



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

May 20, 2026

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

Virtual: Weblink: [Join the meeting now](#) **Meeting ID:** 296 378 513 083 34 **Passcode:** oU3HD7dU

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of April 15, 2026 Meeting Minutes	Evan Pinkham	3	1:05

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:10
5	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:15

Metropolitan Planning Organization Agenda

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	May 2026 TIP Amendment	Jonathan Stockburger	12	1:20

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
7	Mulberry Interchange Project Update	Gina Fox, CDOT	19	1:25



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Connected Communities 2055: Regional Performance Measures	Jerome Rouser	28	1:45
9	Connected Communities 2055: RATCs, RTCs, and RSCs	Jerome Rouser Becky Karasko	30	2:00
10	2026 Public Involvement Plan (PIP)	Jonathan Stockburger	33	2:30
11	Connected Communities 2055: Data Request	Jerome Rouser	--	2:45

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	NoCo Bike & Ped Collaborative	Jerome Rouser	-	2:55
13	Regional Transit Agencies	Joshua Ma, Transfort	-	3:00
14	Mobility Updates	Tanya Trujillo-Martinez	-	3:05

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	May Planning Council Meeting Summary Draft	Written Report	35	-
16	NFRMPO Air Quality Program Updates	Written Report	37	-
17	2026 Colorado Legislative Updates	Written Report	45	-
18	Mobility Committees	Written Report	Handout	-
19	Roundtable	All	-	3:10

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: June 17, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
April 15, 2026
1:01 p.m. – 2:11 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Dana Hornkohl, Vice Chair – Fort Collins
AnnaRose Cunningham – Loveland
Hanna Feldmann – Greeley
Tom Moore – RAQC
Shani Porter – Severance
Josie Thomas – CDOT
Scott Pearson – Windsor
Eric Tracy – Larimer County
Kevin Koelbel – Milliken
Wesley LaVanchy – Eaton
Brendan Cicione – CDPHE-APCD

NFRMPO Staff:

Mykayla Graalum
Lisa Joyner
Becky Karasko
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
City of Evans
Tawn Hillenbrand – Berthoud
Town of Garden City
Town of LaSalle
Tim Hoos – Johnstown
Kim Koivuniemi – Timnath

In Attendance:

Joshua Ma – Fort Collins
Desiree Moore – Drive Clean Colorado
Spencer York – CDOT
Denise Staley – Weld County
Adriana Torres – Via Mobility
Drew Pearson – Wilson & Company
Trevor Trepanier – Steamboat Springs Transit
Eric Patton – Transfort
Victoria Leonhardt – FHU

Call to Order

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

Public Comment

There was no public comment.

APPROVAL OF THE MARCH 18, 2026 TAC MINUTES

Hornkohl moved to approve the March 18, 2026 TAC Minutes. Tracy seconded the motion, which was approved unanimously.

Air Quality Agenda

Regional Air Quality Updates

Moore provided an update on the Control Strategy Committee meeting held prior to the TAC meeting. He noted several work products are expected over the next two to three months, including progress on the Health Impacts White Paper and ongoing evaluation of control strategies to assess their impact on ozone, with results anticipated in June.

Moore shared a series of workshops will be held this summer to further review control strategies outlined in the current Blueprint. Announcements for these workshops will be distributed soon. He emphasized future updates will focus on completed work products and encouraged stakeholders to participate in the upcoming workshops for more detailed engagement. A link to the meeting materials was shared for reference.

Air Pollution Control Division (APCD) Updates

Cicione provided an update from the Air Pollution Control Division regarding recent and upcoming Air Quality Control Commission activities. He noted the Commission did not meet last month; therefore, there were no updates on public hearings during that period. However, the Commission is scheduled to meet in April, beginning on April 17th. During this meeting, a rulemaking hearing will be held concerning Regulations 24, 26, and 30, which address toxic air contaminants. The Commission will consider revisions to these regulations, focusing on priority toxic air pollutants and associated control strategies.

Metropolitan Planning Organization Agenda

Action Items

Active Transportation Plan (ATP)

Rouser provided an update on the Active Transportation Plan (ATP), noting the public comment period opened on March 20 and will close on April 20, 2026, with the timeline extended to accommodate a non-business day. To date, five comments have been received, consisting primarily of minor edits and recommendations that are not expected to significantly alter the plan. He noted comments included suggestions for vision plan refinements, input from CSU to incorporate elements within their jurisdiction, questions related to mode choice, and minor recommendations for action steps. Rouser stated, based on current feedback, no substantive changes to the plan are anticipated. He added the plan is scheduled for Planning Council adoption in May; however, if any significant comments are received before the close of the public comment period, adoption may be delayed to allow for further revisions.

Hornkohl moved to recommend Planning Council approve the Active Transportation Plan. Tracy seconded the motion, which was approved unanimously.

April 2026 TIP Amendment

Stockburger presented the April 2026 TIP Amendment, noting it includes four project additions and one project modification from the Cities of Fort Collins, Greeley, Loveland, and CDOT Region 4. He explained three of the additions are Safe Streets and Roads for All (SS4A) demonstration projects. The project additions include Fort Collins SS4A Demonstration Projects (Codes and Standards Audit, Harmony Road Study, and Lake Street Demonstration Project) with \$925,006 Federal SS4A funding and \$266,458 local funding in FY26; Greeley SS4A Demonstration Projects with \$7,917,600 Federal SS4A funding and \$2,029,400 local funding in FY26; Loveland SS4A Demonstration Projects with \$396,000 Federal SS4A

funding and \$99,000 local funding in FY26; and the Fort Collins Shields Street Separated Bike Lanes project with \$580,000 in local Climate Projects Tax funding in FY26, which will provide separated bike lanes along Shields Street from Mountain Avenue to Mulberry Street. Stockburger also presented a project modification for the CDOT Region 4 US 287 Median Safety Berthoud South project, which shifts \$2,036,250 in Federal Discretionary (DIS) funding from FY25 to FY26, increases \$12,438,750 in FY26, adds \$1,354,995 in Federal HSIP funding to FY26 and \$2,748,165 to FY27, and adds State FASTER funding of \$1,445,840 to FY26, \$2,400,000 to FY27, and \$4,699,000 to FY28. He noted that the public comment period opened on April 14 and will close on May 16, and an environmental and demographic impact analysis conducted for the Fort Collins Shields Street project identified no disproportionately high and adverse impacts.

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

Presentation Item

Via Mobility Services Updates

Adriana Torres, Via Mobility Services, provided an overview of the organization's mission, services, and ongoing collaboration with NFRMPO to support accessible transportation for vulnerable populations, including older adults, individuals with disabilities, and those with limited income. She noted Via operates as a nonprofit, reinvesting resources into community-based mobility services and providing additional support during emergencies and community events. Torres described the development of the RideNoCo pilot program and subsequent expansion of paratransit services in Weld County. The service provides door-through-door transportation for eligible users and connects riders to regional transit options. She highlighted the service began in 2023 with two buses and has expanded through additional grant funding.

Ridership has grown significantly since implementation, with completed trips increasing from 555 in 2023 to 2,741 in late 2024, and reaching 3,095 trips in 2025, including weekend service supported by grant funding. As of March 2026, 223 riders are registered in the program. Torres noted weekday trips are primarily used for essential needs such as medical appointments, dialysis, and grocery shopping, while weekend service has enabled increased social and recreational trips, improving overall quality of life for riders. She also presented call data collected by NFRMPO, which indicates continued demand for transportation services across the region. While some calls originate from within the existing service area and can be accommodated, a notable number of requests come from communities outside current coverage, including Windsor, Severance, Wellington, and Eaton, highlighting existing service gaps.

Torres shared several examples illustrating unmet transportation needs, including residents requiring recurring trips for dialysis, individuals needing access to medical services in nearby cities, and families planning for mobility options as older adults transition away from driving. She emphasized many individuals do not qualify for Medicaid or other subsidized programs, and alternative options such as ride-hailing services may not be affordable. She concluded by outlining Via's funding structure, which includes contributions from Weld County, participating municipalities, the State's Multimodal Transportation and Mitigation Options Fund (MMOF), and FTA \$5311 rural transit funding. Torres noted

additional communities can participate in or contract with Via Mobility Services to expand service coverage based on local needs.

D. Pearson inquired whether Via Mobility Services is the primary provider of door-to-door transportation services in the area. Torres responded while there are other providers offering similar services, their service areas are typically more limited. She noted Via Mobility Services differentiates itself by providing trips across county lines, including destinations such as Cheyenne and Broomfield, allowing riders to access essential services and maintain connections with family and support networks beyond the immediate region.

Discussion Items

Connected Communities 2055 RTP Vision Statement, Goals and Objectives

Rouser presented the Connected Communities 2055 RTP vision statement, goals, and objectives, noting this is part of the early stage of the RTP development process used to guide plan direction. He explained the proposed vision statement and goal framework were developed through internal staff review and discussion and are now being brought to TAC for feedback and refinement. Rouser presented the proposed vision statement focused on connecting Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system supports vibrant communities, environmental sustainability, and long-term economic vitality. He noted the plan includes five goal areas, which are not currently ranked but could be prioritized based on TAC and Planning Council input.

Rouser reviewed each goal area and its associated objectives, including safety -improving safety for all users with a focus on vulnerable populations and eliminating serious injuries and fatalities, health and environment -reducing transportation-related air quality impacts through sustainable travel options and system efficiency, transportation choice -providing safe and convenient access to diverse travel options, operations and efficiency -optimizing system performance through coordinated planning, data-driven decision-making, and smart technologies, and economic development -supporting regional economic growth through multimodal connectivity, freight movement, and improved access to jobs and services. He requested TAC members to provide comments, suggestions, and edits on the vision statement and goal framework.

Feldmann inquired whether benchmarking metrics or performance indicators would be established for each goal area. Rouser responded regional performance measures are typically aligned with the goals; however, the specific metrics will be determined through the upcoming performance measure development process.

