



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

June 4, 2026

In-Person: Berthoud Town Hall, 807 Mountain Ave, Berthoud, CO 80513

Virtual: [Join the meeting now](#) **Meeting ID:** 223 675 231 256 80 **Passcode:** nC6EC6aR

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

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – May 7, 2026	Kristin Stephens	10	6:10

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15
7	Regional Air Quality Council (RAQC)	Kristin Stephens	-	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:30
10	Executive Director Report	Elizabeth Relford, Executive Director	Handout	6:35
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	17	6:45
12	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	-	6:50
13	Finance Committee	Written	19	-
14	May 2026 TAC Executive Summary	Written	21	-
15	2026 Colorado Legislature Updates	Written	23	-
16	Mobility Program Updates	Written	Handout	-

Action Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	May 2026 TIP Amendment Resolution 2026-11	Jonathan Stockburger, Transportation Planner I	34	7:00

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	2025 NFRMPO Audit	Tonja Burshek, Controller Samson Afolabi Paterne Kennedy Koukpresso STA PLLC	42	7:05
19	2026 NFRMPO Budget Update	Elizabeth Relford Tonja Burshek	52	7:35
20	2026 Public Involvement Plan (PIP)	Jonathan Stockburger	54	7:45
21	GHG Transportation Report 2050 RTP Amendment	Becky Karasko, Transportation Director	Handout	8:10



Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:20
23	STAC Report	Kristin Stephens, NFRMPO STAC Representative	60	-
24	Host Council Member Report	Will Karspeck, Mayor Town of Berthoud	-	8:30

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: July 2, 2026 – Town of Johnstown



MPO Planning Council

Larimer County

Kristin Stephens, Commissioner – Chair

Alternate- Jody Shadduck-McNally, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem – Vice Chair

Alternate- Will Sander, Trustee

City of Greeley and Regional Transit Representative

Johnny Olson, Councilmember – Past Chair

Alternate- Brian Rudy, Councilmember

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

City of Evans

Jeff Crabtree, Councilmember

Alternate- Mark Clark, Mayor

City of Fort Collins

Chris Conway, Councilmember

Alternate- Anne Nelsen, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Nicholas Bashford, Councilmember

Town of LaSalle

Paula Cochran, Trustee

City of Loveland and Regional Transit Representative, Alternate

Patrick McFall, Mayor

Alternate- Laura Light-Kovacs, Councilor

Town of Milliken

Michael Orcutt, Mayor Pro Tem

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- Brittany Vandermark, Mayor Pro Tem

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Ron Steinbach, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Lynnette Peppler, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

§5303 & §5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
§5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
§5309	FTA program funding for capital investments
§5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
§5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
§5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
§5337	FTA program funding to maintain public transportation in a state of good repair
§5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
4P	CDOT Project Priority Programming Process
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ARPA	American Rescue Plan Act of 2021
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BIL	Bipartisan Infrastructure Law (federal legislation, signed November 2021)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	Community Advisory Committee (of the NFRMPO)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CEO	Colorado Energy Office
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COG	Council of Governments
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA §5303 planning funds)
CFY	Calendar Fiscal Year
CRP	Carbon Reduction Funds

GLOSSARY (cont'd)

CTIO	Colorado Transportation Investment Office (formerly High-Performance Transportation Enterprise (HPTE))
DOLA	Department of Local Affairs
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FRPR	Front Range Passenger Rail District (Replaced SWC&FRPRC)
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GHG	Greenhouse Gas
GoNoCo 34	NFRMPO Region's first TMO along US34
GOPMT	Goals, Objectives, Performance Measures, and Targets
GVMPO	Grand Valley MPO (Grand Junction/Mesa County)
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program (FHWA Safety Funds)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IACT	State Interagency Consultation Team (for GHG)
ICG	Inter-Agency Consultation Group for Ozone Nonattainment Area
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as BIL)
IMW MPO	Intermountain West MPO Group
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
LUAM	Land Use Allocation Model (of the NFRMPO)

GLOSSARY (cont'd)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPB	Parts per billion
PPM	Parts per million
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)

Revised 3/17/2026

GLOSSARY (cont'd)

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

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

May 7, 2026

Hybrid Meeting in Greeley, CO

Voting Members Present:

Liz Heid– Vice Chair
Nicholas Bashford
Chris Conway
Julie Cline
Paula Cochran
Matthew Fries
Cecil Gutierrez

Scott James
Will Karspeck
Bill Jenkins
Patrick McFall
Michael Orcutt
Brian Rudy- Alternate

-Eaton
-Johnstown
-Fort Collins
-Windsor
-LaSalle
-Severance
-Transportation
Commission
-Weld County
-Berthoud
-Timnath
-Loveland
-Milliken
-Greeley

Voting Members Absent:

Kristin Stephens – Chair
Jeff Crabtree
Jessica Ferko

-Larimer County
-Evans
-CDPHE-APCD

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Jerome Rouser, Transportation Planner II; Jonathan Stockburger, Transportation Planner I; Aaron Hull, Mobility Planner; Lisa Joyner, Mobility Specialist.

