automation index: Very low risk

<b>SELECT LIVING WAGE</b> Two adults, one working with two children	<b>SELECT OCCUPATION</b> Bioengineers & Biomedical Engineers
<b>SELECT MEASURE</b> <input checked="" type="radio"/> Job Quality <input type="radio"/> Job Access	<b>SELECT FACTORS</b> Earnings & Career Opportunities

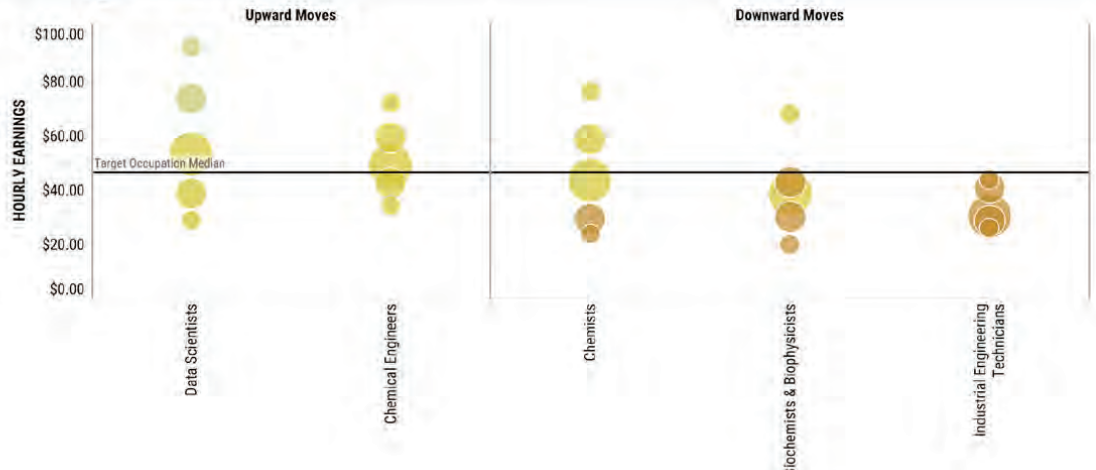
**Job Quality Factors Legend**

- Green: Factor increases Job Quality
- Yellow: Factor slightly affects Job Quality
- Red: Factor decreases Job Quality

### EARN HOURLY EARNINGS



### C-OP CAREER OPPORTUNITY



# JOB QUALITY & ACCESS | Occupation Details

Semiconductor Processing Technicians in Northern Colorado, 2024



## Semiconductor Processing Technicians Profile

Lower quality, more accessible

Typical Entry-Level Education: High school diploma  
 Typical Work Experience Required: None  
 Typical On-The-Job Training: Moderate-term training  
 Automation index: High risk

<b>SELECT LIVING WAGE</b> Two adults, one working with two children	<b>SELECT OCCUPATION</b> Semiconductor Processing Technicians
<b>SELECT MEASURE</b> <input checked="" type="radio"/> Job Quality <input type="radio"/> Job Access	<b>SELECT FACTORS</b> Earnings & Career Opportunities

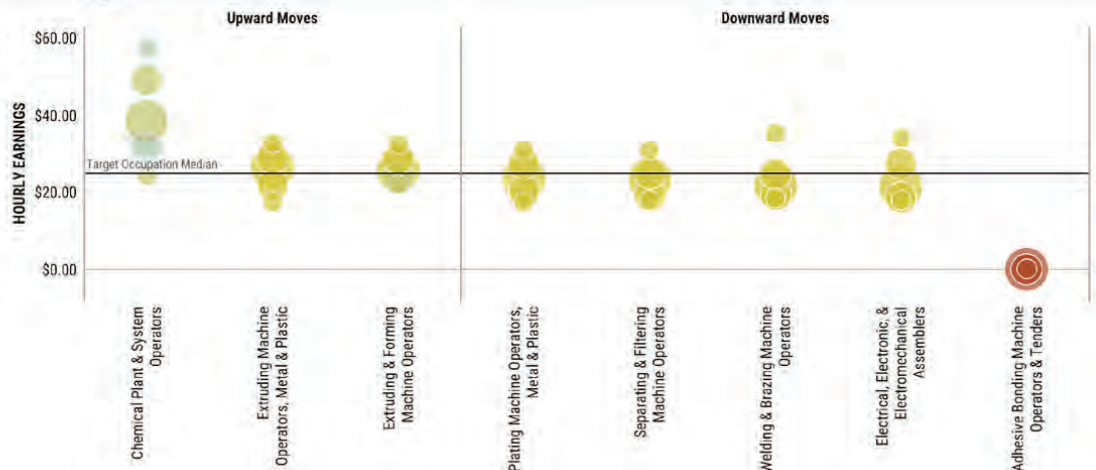
**Job Quality Factors Legend**

- Green: Factor increases Job Quality
- Yellow: Factor slightly affects Job Quality
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### EARN HOURLY EARNINGS