Connected Communities 2055 RTP RATCs, RTCs, and RSCs

Karasko initiated the discussion by summarizing the recent hybrid workshop held on April 6 and thanking TAC members for their participation. She provided an overview of the agenda, including Regionally Significant Corridors (RSCs), Regional Active Transportation Corridors (RATCs), Regional Transit Corridors (RTC), and next steps for the Connected Communities 2055 RTP. Karasko reviewed the Regionally Significant Corridor (RSC) criteria, noting RSCs include interstates, U.S. highways, state highways, and locally identified corridors that meet regional criteria such as crossing multiple

jurisdictions, connecting to activity centers, eligibility for federal funding, serving regional travel demand, and anticipated completion by 2055. She noted 30 RSCs are currently identified and mapped in the RTP.

Rouser presented the Regional Active Transportation Corridors (RATCs), noting 13 corridors have been identified to support non-motorized connectivity across the region. He highlighted these corridors are intended to enhance regional connectivity and are not limited to facilities parallel to major roadways. Rouser continued with an overview of the Regional Transit Corridors (RTCs), including existing services, future priority corridors, and corridors identified through the LINKNoCo study. He noted RTCs 1–3 were advanced from the LINKNoCo study for further consideration, while additional corridors were identified for screening. New categories, including RTC-B and RTC-C, were introduced to reflect additional proposed transit connections.

During the RTC discussion, Porter asked for clarification on the distinction between “new transit service” and “future transit service,” and whether “new” referred to expanded existing service. Rouser responded the labeling was a mapping error and clarified “new” was intended to represent proposed services not previously identified as RTCs, while “future transit service” refers to corridors that do not currently exist but are part of the long-term network. He noted the map will be revised in future iterations to improve clarity.

Karasko presented the current RSC network map and explained corridor classifications, including north–south and east–west corridors and incomplete segments planned for completion by the RTP horizon year. She summarized outcomes from the April 6 workshop, noting one new proposed corridor (RSC-A) and multiple corridor expansions. This includes the expansion of RSC-28 (Prospect Road) to extend east to SH 257 (RSC-11) and west to Taft Hill Road (RSC-18), the expansion of RSC-18 (Taft Hill/Wilson/LCR 19) to connect to RSC-13 (SH 402/Freedom Parkway) and the introduction of a new proposed corridor (RSC-A) along 1st Street/LCR 20E/Ronald Reagan Boulevard connecting multiple jurisdictions.

Karasko asked TAC members for additional input on potential additions and modifications to the RSC network. Ma proposed extending RSC-17 along Highway 1 to connect with RSC-16 and Pinkham suggested improving connectivity between RSC-11 and RSC-20 through SH 257 in the Windsor area. S. Pearson asked for clarification on corridor numbering along SH 257. Karasko explained corridor numbering would remain separate, with southern segments associated with RSC-20 and northern segments with RSC-11. S. Pearson expressed support for the proposed changes, noting improvements along 7th Street in Windsor would support ongoing development and improve eligibility for future grant funding. Additional discussion included consideration of extending Douglas Road to improve connectivity between Highway 1 and nearby corridors, with general agreement further evaluation may be warranted.

Cunningham inquired on addressing RTC terminology, specifically the use of “BRT-lite.” She asked whether the term aligns with federal definitions. Karasko clarified the term refers to transit service with characteristics similar to Bus Rapid Transit but without dedicated right-of-way. Staff acknowledged the terminology may be refined (e.g., to “regional service”) to improve clarity and consistency with FHWA and FTA definitions.

Karasko invited additional feedback on missing corridors or further modifications and noted that all input will be incorporated into the next iteration of corridor maps. She outlined the next steps, noting updated corridor maps incorporating TAC feedback will be presented at the May TAC meeting. The corridors will then be brought to the Planning Council in June for discussion, followed by TAC recommendation in July and anticipated adoption in August. Karasko noted future discussions will include vision plans for RSCs, RATCs, and RTCs.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Ma provided an update on regional transit agency activities. He noted the Transfort optimization process was reviewed during the previous TAC meeting, and the agency are now moving toward implementation. Initial infrastructure development is underway, with the first phase expected to be implemented in August and new service components beginning in May.

Ma reported Greeley is undergoing a similar optimization study and is working on route redesigns amid budget constraints. The US-34 corridor transit project between Greeley and Loveland is anticipated to be delayed to January 2027 due to ongoing construction along the corridor. Additional efforts include service rebranding and evaluation of route adjustments.

Changes to the Poudre Express service are also being considered due to funding limitations and current ridership levels not supporting existing frequencies. There is ongoing evaluation of a potential new stop location at CSU, with further updates expected this summer.

He further noted the COLT LINC route, which is the Flex replacement, performing well with current ridership averaging approximately 2,500 to 2,800 riders per month. Plans are underway to increase frequency on Route 1 in July to improve connectivity across the system.

Mobility Updates

Trujillo-Martinez provided an update on platform development and program enhancements. She noted the new website is approximately 90% complete, with final updates to content and imagery underway, and a presentation of the updated site is anticipated at the next TAC meeting.

She reported the program has secured two grants to support system improvements and implementation of new features. These grants will fund enhancements to the RideNoCo platform, including development of a closed-loop referral system will allow partner agencies, healthcare providers, and community members to submit referrals and track outcomes. This will improve coordination and ensure individuals are successfully connected to appropriate transportation services, addressing current limitations in tracking referral completion.

Trujillo-Martinez further noted the platform is moving toward greater automation, including the addition of an online referral form to reduce reliance on phone-based requests. Future enhancements may include additional digital access options, such as a mobile application. These improvements are intended to strengthen collaboration with partner organizations, healthcare providers, and community stakeholders, while expanding access to transportation resources for individuals in need.

Reports

April Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

2026 Colorado Legislative Updates

Written report provided.

Mobility Committees

Written report provided.

Roundtable

Cunningham provided an update on the Front Range Passenger Rail (FRPR) station area planning efforts. She noted the first stakeholder meeting was held last week and was well attended. She also shared a community Q&A session for the partnership at the Rail project is scheduled for the following evening at 5:30 PM at the Pulliam Building. Additionally, a project website has been launched to share updates and information related to the station area planning effort, and stakeholders are encouraged to refer to the site for ongoing updates.

Hornkohl provided an update on Fort Collins signal improvement projects. He noted work has begun on three projects, including two signal replacements at College & Pitkin and College & Columbia, and one new signal installation at College & Triangle, where a temporary signal is currently in place.

Hull provided updates on regional mobility programs, outreach efforts, and upcoming initiatives. He announced that Bike to Workday is approaching and the NFRMPO has created a regional webpage to serve as a centralized source of information for events hosted by participating communities. He also noted that a regional Bike Month Challenge is being developed for June in coordination with a working group, and additional details will be shared once the webpage is finalized. Hull shared he presented on NFRMPO programs and regional transportation efforts to Larimer County stakeholders and community members. He encouraged continued participation in the Mobility Committees and the Regional TDM Working Group, which meets quarterly and rotates among member communities, with the next meeting planned in Loveland. He also highlighted the NFRMPO's involvement in an upcoming Mobility Summit at the CASTA conference in collaboration with other regional agencies to engage local officials and community members, particularly underserved populations, on transportation gaps and service needs. Lastly, he noted several upcoming outreach events, including participation in the Foothills Mall Famers

Market, CSU Earth Day, and the Timnath Touch-a-Truck event as part of ongoing public engagement efforts.

Tarannum thanked community members who reviewed the TAZ web map and provided feedback. She reminded members that the deadline for comments is Friday, April 17th, and encouraged those who have not yet participated to review the TAZ boundaries. She noted identifying TAZs with diverse land uses is important to ensure accurate representation of growth and improve the reliability of projections in the regional travel demand model.

Rouser provided an update on RTP-related efforts and recent legislative activity. He noted staff are currently working on the RTP logo, with an anticipated completion by the next TAC meeting. Rouser also highlighted two recently introduced legislative bills with potential impacts on the region and local agencies. He discussed HB: 26-1399, which proposes eliminating the \$10.5M general fund transfer to the MMOF fund. The bill has passed the House, and a Senate Appropriations Committee amendment limits the elimination to the current budget cycle rather than indefinitely. The amendment has passed and the bill is progressing to the Senate floor, with further consideration required by the House. Rouser also provided an update on a second bill related to retail delivery fee revenue allocation, which proposes modifying the current funding split from 80% local / 20% state to 70% local / 30% state, resulting in a reduction to local funding. This bill has also passed the House and is advancing to the Senate without amendments. Rouser noted that both bills are moving quickly through the legislative process and will be included in the upcoming legislative report for the May Planning Council packet. He will continue to monitor these items and provide updates as they progress.

Stockburger provided updates on upcoming public involvement and branding efforts. He noted the Public Involvement Plan (PIP) will be distributed via email prior to the next TAC meeting for member review. He encouraged TAC members to review the document within the next 45 days, as it is scheduled for discussion at the June TAC meeting. He also reported updates to the NFRMPO logo and color palette have recently been finalized. Members were informed the updated branding materials are available upon request and may be obtained by contacting NFRMPO staff for use on websites or other materials.

Karasko provided an update on the upcoming MPO Certification Review. She noted the NFRMPO is required to undergo a quadrennial certification review conducted by FHWA and FTA. A public comment form has been made available, with the comment period open through May 1st. The certification review meeting is scheduled for April 29th.

Joyner provided an update on call center performance and outreach activities. She reported year-to-date call volume has reached 190 calls, representing a 71% increase compared to the same period last year, indicating growing demand for mobility assistance services. Website engagement has also increased significantly, with 3,823 visits, a 120% increase year-over-year. Joyner highlighted recent outreach efforts, including a presentation to Disabled Resource Services, attended by approximately 10 participants, which she noted as a valuable partnership for connecting with individuals in need of transportation assistance. She also participated in the Health and Community Resource Fair in Johnstown, where she engaged with approximately 56 individuals, reflecting strong community interest and outreach impact. In addition, she provided information on several nonprofit and specialized transportation providers available in Northern Colorado. These include the American Cancer Society's

Road to Recovery program for cancer-related medical trips, transportation services for veterans and their families, and local providers such as SAINT (serving Fort Collins and Loveland) and RAFT (serving the Berthoud Fire Protection District). She also noted Medicaid recipients may be eligible for free transportation to medical appointments, and in some cases non-medical trips, through Transdev. These services help fill critical mobility gaps for vulnerable populations in the region.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:11 p.m.