In Attendance: J Boraman; Brad Buckman; Tricia Canonico; Bill Cruise; Ray Cundiff; Bill Cruise; Jim Eussen; Hanna Feldmann; Edwin Wayne Grant; Jeremy Heid; Ann Hutchinson; SeonAh Kendell; Mark Johnston; Rich Werner; Will Jones; Katrina Klobberdanz; Jon Mallo; Lynette Peppler; Evan Pinkham; Denise Staley; Bonnie Saust; Will Sander; Justin Stone; Steve Teets; Josie Thomas; Eric Tracy; Dena Wojtach.

Vice Chair Heid called the MPO Council meeting to order at 6:02 p.m.

Public Comment

Steve Teets, Greeley, asked the Council for an update on the Colorado/Wyoming transit feasibility study. Teets noted the need for an RTA because both Larimer and Weld Counties are growing. Teets expressed the need for a good regional transit system. He noted the City of Greeley buses have a high pitch screech. Teets expressed concerns about people going out of the back of paratransit vans instead of coming out from the side due to safety concerns. E-bikes and e-scooters are becoming a hazard and dangerous,

especially for young people, when they ride on the sidewalk. The US34 transit route needs to be rerouted to improve regional connectivity. Teets recommended the US34 transit service should end at the Loveland Transfer Station. Teets noted he is a co-chair of the Weld County Mobility Committee (WCMC).

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Vice Chair Heid opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

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 about the ozone exchange and seek their input. 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.

Fries asked which agency ultimately makes the determination for 179B analyses. Wojtach noted EPA makes that determination but must go through a public rule process before first. They must take public comment and process the comment then make a final action. That action will be published in the Federal Register and will likely take effect within 30-60 days after the final action.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair Heid opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Heid noted Will Sander is the new alternate for Eaton. Brian Rudy introduced himself as the Alternate and noted Olson has the Oversight Committee commitment over the next six weeks, so he will be attending the Council meetings. Rudy noted he served on the Council as Mayor of Evans years ago. Mayor Pro Tem Michael Orcutt introduced himself and expressed excitement in joining the council. Councilmember Nick Bashford introduced himself and noted he will be the Johnstown Council representative. Lynette Pepler noted she is the Weld County Alternate.

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 unsuccessful. NFRMPO staff are still looking to hold a safety conference in 2027 and will continue to seek other 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 2025 audit, which is currently on schedule for completion. 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.

Front Range Passenger Rail District

Mallo noted the State of Colorado negotiated a term agreement with BNSF for rail access. Target launch for joint service is January 2029. Initial service will go between Denver and Fort Collins and will include three round trips a day. In the long term, the plan is to have ten round trips across the entire Front Range. The estimated capital cost is \$330 million which is half of the original projections. \$156M is coming from RTD fast track fund, and \$173M comes from CDOT, CTIO, and CTE. There are no new taxes for the initial service. Mallo noted SB26-172 will make changes to the FRPR district boundaries. Section 1 of the bill changes the boundaries to include only communities that will have a FRPR station. The bill also requires directors of the board to reside in the district beginning on July 1, 2026. Section 3 will allow for subdistricts within the district. Section 4 changes the method for determining the distribution of the costs of a district or subdistrict election. The costs of any FRPR district election are distributed in the same way as state primary, coordinated, general, congressional vacancy, special legislative, or recall elections conducted after July 1, 2024. The bill passed the Senate and is in the House with amendments.

McFall asked if the districts could be due to differences between BNSF and UP? Mallo said that could be an explanation. Karspeck asked when Sterling Ranch was included in the station locations? Mallo/Canonico noted Sterling Ranch was included due to Castle Rock rejecting a station. The Sterling Ranch station will serve as the Douglas County station. James asked how much money is coming from

oil and gas. Gutierrez noted \$12 Million will be coming from Oil & Gas fees. Relford noted there has been significant interest in the town halls expressing excitement about this project. MPO staff is getting a lot of questions about FRPR. Looking to partner with the district to get more information about outreach materials. Canonico noted there will be a second round of public engagement. District staff are waiting for the legislative session before beginning engagement. Karspeck expressed interest in having a town hall in Berthoud. Canonico noted the district is beginning to look at the process to request special event stations, and this process could possibly be used for secondary stations. Relford asked Berthoud if there is any benefit to do station area planning in case they are pulled into the FRPR. Is there benefit to go after other federal funds or a DOLA grant to do station area planning in Berthoud? Karspeck noted he is interested if Berthoud could be pulled into the district. Gutierrez noted the reason other communities already did station area planning due to the FAST track vote in 2004. There are discussions about potential SB184 money to be available for station area planning in Loveland and Fort Collins.

Colorado Transportation Investment Office (CTIO)

Canonico noted CTIO discussed the Congestion Impact Fee, which is being inflation adjusted. The fee is currently \$3 for rental cars. It will increase to \$3.13 for 2026-2027 and will continue to rise to \$3.37 by 2030. The CTIO board received a presentation from Winter Park discussing the Winter Park Express partnership between Amtrak and the Winter Park Resort and CTIO. CTIO is using some of the funding to help reduce the cost of tickets. Total ridership for 25-26 has more than doubled pre-expansion ridership levels. The Winter Park Express saw 90% load capacities on Saturdays. A big factor for increased ridership is reduced fares due to CTIO. Ticket prices capped at \$39 one way with promotional fares as low as \$9. The average ticket price fell from \$56 in 2023 to \$26 in 2025.