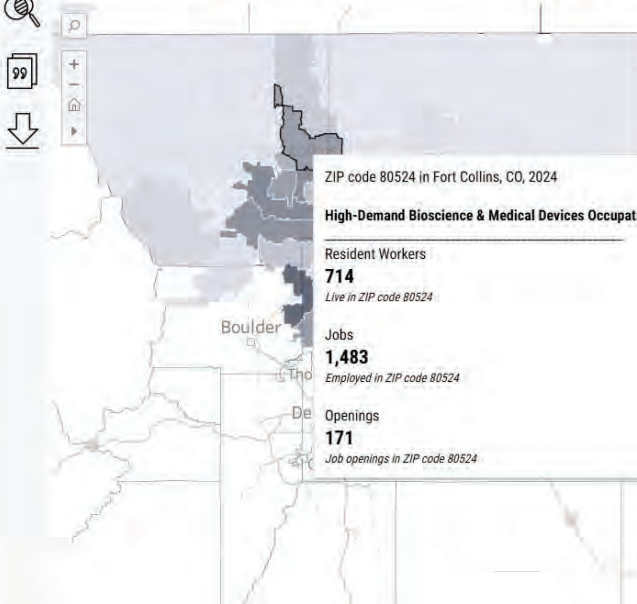
### C-OP CAREER OPPORTUNITY



# JOB QUALITY & ACCESS | Occupation Map

Northern Colorado, 2024

**Resident Workers**  
4 1,426



(All)  
 (Hide All Transit)  
 (Bioscience & Medical Devices)  
 (Educational Attainment)

## 56 Selected ZIP Codes in Northern Colorado, 2024

Top 10 most in-demand high-demand Bioscience & Medical Devices occupations by recent job postings

Occupation	Resident Workers	Jobs	Openings
Sales Reps, Non-Technical & Scientific Products	4,637	3,274	360
Maintenance & Repair Workers, General	3,416	2,649	315
First-Line Supervisors—Production & Operations	2,005	1,539	175
Medical & Health Services Managers	1,164	842	119
Industrial Engineers	1,062	743	63
Inspectors, Testers, Sorters, Samplers, & Weighers	1,021	752	101
Medical Laboratory Technologists & Technicians	714	517	59
Biotechnology Technicians	413	398	62
Industrial Engineering Technicians	213	167	21
Chemical Equipment Operators & Tenders	205	144	15

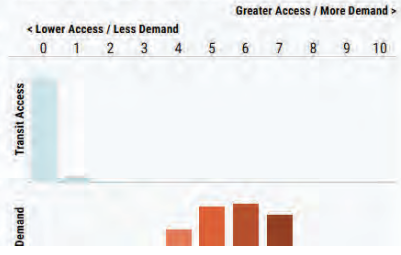
## Educational Attainment

Context for population 25 years and over

Educational Attainment	Percentage
Less than high school	7.2%
High school or equivalent	20.2%
Some college, no degree	20.4%
Associate's degree	9.3%
Bachelor's degree	26.2%