Meeting minutes submitted by: Tahjiba Tarannum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, May 20, 2026, as a hybrid meeting.



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Jonathan Stockburger

Date: May 20, 2026

Re: Action – May 2026 TIP Amendment

Objective

TAC recommendation for Planning Council approval of the May 2026 Transportation Improvement Program (TIP) Amendment to the *FY2024-FY2027 TIP*.

Summary

The May 2026 TIP Amendment includes one project addition and two project modifications from various agencies:

- Modifying the Larimer County and Weld County project *WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*. Adding \$10,614,122 Local Overmatch funding to FY26.
- Modifying the Fort Collins project *Foothills Transit Station & Roundabout*. Adjusting project description from finalized design to finalized construction. Removing \$10,714,000 Federal RAISE grant as award was withdrawn by U.S. DOT. Removing FY25 \$389,835 and FY26 \$96,019 State MMOF funds as second award of \$485,854 was declined. Removing \$400,000 FASTER funds as award will be rescoped to a different project. Removing \$1,587,110 in Local and \$732,371 in LOM. Remaining \$105,890 in Local is to satisfy match requirement for remaining MMOF funds.
- Adding the Greeley new project *35th Avenue Intersection Improvements* with \$850,000 Federal DIS funding, \$398,694 Federal HSIP funding, and \$256,799 Local funding in FY27.

The 30-day Public Comment period for the May 2026 TIP Amendment began on May 18, 2026 and will end on June 16, 2026.

Funding Types and Uses

Discretionary Grants (DIS) are competitive grant programs used to further specific priorities.

Highway Safety Improvement Program (HSIP) funds are used to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

FASTER Safety supports the construction, reconstruction, or maintenance of projects to enhance the safety of a state highway, county road, or city street.

Multimodal Transportation and Mitigation Options Fund (MMOF) is a funding source established by the State through Senate Bill (SB) 18-001 and amended with SB21-260 with the goal to complete an integrated multimodal system. Projects eligible for MMOF include operating and capital cost for fixed-route or on-demand transit, Transportation Demand Management (TDM) programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, bicycle and pedestrian projects, modeling tools, and greenhouse gas mitigation projects.



RAISE – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a federal discretionary grant program supports projects in urban and rural areas to complete critical freight and passenger transportation infrastructure projects.

Analysis

- **Advantages:** Approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2024-2027 TIP remains fiscally constrained.
- Disadvantages: None

Recommendation

NFRMPO staff support adding the May 2026 TIP Amendment to the FY2024-2027 TIP.

Attachments

- May 2026 Policy Amendment Form
- Environmental and Demographic Impact Analysis

PREVIOUS ENTRY

Title: WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
Sponsor: Weld County, Larimer County
STIP ID: SNF5788.059
TIP ID: 2024-007
Type: Intersection Improvement
Air Quality: Exempt from Conformity Analysis
Description: Installation of a single-lane roundabout at the intersection of WCR 13 (LCR1) and WCR 54 (LCR18)

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG	\$1,419,409	\$0	\$0	\$0	\$0	\$1,419,409	\$0	\$0	\$0
Local	L	\$295,041	\$0	\$0	\$0	\$0	\$295,041	\$0	\$0	\$0
Local	LOM	\$6,164,967	\$0	\$0	\$0	\$0	\$6,164,967	\$0	\$0	\$0
	Total	\$7,879,417	\$0	\$0	\$0	\$0	\$7,879,417	\$0	\$0	\$0

NEW ENTRY

Title: WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout
Sponsor: Weld County, Larimer County
STIP ID: SNF5788.059
TIP ID: 2024-007
Type: Intersection Improvement
Air Quality: Exempt from Conformity Analysis
Description: Installation of a single-lane roundabout at the intersection of WCR 13 (LCR1) and WCR 54 (LCR18)

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	STBG	\$1,419,409	\$0	\$0	\$0	\$0	\$1,419,409	\$0	\$0	\$0
Local	L	\$295,041	\$0	\$0	\$0	\$0	\$295,041	\$0	\$0	\$0
Local	LOM	\$16,779,089	\$0	\$0	\$0	\$0	\$16,779,089	\$0	\$0	\$0
	Total	\$18,493,539	\$0	\$0	\$0	\$0	\$18,493,539	\$0	\$0	\$0

Revision # **Revision Description**
 2026-a5 Increase LOM (\$10,614,122) in FY26

PREVIOUS ENTRY

Title: Foothills Transit Station & Roundabout
Sponsor: Fort Collins
STIP ID: SST7084.002
TIP ID: 2024-014
Type: Transit Capital
Air Quality: Excluded from conformity analysis
Description: Construct new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	RAISE	\$10,714,000	\$0	\$0	\$10,714,000	\$0	\$0	\$0	\$0	\$0
State	MMOF	\$803,523	\$0	\$0	\$0	\$707,504	\$96,019	\$0	\$0	\$0
State	FASTER	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Local	L	\$1,693,000	\$0	\$0	\$1,693,000	\$0	\$0	\$0	\$0	\$0
Local	LOM	\$732,371	\$0	\$0	\$0	\$0	\$732,371	\$0	\$0	\$0
	Total	\$13,610,523	\$0	\$0	\$12,807,000	\$707,504	\$828,390	\$0	\$0	\$0

NEW ENTRY

Title: Foothills Transit Station & Roundabout
Sponsor: Fort Collins
STIP ID: SST7084.002
TIP ID: 2024-014
Type: Transit Capital
Air Quality: Exempt from Conformity Analysis
Description: Complete final design for the new Foothills Transit Station and a roundabout at the station's adjacent intersection.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	MMOF	\$317,669	\$0	\$0	\$0	\$317,669	\$0	\$0	\$0	\$0
Local	L	\$105,890	\$0	\$0	\$0	\$105,890	\$0	\$0	\$0	\$0
	Total	\$423,559	\$0	\$0	\$0	\$423,559	\$0	\$0	\$0	\$0

Revision # **Revision Description**
 2026-a5 Update project description from construction to completing final design.
 Remove \$10,714,000 RAISE grant as award was withdrawn by U.S. DOT.
 Remove FY25 \$389,835 and FY26 \$96,019 MMOF funds as second award of \$485,854 was declined.
 Remove \$400,000 FASTER funds as award will be rescoped to a different project.
 Remove \$1,587,110 in Local and \$732,371 in LOM. Remaining \$105,890 in Local is to satisfy match requirement for remaining MMOF funds.

NEW ENTRY

Title: 35th Avenue Intersection Improvements

Sponsor: Greeley

STIP ID:

TIP ID: 2027-004

Type: Modify/Reconstruct

Air Quality: Exempt from conformity analysis

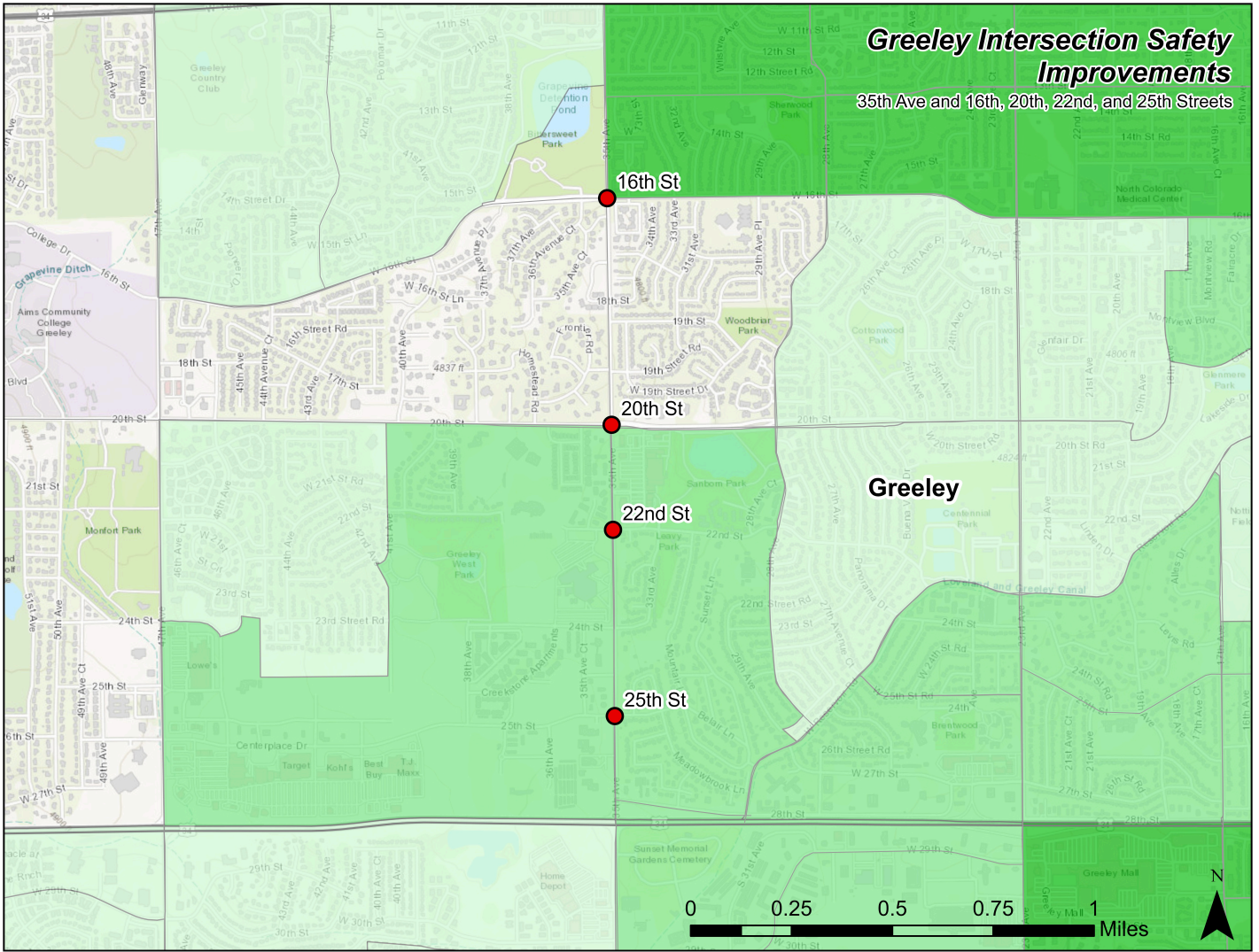
Description: Intersection safety improvements on 35th Avenue including 16th, 20th, 22nd and 25th Streets. This includes improved signals, crosswalks, and lighting.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
Federal	DIS	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0
Federal	HSIP	\$398,694	\$0	\$0	\$0	\$0	\$0	\$398,694	\$0	\$0
Local	L	\$256,799	\$0	\$0	\$0	\$0	\$0	\$256,799	\$0	\$0
	Total	\$1,505,493	\$0	\$0	\$0	\$0	\$0	\$1,505,493	\$0	\$0