Transportation Commission

Gutierrez noted the 10-year plan is scheduled to be adopted in May, and the STIP will be adopted in June. The TC and CTIO held a joint session to discuss Bustang. As part of that joint session, the TC and CTIO received a letter from Director Lew regarding Bustang. The Governor dropped a request for legislation to remove corridor restrictions. Director Lew's letter removed the restriction on I-25 north from being completed. Lew noted there is belief that Bustang can be moved to CTIO which will make it a CTIO project similar to I-25 and I-270. CTIO will investigate if funding is available. Gutierrez noted CTIO is an independent board which is separate from CDOT. Gutierrez noted the letter seemed prescriptive and did not respect the independence of CTIO. Gutierrez noted TC has found a solution to fund Bustang through FY27. James asked if CTIO is an enterprise? Gutierrez said yes. James asked if the enterprise has the authority to run Bustang and if maintenance is in the purview of CTIO? Gutierrez said yes maintenance is allowed under CTIO. State law states CTIO can fund any surface transportation projects, including transit. Gutierrez will request CTIO staff to investigate all of the CTIO funding programs to see how much funding is available. Relford asked if Gutierrez knows what CDOT will do with the increased MPOF Retail Delivery Fee percentage allocation to CDOT? Gutierrez noted he did not know. Jenkins noted the change to the allocation is permanent. Gutierrez noted CTIO has a limit on how much funding they can receive from CDOT.

Finance Committee

A written report was provided.

April 2026 TAC Executive Summary

A written report was provided.

2026 Quarter 1 TIP Modifications

A written report was provided.

2026 VanGo™ Dashboard

A written report was provided.

2026 Colorado Legislature Updates

A written report was provided.

Mobility Program Updates

A written report was provided.

PRESENTATION:

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 Sourth*, 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.

COUNCIL REPORTS:

STAC Report

Jenkins noted there was a public comment requesting CDOT to create a statewide bicycle committee similar to their other committees such as freight and transit. Jenkins stated HB26-1399 will eliminate the MMOF general fund transfer for the next three fiscal years. Jenkins noted HB26-1430 was recently introduced to reduce the state gas tax from 22 cents to 14 cents and reallocate \$700 million from being transferred from the general fund to CDOT which would offset Initiative 75 if it is approved by the voters. This gas tax reduction and general fund transfer elimination will only happen if voters approve Initiative 75. STAC held leadership elections, and Gary Beedy was reelected as STAC Chair, and Commissioner Stephens was elected as STAC Vice Chair. STAC unanimously voted to recommend the Transportation Commission approve the 10-year plan. CDOT Region 1 provided a presentation on safety enhancements for vulnerable road users, pedestrians, and bicyclists. Jenkins noted the Federal Lands Access Program (FLAP) Call for Projects opens on June 1st and will close on August 31st. There is no local match requirement for these funds and can be combined with other funding sources.

Host Council Member Report

Rudy noted the MERGE project is projected to reduce 40% of crashes on US34. The MERGE project will create a safer pedestrian connection between the north and south sides of US34. The project is projected to decrease air pollution by approximately 40% and will increase travel time consistency along the corridor. The City of Greeley is advancing coordination across key work streams, including consultant scoping, coordination with CDOT, and onboarding an independent cost engineer. The O Street and 59th Avenue roundabout project received MPO funding and will increase safety, efficiency of the intersection, and will promote better traffic flow. Rudy stated more than 11,000 vehicles pass through that intersection daily. Construction on the roundabout began in February with an anticipated project completion date of June 26th. The intersection will be fully closed while construction progresses. The 16th Street Enhancement Project includes wider sidewalks, traffic calming elements, improved transit stops, and ample parking. Crews are completing masonry work and irrigation. The City of Greeley anticipates this

project being completed by May 16th. The City of Greeley is investing \$9.9 million in Safe Streets for All projects. These projects are part of the City of Greeley's Vision Zero commitment.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:11 p.m.

Meeting minutes submitted by: Jerome Rouser, NFRMPO Staff



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

Held: Tuesday, April 28, 2026, 1:00 p.m.

The Special Board meeting between the CTIO Board of Directors (CTIO Board) and the Transportation Commission (TC) was broadcast on YouTube Live and is available [here](#). The recording will be available on YouTube for six months after the meeting. After that time, it will be archived.

The regular meeting of the CTIO Board was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Cecil Gutierrez, Chair (remote).
- Nellie Moran, Vice-Chair (remote).
- Shelly Cook (remote).
- Terry Hart (remote).
- Patricia Canonico (remote).

Roll Call Regular Meeting

All board members, except Director Sacripanti, were present. The meeting began at 1:02 p.m.

Public Comment

The CTIO Board and TC did not receive any requests for public comment.