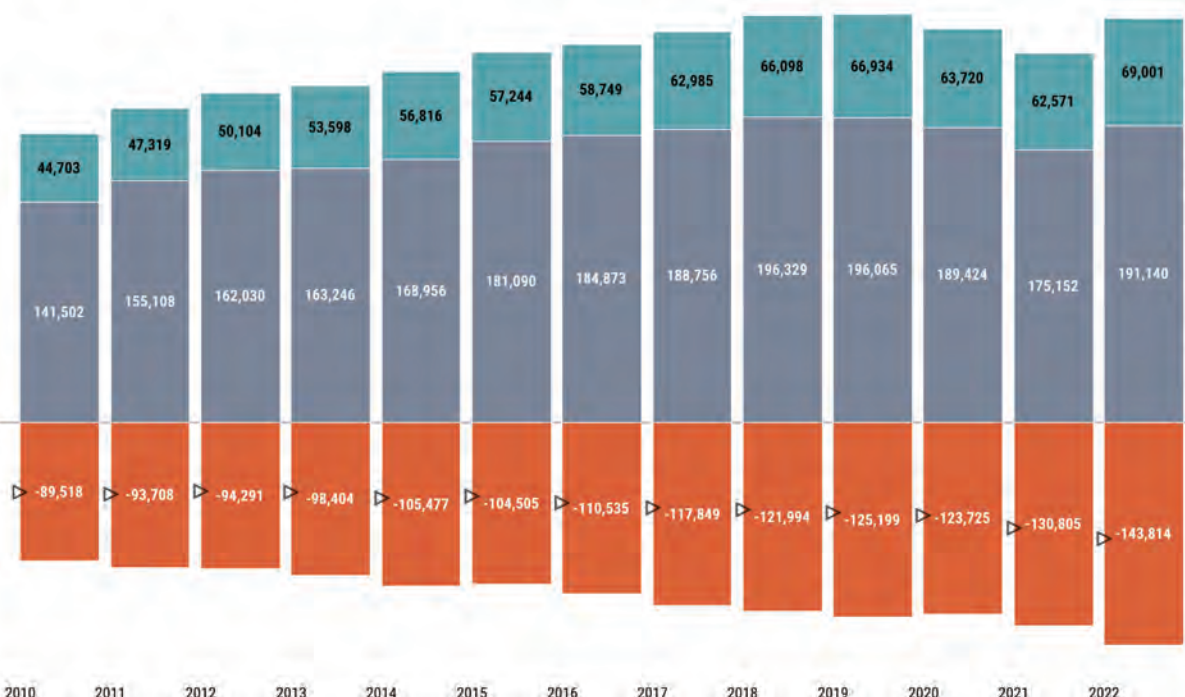
## Transit Access & Demand

Transit scores for the selected area



# COMMUTING PATTERNS | Trend

Flow of workers and residents through Northern Colorado, 2010-2022



**SELECT GEOGRAPHY TYPE**

City  
 County

**SELECT COUNTY**

Larimer County, CO  
 Weld County, CO  
 Northern Colorado (Larimer + Weld Counties)