Revision # **Revision Description**

2026-a5 New Project

Analysis Map as Amended



Legend

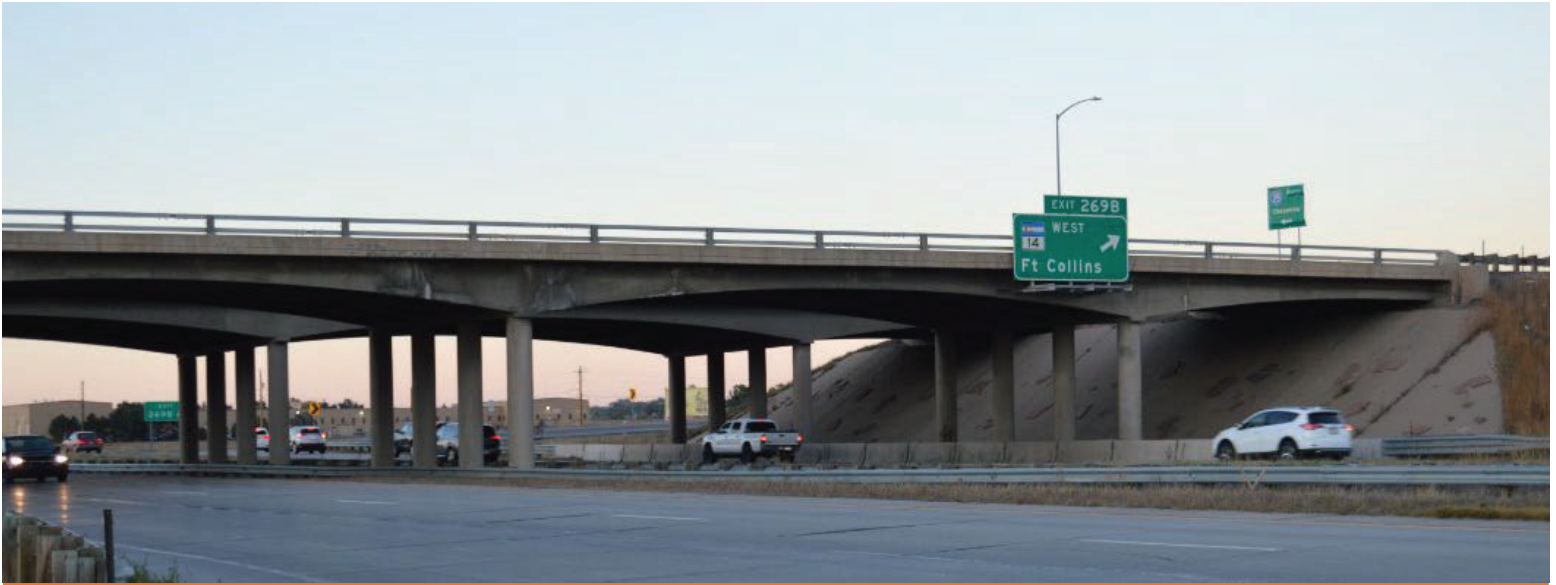
Level of Environmental and Demographic Area

- 1
- 2
- 3
- Safety Improvement Locations

May 2026
Sources: CDOT, City of Greeley, NFRMPO



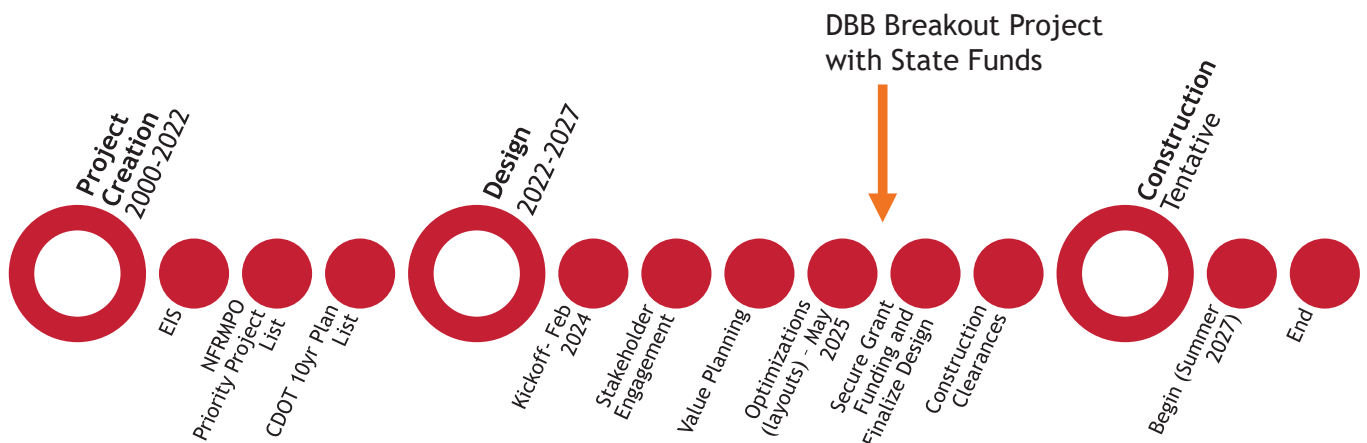
Criteria		
Project Title		
Project previously included in TIP	No	
TIP ID #	2027-004	
Project located 1/4 mile of an Index Area: https://open-data-nfrmpo.hub.arcgis.com/search?tags=environmental%2Cdemographics	Yes	
Project Sponsor	City of Greeley	
Project Type	Intersection Improvements	
Funding Source	DIS and HSIP	
Call Awarded	N/A	
Burdens	Short Term (Construction) (Yes/No)	Long Term (Post Construction) (Yes/No)
Bodily impairment, infirmity, illness, or death	No	No
Air, noise, and water pollution and soil contamination	Yes	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	Yes	No
Adverse impacts on community cohesion or economic vitality	No	No
Noise and vibration	Yes	No
Increased traffic congestion, isolation, exclusion, or separation	Yes	No
Additional Anticipated Burdens <i>Detail any additional anticipated project burdens</i>	Duration of anticipated burdens expected to last during the construction stages of the project. Estimated 18 months.	
Benefits	(Yes/No)	
Decrease in travel time	Yes	
Improved air quality	Yes	
Expanded access to employment opportunities	Yes	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	Yes	
Additional Anticipated Benefits <i>Detail any additional anticipated project burdens</i>	Targeted safety improvements at high-injury intersections	
Outreach – Describe any outreach completed in selection of project or future anticipated outreach		
The Project was identified in the City of Greeley's Vision Zero Action Plan. Public outreach was conducted as part of that plan. The VZAP has engaged the public through a website, public meetings, City boards and commissions, and individual contact with business and property owners.		



I-25 & Mulberry Interchange Improvements



Project Schedule Overview

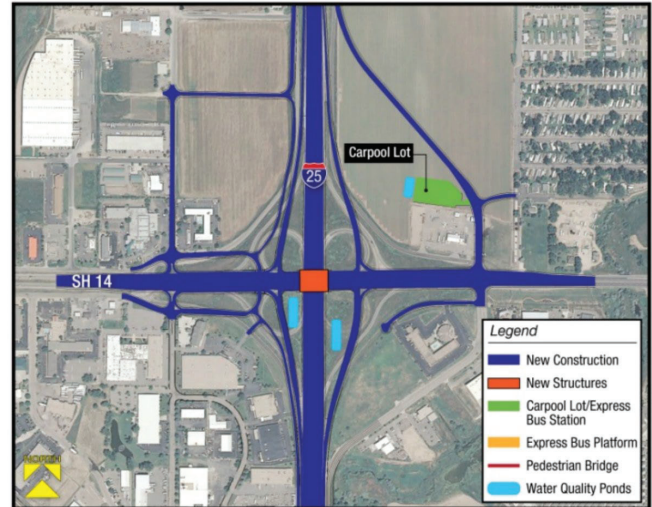




Background information North I-25 EIS Report

- Recommended 3 general purpose and 1 Express Toll Lane in each direction from Denver to CO 14/Mulberry Street
- Rebuild CO 14 interchange as a diamond
- Carpool lot at CO 14 interchange
- West frontage road undercrossing
- Realign northeast frontage road
- Record of Decision 2011

SH 14 Interchange



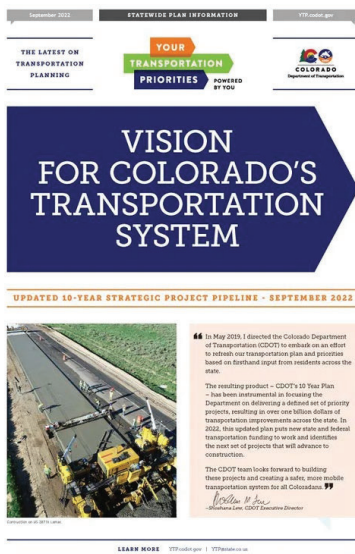
May 8, 2026

I-25 & Mulberry Interchange Improvements

3



CDOT's 10-Year Plan of Projects



- List of projects was created by Planners with input from other Priority Lists (i.e., NFRMPO, UFR TPR, etc.)
- CDOT's Transportation Commission approved partial funding projects on the 10-year Plan List
- Partial Design Funding Budgeted (\$3.5M)
- No Final Design Funds (~\$2M)
- No Construction Funds (~60M)