Update on Joint Service Term Sheet

Lisa Kaufmann, Senior Strategic Advisor to Governor Jared Polis, presented details of the Joint Service Financial Framework, reiterating information shared during the joint session with the CTIO Board and TC on April 15th.

Discussion

¹ The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents. publicMetropolitan

- CTIO Board and TC Members expressed their appreciation for the staff involved in advancing this initiative and their excitement about moving it into the next phase.
- CDOT and CTIO leadership also acknowledged the key staff involved in advancing this project and looked forward to working on the next phase of this exciting project.

ACTION: Upon a motion by Director Canonico, seconded by Director Hart, a vote was held, and Resolution #495, Advancing Joint Service, was unanimously approved.

Adjournment

The CTIO Board adjourned at 1:17 p.m.

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

May 21, 2026
3:00 p.m.
Microsoft Teams

Members	Staff	Auditors
Liz Heid	Elizabeth Relford	Samson Afolabi, STA PLLC
Bill Jenkins	Tonja Burshek	Paterne Kennedy Koukpresso, STA PLLC
Matthew Fries	Tanya Trujillo-Martinez	Daphne Branche, Leone Rouge Management Consultants, LLC
Patrick McFall	Michelle Edgerley	
	Shane Armstrong	
	Barbara Bills	

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

Approval of Minutes:

The motion was made by Jenkins to approve the April 16, 2026, minutes and was seconded by Fries. The motion passed by acclimation.

Financial Discussion-Audit Presentation

The staff of STA, the audit firm conducting the audit of the 2025 financials, was introduced. Paterne Koukpresso explained that the firm concluded a clean unmodified opinion and found no material weaknesses. Some of the financial highlights were our Cash & Investments increased by 0.9% to \$6.3 million, our Financial Awards Expended were up by 36% to \$1.53 million, our Change in Net Position was down \$238,000 from the previous year, and our Total Net Position was \$7.26 million.

The audit will be presented at the June Council meeting.

Organizational Updates:

Relford informed the Committee that we received \$100,000 from the Air Quality Enterprise (AQE) Board for an Ozone Exchange Conference. They requested the conference be a 3-day event instead of two days, so the MPO will be seeking an additional \$150,000 in funding. The conference is scheduled for October 26th-28th at the Ranch. In order to make the reservation, we needed to make a deposit of about \$1,400 which we will request be reimbursed with the grant funds.

We are requesting \$160,200 in SPR funds. This amount would fully fund the Modeler's salary and modeling software costs. We are also requesting an additional \$30,000 for electronic TIP software to transition from a spreadsheet-based TIP to an electronic system which aligns with the State's STIP approach.

There wasn't much to report on the Employers Council contract. They are continuing to work on the employee position description questionnaires (PDQ's) to create more accurate job descriptions.

The VanGo maintenance IGA with the City of Greeley has lapsed. However, both sides continue to honor it. A new one is currently with the City Attorney for review and signature.

The City of Fort Collins would like an annual IGA to memorialize the Exchange Funds. The MPO prefers a template IGA describing the exchange process with an annual option letter for the specific dollar amounts. The MPO is surmising the Fort Collins City's attorneys are concerned about budget risk, citing discretionary shortfalls, though the exchange relies on consistent FTA programmatic formula funds.

Mobility Update:

The 5310 Urban & Rural grant applications due on May 29th are about 80% complete Trujillo-Martinez stated. She is also pursuing a third grant for 5311 administrative costs. She also noted that we had received two grants from AARP, one in the amount of \$15,000 for the Mobility program and one for \$2,500 for Bike & Safety.

Financial Updates:

Burshek presented a revised 2026 budget to the Committee. She mentioned the previous budget presented at the last meeting had some errors and noted some changes to it. The indirect cost formula was incorrect and inflated the costs by triple. The gain on sale of VanGo vans was previously omitted but now included. Instead of the original net loss reported for the MPO, it is now projected that there should be a gain or net neutral. There will be a slight loss for VanGo. No additional reserve use is anticipated beyond the \$130,000 already approved for the MMOF local match.

It has been determined that VanGo will not move forward with the RidePro financial module.

Acumatica is about 99% live. We are using it to process Accounts Payable and Receivable and to send VanGo invoices.

Unaudited financials will be presented at the June Finance Committee meeting after all audit adjustments are posted.

Relford requested the Finance Committee approve a motion to close the fiscal year 2025 with the numbers presented, allowing staff to proceed with 2026 first quarter unaudited financials. Fries made the motion and Jenkins seconded. It passed unanimously.

The meeting was adjourned at 3:58 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 20, 2026**

Approval of the April 15, 2026 TAC Meeting Minutes – Hornkohl moved to approve the April 15, 2026 TAC Meeting Minutes. Feldmann seconded the motion, which was approved unanimously.