**SELECT COMMUTER CATEGORIES**

Commute In  
 Live & Work  
 Commute Out

**SELECT BREAKDOWN TYPE**

Age Groups  
 Broad Sector Groups  
 Earnings Groups

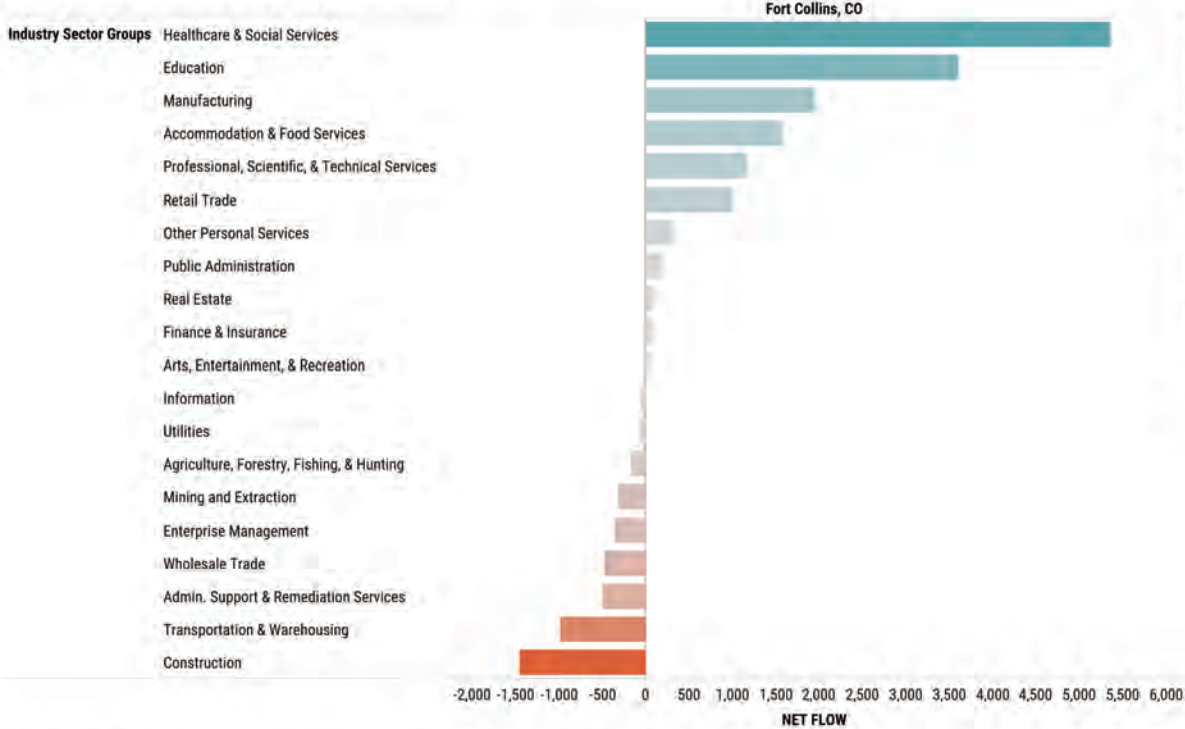
**SELECT GROUP**

All

Sources: Longitudinal Employer-Household Dynamics (LEHD), Origin-Destination Employment Statistics (LODES), TIP Strategies, Inc.  
 Notes: Goods-producing sectors include agriculture, mining, oil and gas extraction, construction, and manufacturing. Trade, transport, and utilities sector includes retail and wholesale trade, transportation, warehousing, and utilities. All other sectors are aggregated. Only includes residents and workers in Colorado and Wyoming. Accordingly, total number of workers may appear slightly different from values presented elsewhere in this analysis.

# COMMUTING PATTERNS | Industry Sectors

Flow of workers and residents through Fort Collins, CO, 2022



**SELECT GEOGRAPHY TYPE**  
 City  
 County

**SELECT CITY**  
 Fort Collins, CO  
 Greeley, CO

**SELECT YEAR**  
 2022

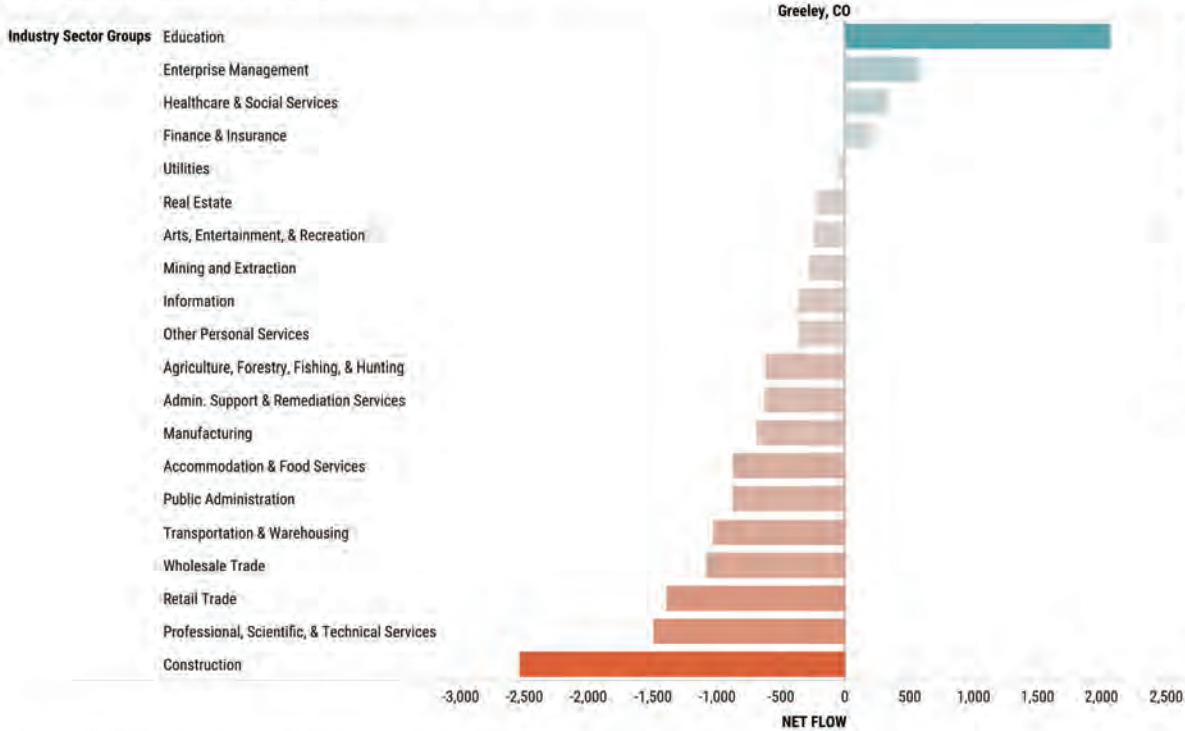
**SELECT BREAKDOWN**  
 Industry Sectors  
 Socioeconomic Factors



Sources: Longitudinal Employer-Household Dynamics (LEHD), Origin-Destination Employment Statistics (ODES); TIP Strategies, Inc.  
 Notes: All states are included in determining the net flow values in this chart. Net flow may appear slightly different from the values presented in the commuter trends chart.