May 8, 2026

I-25 & Mulberry Interchange Improvements

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Project Goals

Safety	Improve safety for all modes of traffic by creating access for Bike/Peds and separating them from SOV/Freight movements
Aging Infrastructure	Reduce long term Maintenance Costs via a Bridge replacement and an improved riding surface on Mulberry
Reliability	Improve projected levels of service to reduce bottlenecks, support future transit, and increased bicycle/pedestrian traffic
Regional Connectivity	Strengthen regional economic integration by providing direct, reliable transportation links between neighboring communities and employment.
Stakeholders	Coordinate with stakeholders and the public to reach an economically feasible design
Floodplain & Drainage	Redesign local drainage to make the roadway resilient to flooding. Redesign the Cooper Slough Floodplain to remove insurable structures - Pending Local Partnerships with City and County
Funding	Secure construction funds
Innovation	Prepare the site for EV charging, and equip new movements with adaptive, smart traffic signals

May 8, 2026

I-25 & Mulberry Interchange Improvements

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Local Drainage

July 2022

August 2024



May 8, 2026

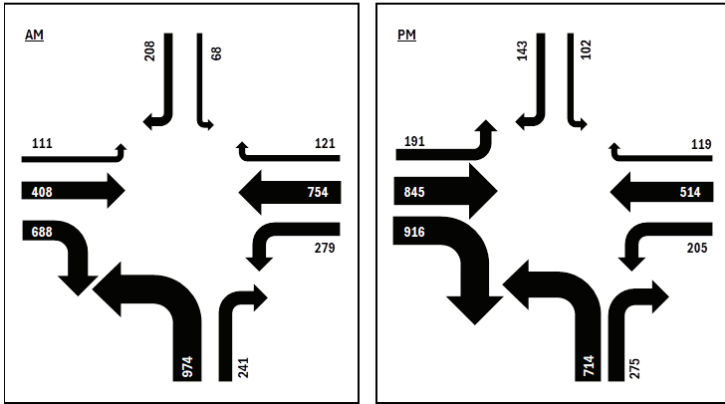
I-25 & Mulberry Interchange Improvements

6

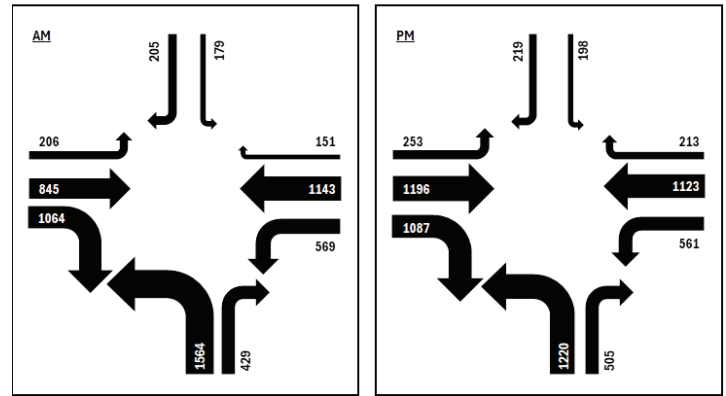


No-Build Traffic

I-25 & Mulberry St (CO 14) Existing (2024) Traffic Volumes



I-25 & Mulberry St (CO 14) 2050 Projected Traffic Volumes



May 8, 2026

I-25 & Mulberry Interchange Improvements

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VALUE ENGINEERING PROCESS

- Identify known issues and project goals
- PERFORMANCE & ACCEPTANCE CRITERIA EVALUATION (PACE)
 - Interchange
 - Bike/Ped
 - Floodplain and Local Drainage