PRESENTATION ITEM

Mulberry Interchange Project Updates – Gina Fox, CDOT, presented the Mulberry Interchange project updates. She noted the project schedule. Design for the project began in February 2024. As of May 2026, the project is progressing towards 30% design completion. She provided background information on the project including project location and existing conditions. She noted how the project coincides with CDOT’s 10-Year Plan of Projects. She noted the project goals, which include safety, aging infrastructure, reliability, regional connectivity, stakeholders, floodplain and drainage, funding, and innovation. She noted recent drainage issues from 2024 and recent bicycle and pedestrian crash history at the intersection. She noted a lack of pedestrian infrastructure or lighting at the intersection. She also noted an email from UC Health noting an increase in pedestrian crashes at the intersection. She noted the projected traffic volumes for each direction of the intersection for 2024 and the projected traffic volumes in 2050. She noted the ideal intersection redesign and the likely intersection redesign with the expected amount of grant funding. Lastly, she noted the planned pedestrian infrastructure upgrades at the intersection.

ACTION ITEM

May 2026 TIP Amendment – Stockburger noted the May 2026 TIP Amendment included two project modifications and one project addition from various agencies. The first project modification was the Larimer and Weld County project *WCR 13 (LCR 1) and WCR 54 (LCR18) Roundabout* project with \$10,614,122 Local Overmatch funding added to FY26. The second project modification was the *Foothills Transit Station & Roundabout*. This modification adjusts project description from finalized design to finalized construction, removes \$10,714,000 Federal RAISE grant as award was withdrawn by U.S. DOT removes FY25 \$389,835 and FY26 \$96,019 State MMOF funds as second award of \$485,854 was declined, removes \$400,000 FASTER funds as award will be rescoped to a different project, and removes \$1,587,110 in Local and \$732,371 in LOM. The remaining \$105,890 in Local is to satisfy match requirement for remaining MMOF funds. The project addition was the new Greeley project *35th Avenue Intersection Improvements* with \$850,000 Federal DIS funding, \$398,694 Federal HSIP funding, and \$256,799 Local funding in FY27.

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

DISCUSSION ITEMS

Connected Communities 2055: Regional Performance Measures – Rouser noted the background and purpose of the regional performance measures set by the NFRMPO for the 2055 Regional Transportation Plan (RTP). He walked through the performance measures set for the 2050 RTP, their baseline, and their target. He then noted the proposed additions, removals, and changes to the performance measures for the 2055 RTP.

Connected Communities 2055: RATCs, RTCs, and RSCs – Rouser noted the recommended changes to the Regionally Significant Corridors (RSCs) and the Regional Transit Corridors (RTCs) from a workshop held on April 6, 2026. He noted there were no changes to the Regional Active Transportation Corridors (RATCs). He noted the next steps to approve the updated corridors.

2026 Public Involvement Plan (PIP) Draft Discussion – Stockburger noted the purpose and goals of the PIP. He noted that it is updated every four years and the previous plan was approved in 2022. He noted what is new to this plan and what has been updated from the 2022 PIP. He noted the upcoming schedule leading up to the plan’s release.

Connected Communities 2055: Data Request – Rouser noted the data needed from NFRMPO member communities for the 2055 RTP. This data request includes projects that need to go into the plan, travel model needs, and operations and maintenance costs. Rouser walked through the data request spreadsheet that member communities will fill out for the projects and operations and maintenance. Tarannum walked through the travel demand model data request spreadsheet. Rouser noted the schedule for when this spreadsheet will be sent out and when the data will be needed.

Legislative Report

June 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 three years.
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"> • 5/13/2026: House approved Senate Amendments • 5/13/2026: Passed Senate • 5/12/2026: Appropriations Discussion; Referred to Senate • 5/11/2026: Finance Discussion; Referred to Appropriations • 5/8/2026: Introduced in Senate- Assigned to Finance • 5/7/2026: Passed the House • 5/6/2026: Appropriations Discussion; Referred to House • 5/6/2026: 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"> • 5/13/2026: House approved Senate amendments • 5/12/2026: Passed the Senate • 5/11/2026: Appropriations Discussion; Referred to Senate • 5/7/2026: Finance Discussion; Referred to Appropriations • 5/4/2026: Introduced in Senate- Assigned to Finance • 5/4/2026: Passed the House • 5/1/2026: 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"> • 5/7/2026: House approved Senate Amendments • 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	HB26-1269 : 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.
Status	<ul style="list-style-type: none"> • 5/12/2026: House approved Senate Amendment • 5/8/2026: Passed the Senate • 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.
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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.

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"> • 5/5/2026: Signed by Governor • 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.

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.
- [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.
- [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.

Transportation-Related Bills – Limited NFRMPO Impact- Signed by Governor

- [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.
- [SB26-026](#): 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.

Transportation-Related Bills – Limited NFRMPO Impact- Rejected by General Assembly

- [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.
- [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.



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: May 20, 2026
Re: Action – May 2026 TIP Amendment

Objective

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

TAC supported adding the May 2026 TIP Amendment to the FY2024-2027 TIP at their meeting on May 20, 2026.