# COMMUTING PATTERNS | Industry Sectors

Flow of workers and residents through Greeley, CO, 2022



**SELECT GEOGRAPHY TYPE**  
 City  
 County

**SELECT CITY**  
 Fort Collins, CO  
 Greeley, CO

**SELECT YEAR**  
 2022

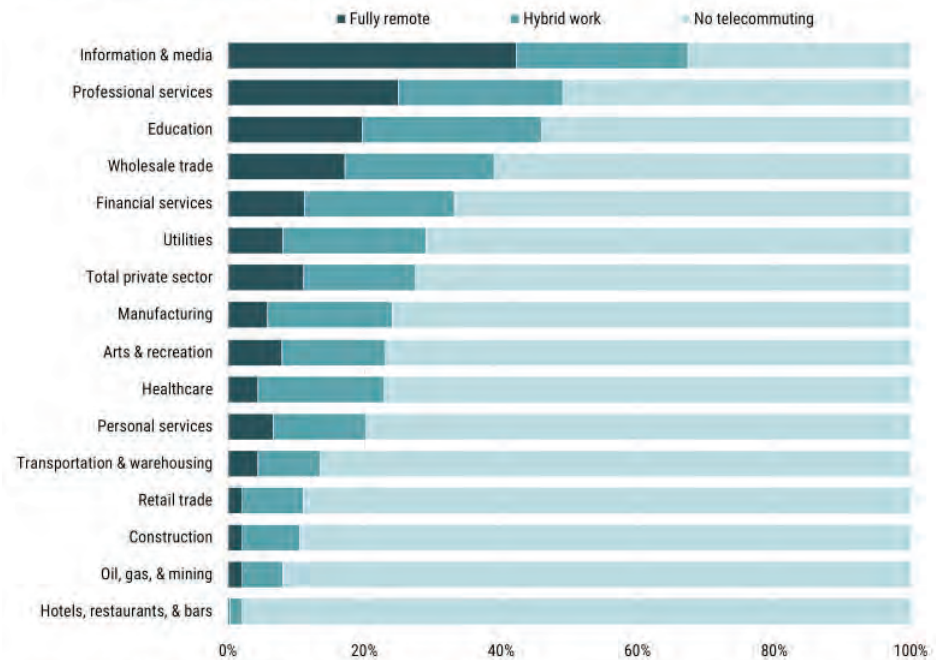
**SELECT BREAKDOWN**  
 Industry Sectors  
 Socioeconomic Factors



Sources: Longitudinal Employer-Household Dynamics (LEHD), Origin-Destination Employment Statistics (ODES); TIP Strategies, Inc.  
 Notes: All states are included in determining the net flow values in this chart. Net flow may appear slightly different from the values presented in the commuter trends chart.

## Share of Business Establishments with Telecommuting Options

Remote work varies dramatically by industry



Source(s): BLS, Business Response Survey 2022, Tables 2.1, 2.2, and 2.3.  
Note(s): The survey period covered August and September 2022.

## What Does It All Mean?

- Use the tool and the data
- Updated data incredibly valuable to the 2-County region
- Data suggests that to continue to inspire our economy, we need an updated, comprehensive talent development plan
- Ready to partner with the region