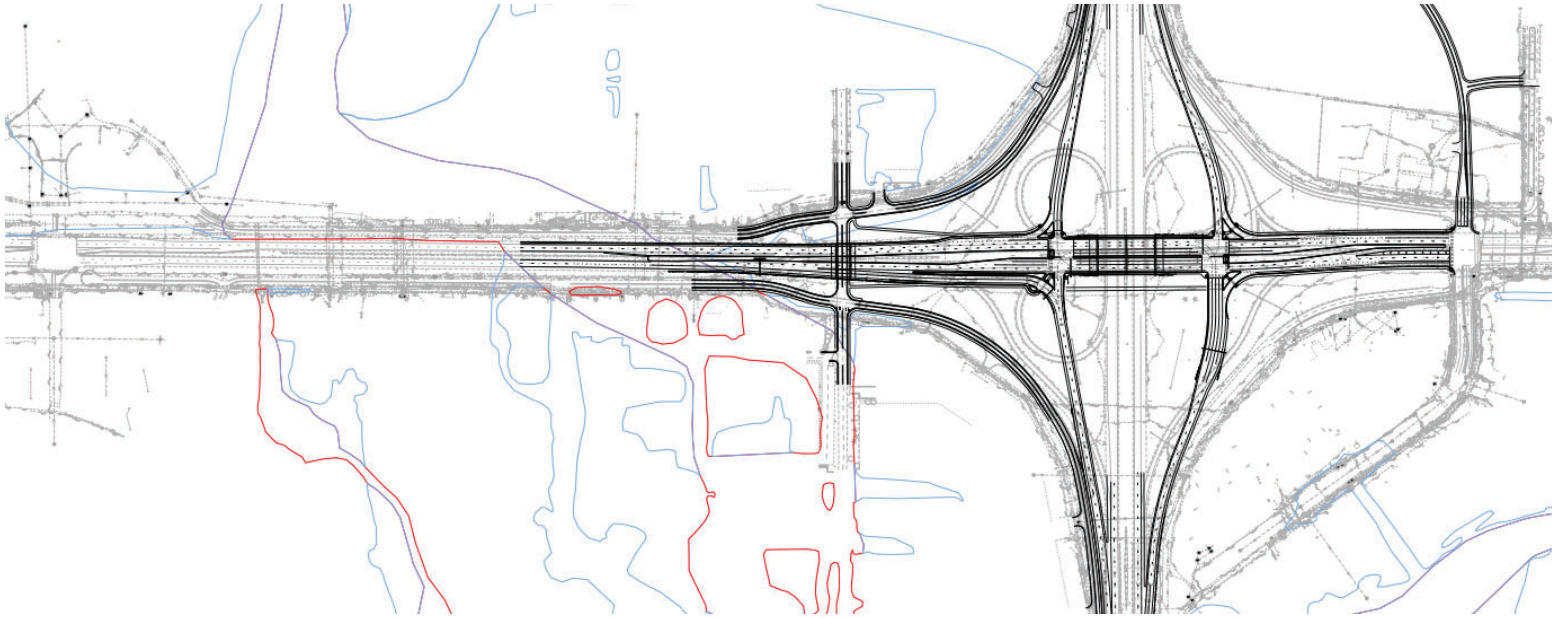
May 8, 2026

I-25 & Mulberry Interchange Improvements

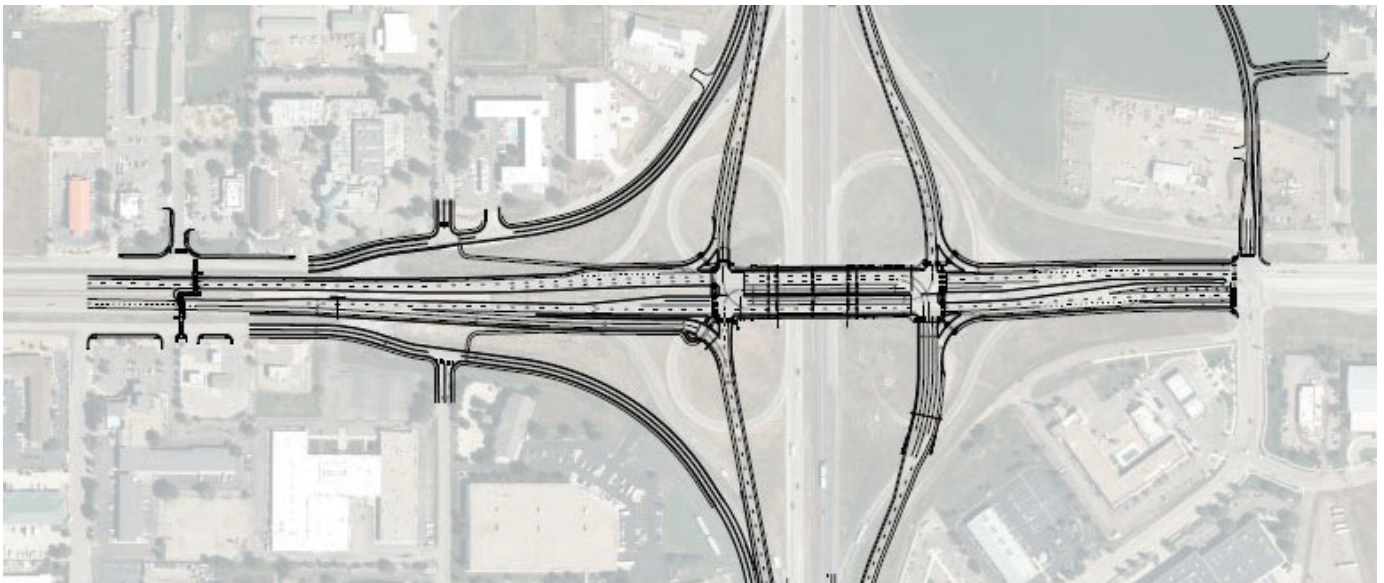
10



Interchange Selection

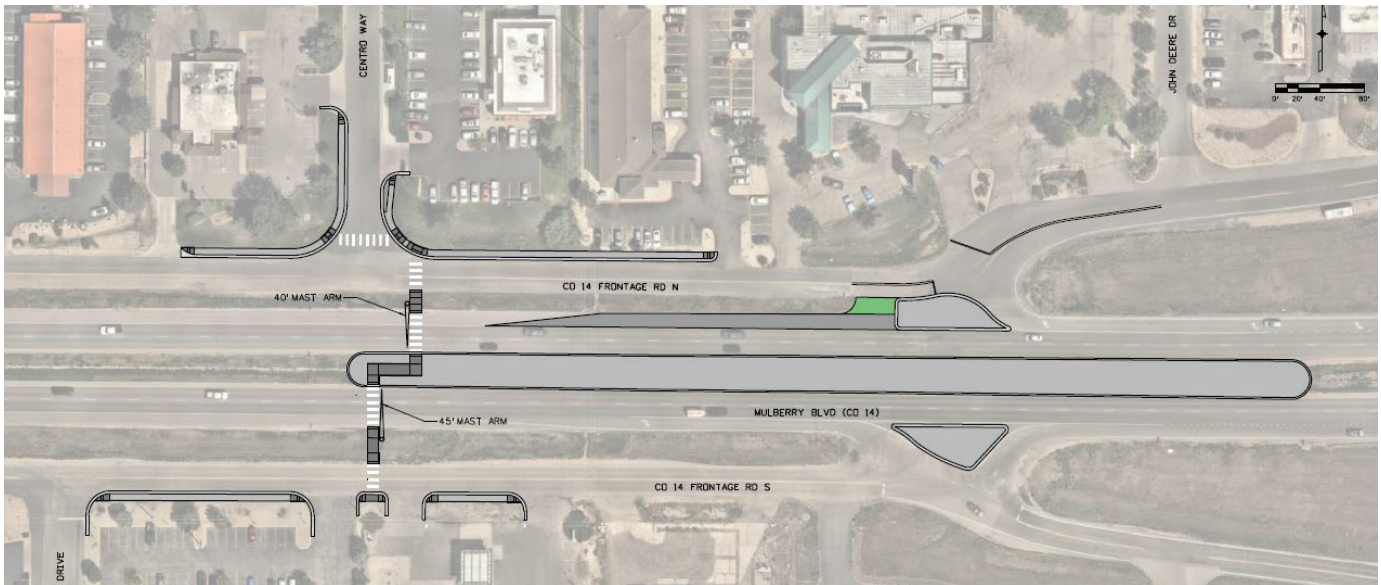


Interchange Likely to be Constructed





FASTER Funded Project for Pedestrians



May 8, 2026

I-25 & Mulberry Interchange Improvements

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COLORADO

Department of Transportation

Thank you!
Connect with us

- Visit the project website
 - www.codot.gov/projects/i25mulberryinterchange
- Email the project team
 - i25mulberry@gmail.com
- Call the project hotline
 - 970-430-6651

May 8, 2026

I-25 & Mulberry Interchange Improvements

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INTERCHANGE

Criteria Ranking - Performance	
Criteria	
1	Impacts to Delays on I-25
2	Impacts to Operations on Mulberry
3	Impacts to Road Users (DC)
4	Expandable for Future Capacity
5	Crash Potential
6	Accommodate of Freight Movements
7	Utility Impacts
Rank	
Weight of Importance	

Criteria Ranking - Acceptance	
Criteria	
1	Sustainability (DC)
2	Impacts to Commerce & Economy
3	Integration with Transit
4	Potential for Grants
5	Partitioning Work and Early Out Potential
6	Long Term Maintenance
7	Integration with Bike & Ped Facilities
Rank	
Weight of Importance	

		As Given (Diamond)	Alt 1 (DBI)	Alt 2 (SPUI 25 Under)	Alt 3 (SPUI 25 Over)	Alt 4 (Partial Clover)	Alt 5 (N-W Flyover)			
Ratings	Performance	4.16	4.18	4.25	4.03	3.41	4.18			
	Acceptance	4.17	3.51	4.11	3.72	3.18	3.19			
	Cost	4.59	4.57	3.82	3.02	4.43	2.98			
		Perf.	Accept.	Cost						
Avg		1	1	1	4.31	4.09	4.06	3.59	3.67	3.45
Sensitivity		2	1	1	4.27	4.11	4.11	3.70	3.61	3.63
		1	2	1	4.27	3.94	4.07	3.63	3.55	3.39
		1	1	2	4.38	4.21	4.00	3.45	3.86	3.33

May 8, 2026

I-25 & Mulberry Interchange Improvements

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BIKE/PEDESTRIAN

Criteria Ranking - Performance	
Criteria	
1	Usefulness For All Bike and Ped User Types
2	Bike and Ped Travel Time
3	Constructability
4	Network Expandability
5	Impacts to Motorized Vehicles
6	Crash Mitigation
7	Network Connectivity
Rank	
Weight of Importance	

Criteria Ranking - Acceptance	
Criteria	
1	Intuitiveness for Bike and Ped Users
2	Impacts to Existing Businesses
3	Pedestrian Comfort
4	Integration with Transit
5	Partitioning Work and Early Out Potential
6	Potential for Grants
7	Indirect Travel
Rank	
Weight of Importance	

		As Given (Sidewalk on Bridge)	Alt 1 (Ped Bridge Over I-25)	Alt 2 (Ped overpass over 14)	Alt 3 (Barrier separated sidewalk on bridge)	Alt 4 (Ped underpass under 14)			
Ratings	Performance	3.82	4.17	3.48	4.01	4.54			
	Acceptance	3.72	4.65	4.48	3.89	4.46			
	Cost	4.00	3.00	2.50	3.50	1.50			
		Perf.	Accept.	Cost					
Average		1	1	1	3.85	3.94	3.49	3.80	3.50
Sensitivity		2	1	1	3.84	4.00	3.48	3.85	3.76
		1	2	1	3.81	4.12	3.73	3.82	3.74
		1	1	2	3.89	3.70	3.24	3.73	3.00

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I-25 & Mulberry Interchange Improvements

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FLOODPLAIN & LOCAL DRAINAGE

Criteria Ranking - Performance

Criteria
1 Accessibility To and From Adjacent Property
2 Impacts to Operations on Mulberry
3 Construction Time
4 Expandable for Future Capacity
5 Crash Potential
6 Network Connectivity
7 Right-of-Way Needs
Rank
Weight of Importance

Criteria Ranking - Acceptance

Criteria
1 Impacts to the Environment
2 Impacts to Existing Businesses (DC)
3 Accommodating Future Development
4 Indirect Travel (DC)
5 Partitioning Work and Early Out Potential
6 Potential for Grants
7 Integration with Bike & Ped Facilities
Rank
Weight of Importance

				As Given (Armor Mulberry)	Alt 1 (Local Drainage Regional detention N of 14)	Alt 2 (Cooper Outfall to Boxelder) Purple	Alt 3 (Convey Local Drainage along NW Frontage)	Alt 4 (Local drainage to CDOT system)
	Perf.	Accept.	Cost					
Ratings	Performance			3.50	3.22	3.68	2.97	3.33
	Acceptance			2.60	3.91	4.03	3.48	3.15
	Cost			5.00	3.00	1.50	3.50	4.00
Average	1	1	1	3.70	3.37	3.07	3.32	3.49
Sensitivity	2	1	1	3.65	3.33	3.22	3.23	3.45
	1	2	1	3.43	3.51	3.31	3.36	3.41
	1	1	2	4.03	3.28	2.68	3.36	3.62

May 8, 2026

I-25 & Mulberry Interchange Improvements

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MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Jerome Rouser
Date: May 20, 2026
Re: Discussion Item – Regional Performance Measures

Summary

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures and targets (GOPMT) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. NFRMPO staff worked with TAC members in 2023 to update objectives and to draft new regional performance measures for the 2050 RTP. The Regional Performance Measures are designed to reflect regional priorities that are not covered by the Federal Performance Measures. These Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

The recommended Regional Performance Measures were developed based on the 2050 RTP Regional Performance Measures and feedback from local partners and stakeholders.

The recommended Regional Performance Measures are:

- Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary
- Fixed-route Revenue Hours per Capita within Service Areas
- Percent of Regional Active Transportation Corridor (RATC) Network Built Out
- Percent of Non-Single Occupant Vehicle Commuter Trips
- Daily VMT per Capita
- Projects not Requiring Any Delays
- Travel Time Index on RSCs
- Truck Travel Time Reliability (TTTR) on RSCs
- Vehicular Fatalities per Capita



- Vehicular Serious Injuries per Capita
- Motorcycle Fatalities per Capita
- Motorcycle Serious Injuries per Capita
- Bicycle Fatalities per Capita
- Bicycle Serious Injuries per Capita
- Pedestrian Fatalities per Capita
- Pedestrian Serious Injuries per Capita
- Total Number of Crashes
- Transit Ridership per Capita

Recommendation

NFRMPO Staff requests TAC members review the proposed regional performance measures and provide comment.

Attachments

- None.

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Jerome Rouser
Date: May 20, 2026
**Re: Discussion Item – Connected Communities 2055 RTP RSCs, RTCs,
and RATCs**

Summary

The NFRMPO held a Regionally Significant Corridor (RSC) workshop on April 6, 2026 to discuss changes to the RSC network for the 2055 RTP. At this workshop, the recommended changes include:

- New Regional Transit Corridor (RTC) along SH402 between Loveland and Evans;
- New RTC on Colorado Boulevard between Johnstown and WCR74;
- New RSC along 1st Street/LCR20E/Ronald Reagan Boulevard in Loveland and Johnstown;
- Extending RSC 28 (Prospect Road) eastward to RSC 11 (SH257) and westward to RSC 18 (Taft Hill Road);
- Extending RSC 18 (Taft Hill Road/ Wilson Ave/ LCR19) southward to RSC 13 (SH402/Freedom Parkway); and
- Extending RSC 13 (SH402/Freedom Parkway) westward to RSC 18 (Taft Hill Road/ Wilson Ave/LCR19).

NFRMPO Staff brought the proposed RSC and RTC changes to the April 15, 2026 TAC meeting for further discussion. As a result of that meeting, TAC recommended the following additions:

- Extend RSC 20 (WCR17) northward to its northern terminus at RSC 12 (SH392); and
- Extend RSC 17 (LCR17/Shields Street) eastward to RSC 16 (LCR7/LCR9/Timberline Road).