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

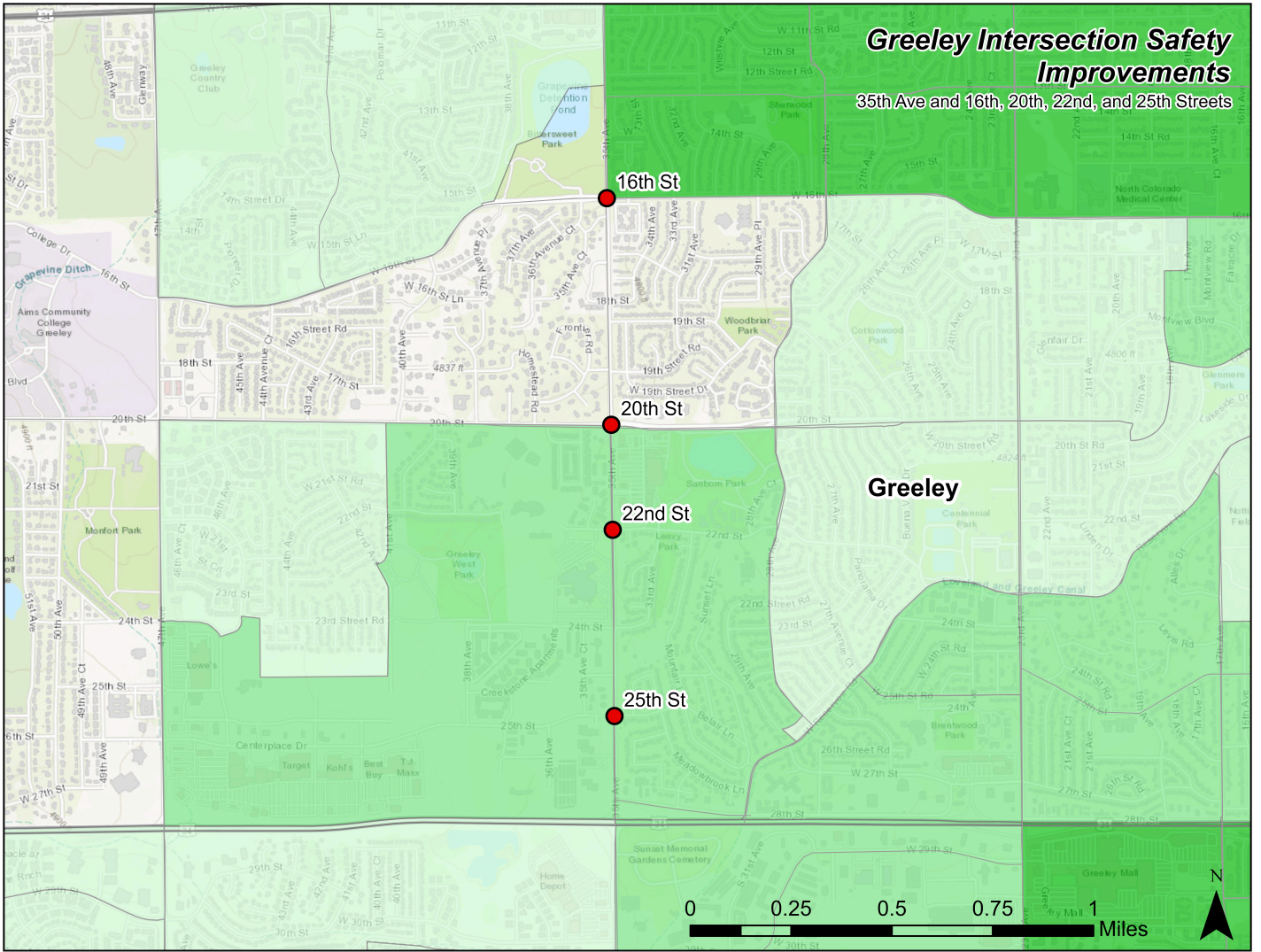
Description: Intersection safety improvements on 35th Avenue including 16th, 20th, 22nd and 25th Streets. This includes improved signals, crosswalks, and lighting.

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.		

RESOLUTION NO. 2026-11
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MAY 2026 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

WHEREAS, transportation projects programmed in the current TIP for FY2024-2027 are consistent with the 2050 Regional Transportation Plan (RTP), adopted September 7, 2023; and

WHEREAS, the Air Quality Conformity Findings conducted on the FY2024-2027 were positive and this TIP Amendment does not change the positive conformity findings on the FY2024-2027 TIP; and

WHEREAS, the April 2026 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2024-2027 TIP by adding and revising the following projects:

- 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.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 4th day of June 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council
From: Tonja Burshek
Date: June 4, 2026
Re: Discussion Item – Organization 2025 Financial Audit

Summary

Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of local government and therefore must prepare and have audited calendar year (January 1-December 31) financial statements. A Single Audit is also required due to receiving greater than the \$750,000 threshold in federal funds.

STA PLLC performed the 2025 independent audit. Paterne Koukpresso presented to the Finance Committee on May 21, 2026, to review the finance statement package, audit opinion, and required communication with management. Other STA members present were Samson Afolabi and Daphne Branche. The audit opinion states the NFRMPO's financial statements present fairly in conformity with Generally Accepted Accounting Principles (GAAP) with no material weaknesses or significant deficiencies reported. Within the Federal Compliance Uniform Guidance there were no findings, no questioned costs, and the overall delivered audit opinion was unmodified with a clean opinion on the financial statements as of December 31, 2025. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed.