# Questions and Answers



**Ann Hutchison**



**Mark Johnston**



**SeonAh Kendall**

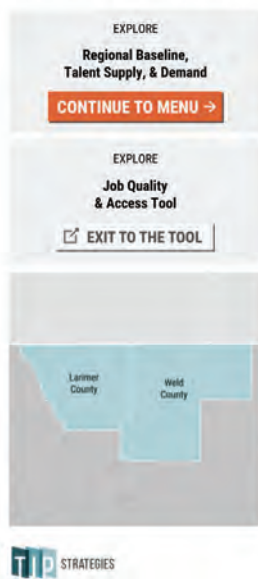


**Rich Werner**

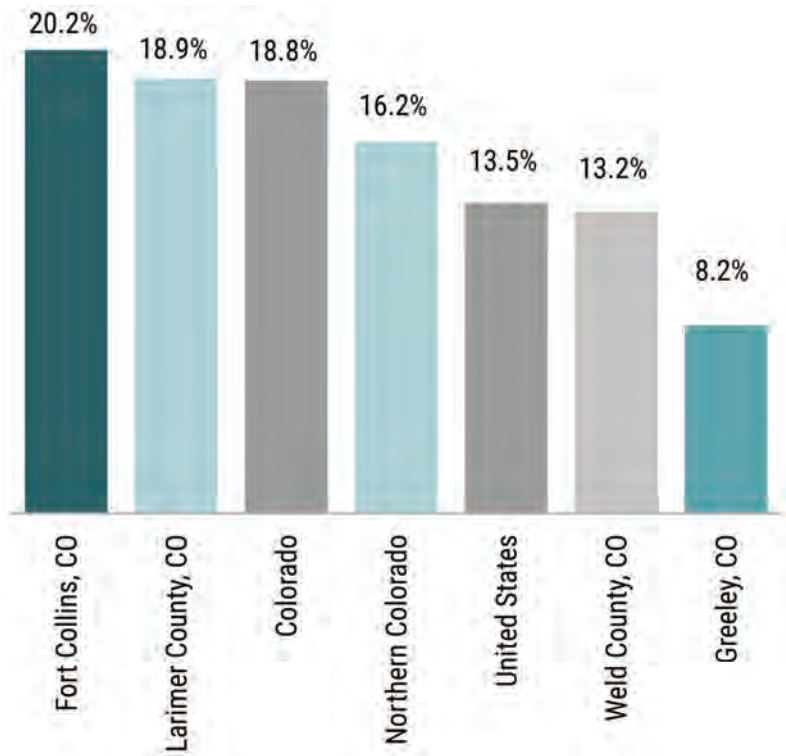


## Demonstration of Tableau Dashboard

### **NORTHERN COLORADO WORKFORCE ANALYSIS**



# Work-from-Home Workforce, 2023



## TARGET SECTORS | What If...

MENU

Based on a scenario of 500 additional jobs in Bioscience & Medical Devices to Northern Colorado in 2024

Occupation	Estimated Target Resident Workers	Estimated Target Jobs	Estimated Target Turnover	Expected Added Jobs
Industrial Engineering Technicians	42	34	12	32
Sales Reps, Non-Technical & Scientific Products	92	66	34	19
Chemical Equipment Operators & Tenders	68	51	26	16
Maintenance & Repair Workers, General	35	28	20	14
Inspectors, Testers, Sorters, Samplers, & Weighers	46	35	24	14
First-Line Supervisors—Production & Operations	57	45	18	13
Industrial Engineers	57	42	21	13
Medical & Health Services Managers	16	12	5	12
Phlebotomists	26	26	15	10
Clinical Laboratory Technologists & Technicians	30	24	11	10

**SELECT TARGET SECTOR**

- Aerospace
- Bioscience & Medical Devices
- Business Services
- Fabrication & Production Technology Mfg.
- Food Processing & Mfg.
- Information Technology

---

**TARGET JOBS ADDED**  
Jobs added by expansions/relocations in:  
**Bioscience & Medical Devices**  
500

Sources: US Bureau of Labor Statistics (BLS), Lightcast 2025.1—OCEW Employees, Non-OCEW Employees, and Self-Employed, TIP Strategies, Inc.  
 Notes: This chart shows the occupations most in demand in each target sector by share of job postings in the Northern Colorado. Estimated values are the number of occupation resident workers, jobs, and separations within the Bioscience & Medical Devices target, weighted by the percentage of job postings for that occupation within the Bioscience & Medical Devices target compared to the region overall. Resident workers are residents in the Northern Colorado who are employed in that occupation. Annual turnover is the product of an occupation's annual separations rate (or turnover rate) and the number of estimated resident workers. This shows the annual number of local potential job seekers in that occupation from the target industry. If the separations rate is 100% or greater then the total number of estimated resident workers is used. Expected added jobs is the product of the jobs added to the target and the occupation's share of target job postings. STEM occupations are identified by the BLS. The Northern Colorado region consists of Larimer and Weld Counties, CO.

# National Trends: Supply and Demand



# Rapid Technological Innovation