Recommendation

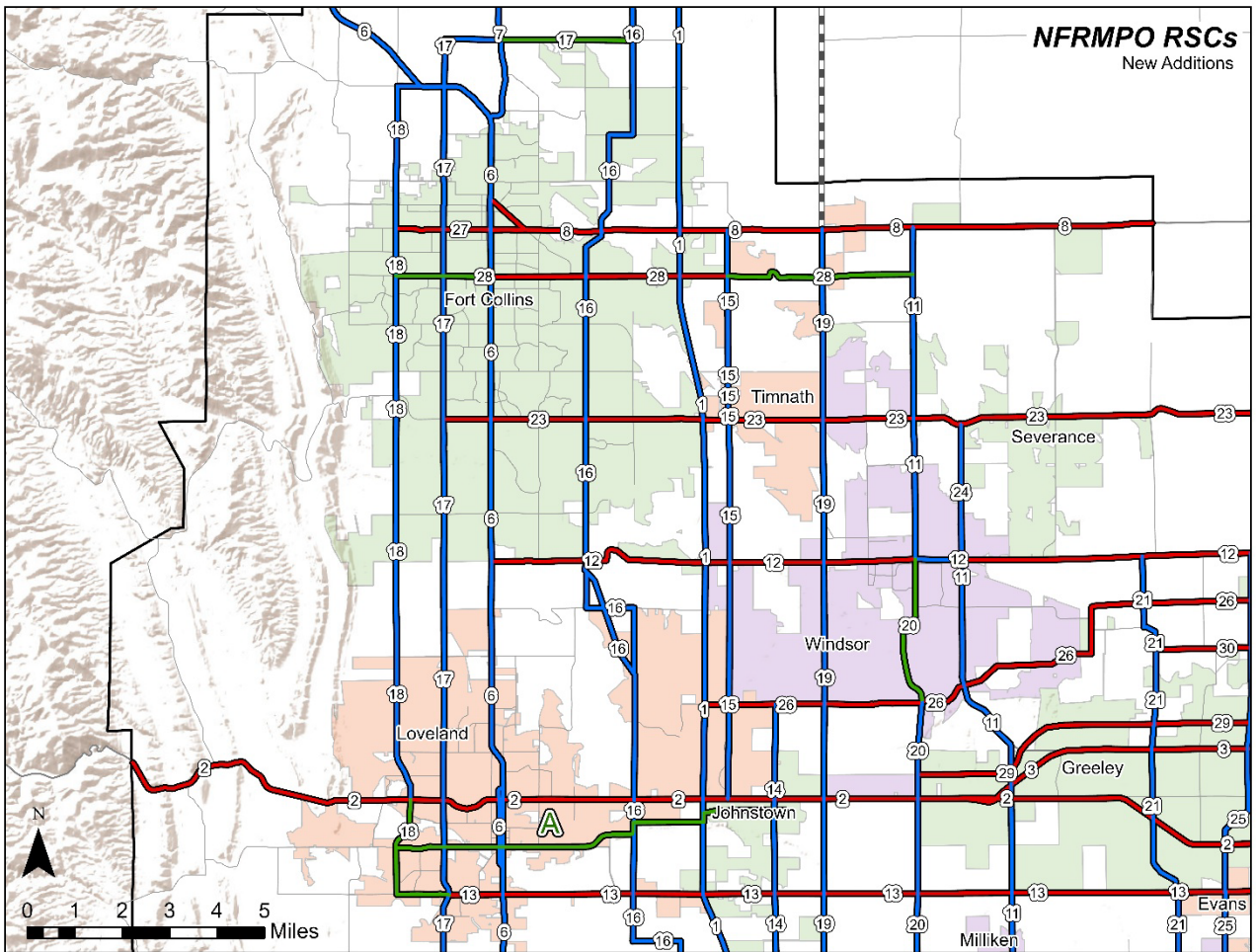
NFRMPO Staff requests TAC members review the proposed RSCs and RTCs and provide comment.

Attachments



- Proposed RSC Map
- Proposed RTC Map

Proposed RSC Map



Legend

- Proposed
- North / South
- East / West
- NFRMPO Boundary
- County Line

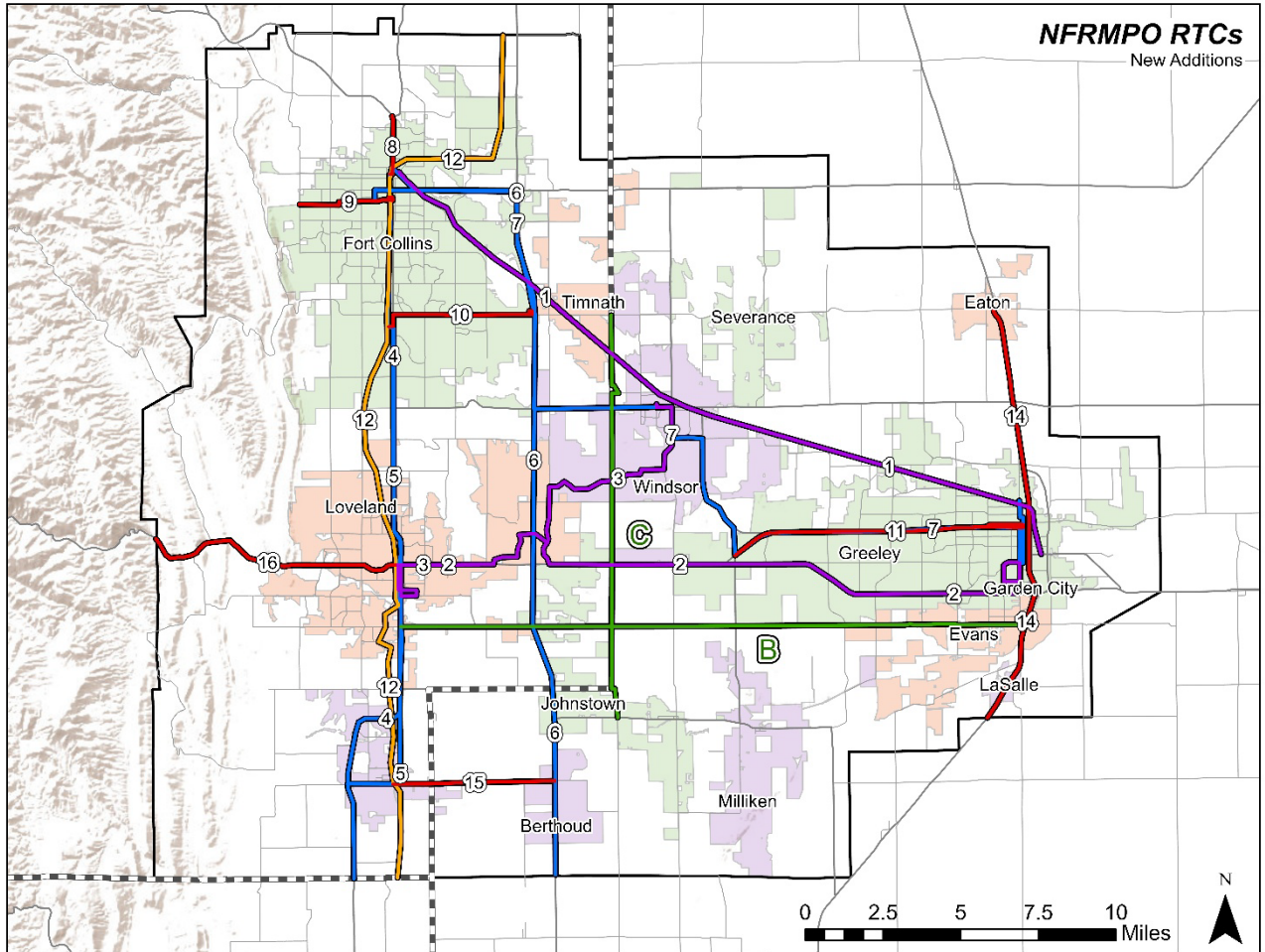
**Draft*

May 2026
Sources: CDOT, NFRMPO





Proposed RTC Map



Legend

Category

- Proposed
- Existing Service
- Future Transit Service
- Front Range Passenger Rail
- Regional Service
- NFRMPO Boundary
- County Line

***Draft**

May 2026
Sources: CDOT, NFRMPO



MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Jonathan Stockburger

Date: May 20, 2026

Re: 2026 Public Involvement Plan (PIP) Draft

Background

The Public Involvement Plan (PIP) includes details on how the public and stakeholders will be engaged and stay informed in the NFRMPO's processes. This document provides schedules, how to find public comment opportunities and public hearing notices, how to stay up to date with the NFRMPO, and information on our current and future engagement strategies. Utilizing the various strategies identified within this document, all parties will be engaged early and often, with an understanding of how their feedback will be incorporated into the planning process. The NFRMPO strives to meet members of the public where they are and make engagement an easy and accessible process. The NFRMPO also strives to ensure the public and stakeholders are engaged thoroughly, and information from both sides is easily accessible to the other. Active participation in the planning processes from all groups improves the understanding of different viewpoints, different needs and concerns, and helps to identify common goals across the region.

This document is updated every four years to ensure the schedule and strategies are up to date. Most NFRMPO plans are required to have a public comment period, and all are encouraged to engage the public and stakeholders during a plan's development.

The 2026 PIP Draft features the following updates from the 2022 PIP:

- Updated engagement strategies
 - Types of outreach events
 - Identifying levels of engagement
 - Key websites and webpages
- Updated accessibility information
- Updated branding standards
- Updated active social media platforms
- Updated federal legislation
- Updated list of NFRMPO Plans and Programs
- Updated measuring for defining successful engagement
- Updated maps
 - Focus Communities
 - Limited English Proficiency
 - Access to Internet
 - Broadband Serviceable Locations
 - Environmental and Demographic Impact Analysis



The 2026 PIP Draft also features the following new additions to the plan:

- Outreach locations map
- NFRMPO GIS OpenData Information
- Information on NFRMPO Contact Forms
- Outlining differences in public and stakeholder engagement
- 2026 PIP Survey results from 22 respondents

The 2026 PIP Draft can be reviewed here:

https://nfrmpo.org/wp-content/uploads/2026_PIP_Draft_5.7.2026.pdf

Recommendation

Staff requests TAC review of the 2026 PIP Draft.

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
May 7, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Wojtach noted the Air Quality Enterprise voted to award the NFRMPO and PPACG \$100,000 for the Intermountain West Ozone Exchange Conference with an option to seek more funding. Relford stated PPACG will be the contractual agent for the grant. There are two virtual town halls scheduled on Friday, May 15th and Wednesday, June 3rd to inform the public and other stakeholders on the ozone exchange. Call for abstracts are open and will close on June 23rd. Wojtach stated the Aurora East, Evergreen and Manitou Springs monitors observed high 8-hour ozone averages. These high ozone events have been flagged as being heavily influenced by stratospheric intrusions, typical springtime meteorological events. EPA is acting on a request from Utah’s Wasatch Front to repeal a previous determination that Wasatch Front failed to attain the 2015 NAAQS based on an updated 179B analysis of international contributions and additional analysis of wildfire contributions. The American Lung Association published their annual “State of the Air” 2026 report which identified Colorado as one of seven states showing overall improvement while also giving Colorado a failing grade for air quality. This report listed two Colorado areas as being in the top 24 most polluted cities for ozone in the nation. The Denver-Aurora- Greeley area and Fort Collins-Loveland areas were ranked as #8 and #18 respectively.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

REPORTS:

Report of the Chair – Heid introduced new Council members and alternates to Planning Council.