The Unmodified audit acknowledges no FY2025 policy changes noting anticipated changes to occur in FY2026 due to acquisition of new financial software along with significant staff turnover. No significant findings were issued and there were no questioned costs identified during the Federal Awards and Single Audit portion of the review. The NFRMPO qualified as a low-risk auditee.

Upon approval, the auditing firm will submit the Audited Financial Statements to the appropriate reporting agencies..

Recommendation

NFRMPO Staff requests Planning Council Members provide feedback on the Audit

Attachments

- PDF of the Audit presentation and [available on the website](#)
- Financial Statements from 2025

STA PLLC
Certified Public Accountants
FY 2025 AUDIT

Subject to final issuance

Financial Statement & Single Audit Results

Fiscal Year Ended December 31, 2025

North Front Range Metropolitan Planning Organization
Finance Committee

Presented by
STA PLLC • Certified Public Accountants
May 21, 2026

Agenda

01 **Audit Approach & Risk Focus**
Areas of focus and how we addressed them.

02 **Audit Opinion**
The headline result for FY 2025.

03 **Financial Position & Activity Highlights**
Net position, revenues, expenses, and trends.

04 **General Fund Results**
MPO operations — revenues, expenditures, fund balance.

05 **VanGo™ Enterprise Fund Results**
Operating results and 5-year fare-recovery trend.

06 **Federal Awards & Single Audit**
SEFA totals, major program, and compliance.

07 **Required Communications**
AU-C 260 items the board must be informed of.

08 **Looking Ahead — GASB**
Upcoming GASB pronouncements.

Audit Risk Assessment

What we focused on, how we addressed it, and what we found • Subject to final issuance

Federal grant revenue recognition

Risk: \$1.53M federal awards; eligibility, period of performance, allowable cost.
Response: tested grant agreements, drawdowns, reimbursement requests, and period-of-performance compliance.

Disposition: No exceptions noted.

Cash, investments & PDPA collateral

Risk: custodial credit risk; COLOTRUST and Chase concentration; PDPA collateral coverage. Response: confirmed balances, tested bank reconciliations, verified PDPA-eligible collateral coverage.

Disposition: Cleared.

Capital assets & lease accounting

Risk: GASB 87 right-of-use asset (\$693,215) and lease liability (\$757K); potential GASB 96 SBITA exposure. Response: vouched additions, tested PV of lease payments, confirmed classification, evaluated SBITA inventory.

Disposition: No exceptions noted.

Compensated absences (GASB 101)

Risk: GASB 101 accumulated-leave liability; bifurcation between current (within 12 months) and long-term. Response: re-performed accrual calculation, traced to HR records, verified bifurcation in FS-7/N-8.

Disposition: No exceptions noted.

Single Audit / Uniform Guidance compliance

Risk: major program ALN 20.205 (Highway Planning Cluster: CPG, STBG, FHWA-CRP).
Response: tested cash management, period-of-performance, allowable activities, matching, reporting, and sub-recipient monitoring.

Disposition: Cleared

Fraud risks & management override (AU-C 240)

Risk: presumed fraud risks — revenue recognition and management override of controls.
Response: tested journal entries throughout the year for override indicators; grant-by-grant revenue procedures.

Disposition: No anomalies; no indication of fraud or override.

Audit Opinion

The headline for the fiscal year ended December 31, 2025

UNMODIFIED

Clean opinion on the financial statements.

Financial Statements

Unmodified

Fairly presented in conformity with GAAP.

Internal Control over Financial Reporting

No material weaknesses

No significant deficiencies reported.

Federal Compliance (Uniform Guidance)

Unmodified

No findings, no questioned costs.

Audit performed in accordance with auditing standards generally accepted in the United States (GAAS), Government Auditing Standards issued by the Comptroller General of the United States, and the Uniform Guidance (2 CFR Part 200).
Results presented are subject to final issuance of the audit report.