Executive Director Report – Relford noted NFRMPO staff met with FHWA and FTA on April 29th for the MPO’s quadrennial certification review. As part of the certification review process, the NFRMPO was required to allow for public comment on the MPO’s operations. No public comment was received. Relford is not anticipating any findings and noted the NFRMPO will receive comments from FHWA and FTA by June 14th. The NFRMPO application for a safety grant for a 2027 safety roundtable was not successful. NFRMPO staff are still looking to hold a safety conference in 2027 and will continue to seek out opportunities for that conference. The NFRMPO’s new IT service providers, Castle Rock Sky, brought the NFRMPO website to compliance with Federal accessibility requirements. The NFRMPO selected a new auditing firm for the 2026 audit and that audit is on schedule. Relford noted the audit results will be brought to Planning Council at the June meeting. The HR consultants are working with NFRMPO staff to update job descriptions that will be fed into a compensation plan. The RideNoCo program was awarded two grants to support system improvements and implementation of new features to enhance the RideNoCo platform.

PRESENTATION ITEM:

Labor Market Profile – Ann Hutchinson, Fort Collins Chamber of Commerce, SeonAh Kendall, City of Fort Collins, Mark Johnston, Larimer County, and Rich Werner, Upstate Colorado, gave an overview of the Northern Colorado Labor Market Profile. The presenters discussed the 2024 Northern Colorado Workforce Analysis tool and the tool’s capabilities. In 2024, the combined population of Larimer and Weld Counties was 730,169. The two combined counties have a labor force of 393,490 in 2024. The presenters noted both Larimer and Weld

Counties saw significant population growth since 1990 with Weld County seeing the most growth. The presenters discussed the differences among the Larimer and Weld County communities' age distribution. In 2023, Weld County and Greeley, and Northern Colorado overall had a higher percentage of children than the national average while Fort Collins and Larimer County were below both the national and state average. Fort Collins saw the highest percentage of their population with a bachelor's degree or higher while Weld County and Greeley saw lower proportions of college educated populations. This is likely due to the differences in industries across the region. Northern Colorado has an almost even spread of educational attainment which reflects the variety of industries in the region. The presenters noted Northern Colorado has seen steady total employment since 2001. The healthcare industry is the largest employer in the region. The presenters discussed the differences in industry sectors between the two counties. The presenters noted the top 12 in-demand occupations in Northern Colorado and noted the variety of educational requirements across the industries which reflects the variety of industry types in the region.

The presenters stated that Northern Colorado has an average commute time of 45 minutes due to a lack of regionwide mass transit. The presenters discussed which industries are prevalent in Fort Collins and Greeley and how those differences impact workers' commute patterns. Overall, Fort Collins is a net importer of labor while Weld is an exporter. This is likely due to the differences in housing costs across the region. The presenters noted that this data will be used in a two-county talent plan.

ACTION ITEM:

April 2026 TIP Amendment – Stockburger noted the April 2026 TIP Amendment included four project additions and one project modification from Fort Collins, Loveland Greeley, and CDOT. The projects for additions are *Fort Collins Codes and Standards Audit*, *Harmony Road Study*, and *Lake Street Demonstration Project* with \$925,006 Federal SS4A funding and \$266,458 Local funding in FY26, Greeley *SS4A Demonstration Projects* with \$7,917,600 Federal SS4A funding and \$2,029,400 Local Funding in FY26, Loveland *SS4A Demonstration Projects* with \$396,000 Federal SS4A funding and \$99,000 Local Funding in FY26 and lastly *Shields Street Separated Bike Lanes* with \$580,000 Local Fort Collins Climate Projects Tax Funding in FY26. Stockburger mentioned the one project modification from CDOT Region 4, *Median Safety Berthoud South*, shifts \$2,036,250 Federal DIS funding from FY25 to FY26, increases \$12,438,750 in FY26, adds \$1,354,995 Federal HSIP funding to FY26 and \$2,748,165 to FY27, and adds \$1,445,840 State FASTER funding to FY26, \$2,400,000 to FY27, and \$4,699,000 to FY28.

James **moved** to approve *RESOLUTION 2026-10 APPROVING THE APRIL 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by Karspeck and **passed** unanimously.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 5/6/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their 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.¹

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

¹ 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.

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.² 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.³

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.

² 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>

³ 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. ⁴

Figure 1 - Utah 179B Analysis Supplement⁵

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						

⁴ 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>

⁵ 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.⁶ 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 119th 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.^{7,8}

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.⁹ Further, the report listed two Colorado areas as being in the top 24 most polluted cities for ozone in the nation.¹⁰ The Denver-Aurora-Greeley area and Fort Collins-Loveland areas were ranked as #8 and #18.¹¹ Note that the Fort Collins-Loveland area was separately listed as a top ranking cleanest city for short-term particle pollution.¹² Grand Junction, Colorado Springs, and Pueblo-Canon City were listed in the top ranking 23 cities for year-round particle pollution.¹³ Colorado Springs’ ozone levels led to the area’s no longer being ranked in the top 25 most polluted cities for ozone (moving from 23rd most polluted cities for ozone in 2025 to 54th in 2026).¹⁴

⁶ Ibid, Table 3-1. p. 31.

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

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

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

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

⁹ 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>

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

¹¹ 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>

¹² 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>

¹³ 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>

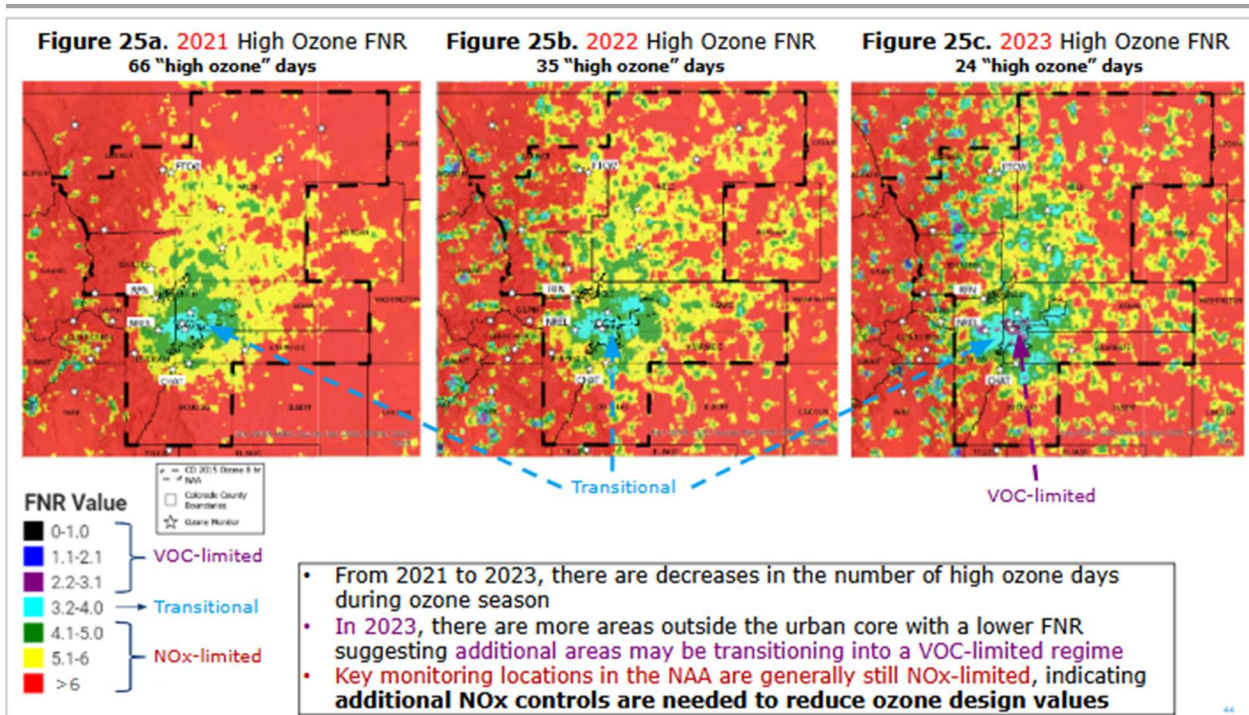
¹⁴ American Lung Association’s 2026 “State of the Air” report. 2026. p.15. Downloaded 4/29/26 here:

<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 NOx or VOC control strategies. The analysis looks at satellite data, comparing the formaldehyde:NOx ratio (FNR) as an indicator of whether the area is more responsive to NOx 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 NOx sensitive – or less responsive to NOx 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. NOx 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 NOx 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 NOx 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

Legislative Report

May 2026

Direct NFRMPO Impact:

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

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

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

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

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

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

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

Title	HB26-1269 : Transit Access
Description	Concerning transit access.
Summary	<ul style="list-style-type: none"> • Requires 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"> ○ Information for transit riders; ○ Language access initiatives; ○ Access to restroom amenities; and ○ Reporting requirements.

<p>Status</p>	<ul style="list-style-type: none"> • 5/4/2026: Transportation & Energy Discussion; Referred to Senate • 3/30/2026: Introduced in Senate- Assigned to Transportation & Energy • 3/25/2026: Passed the House • 3/18/2026: Transportation, Housing & Local Government Discussion; Referred to House • 2/19/2026: Introduced In House - Assigned to Transportation, Housing & Local Government
<p>NFRMPO Impact</p>	<ul style="list-style-type: none"> • Transfort is the only NFRMPO transit agency that is impacted by this bill • 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. • 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 • 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.

Direct NFRMPO Impact: Bills Signed by Governor

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

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

Direct NFRMPO Impact: Bills Rejected by General Assembly

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

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

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.