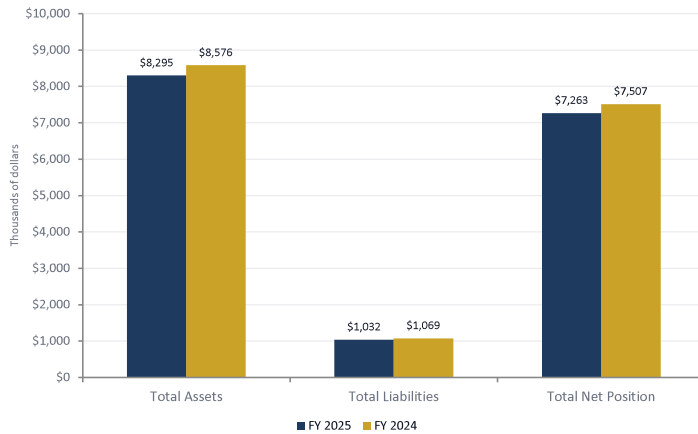
Financial Highlights

Fiscal year ended December 31, 2025 — government-wide totals

<p>TOTAL NET POSITION</p> <p>\$7.26M ▼ 3.3%</p> <p>FY 2024: \$7.51M Govt: \$277K • Business-Type: \$6.99M</p>	<p>CHANGE IN NET POSITION</p> <p>(\$238K) ▼ vs. PY</p> <p>FY 2024: \$150K Year-over-year swing reflects MPO lease/leave timing; VanGo NP grew \$88K.</p>
<p>FEDERAL AWARDS EXPENDED</p> <p>\$1.53M ▲ 36.0%</p> <p>FY 2024: \$1.13M Above \$1.0M Single Audit threshold. Major program: ALN 20.205.</p>	<p>CASH & INVESTMENTS</p> <p>\$6.30M ▲ 0.9%</p> <p>FY 2024: \$6.25M Cash \$199K + Investments \$6.10M (govt + business-type).</p>

Statement of Net Position

Government-wide • December 31, 2025 and 2024 (in thousands)



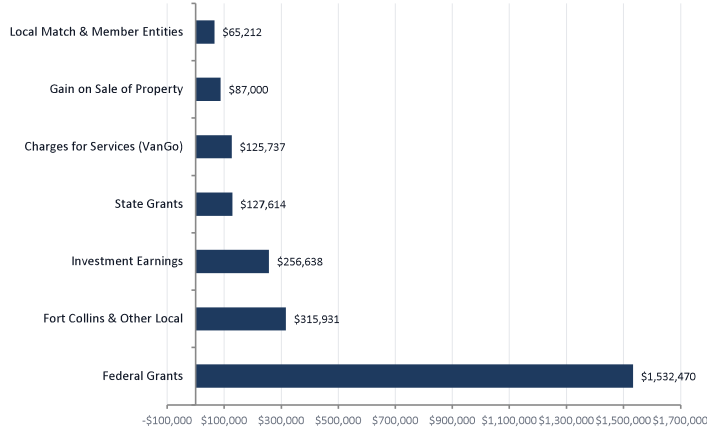
Key observations

- Total Net Position: \$7.26M. Down 3.3% vs. FY 2024.
- Total Assets: \$8.30M, including a \$693K right-of-use lease asset and grants receivable.
- Total Liabilities: \$1.03M, primarily the \$757K lease liability and accumulated leave.
- Net Position composition: net investment in capital assets \$339K; unrestricted \$6.92M.

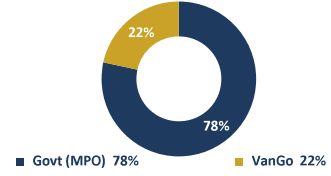
Statement of Activities

Where the money came from and where it went — FY 2025

Revenues by Source



Expenses by Activity



CHANGE IN NET POSITION

(\$238K)

Total Primary Government

Govt: (\$325K)

Business-Type: \$88K

Governmental Activities — General Fund

MPO operations on the modified-accrual basis — FY 2025

	FY 2025	FY 2024
Total Revenues	\$1,831,729	\$1,481,570
Total Expenditures	\$2,157,155	\$2,130,450
Net Change in Fund Balance	(\$325,427)	(\$648,880)
Fund Balance, Beginning of Year	\$602,237	\$863,683
Fund Balance, End of Year	\$276,810	\$678,059
<i>Nonspendable (Prepaid Items)</i>	\$12,568	\$16,847
<i>Unassigned</i>	\$264,242	\$661,212

MPO operating notes

- Federal grant revenue \$1.53M - up 36% vs. PY (CPG, STBG, and new programs).
- Office expense increased materially - capital outlay reclassified to operating per modified accrual.
- GASB 87 lease activity recognized: \$693K right-of-use asset, \$757K lease liability.
- Compensated absences (long-term portion) of \$88K excluded from fund liabilities per GASB 54.
- Capital assets, net (govt): essentially fully depreciated at \$0.7K.
- Year-end fund balance \$276,810; unassigned reserve of \$264,242.

Business-Type Activities — VanGo™ Vanpool Program

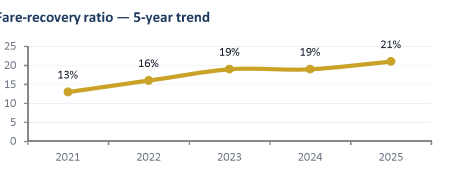
Enterprise fund — Fiscal Year 2025

OPERATING REVENUES \$125,737 <i>Charges for services (fares)</i>	OPERATING EXPENSES \$591,329 <i>Personnel, fleet, depreciation</i>	CHANGE IN NET POSITION \$87,544 <i>Reflects investment & nonoperating revenue</i>
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	FY 2025	FY 2024
Operating Revenues	\$125,737	\$102,916
Operating Expenses	\$591,329	\$540,970
Operating Loss	(\$465,592)	(\$438,054)
Nonoperating Revenues	\$553,136	\$656,611
Change in Net Position	\$87,544	\$225,417
Net Position, End of Year	\$6,986,258	\$6,905,235

Operating statistics — FY 2025

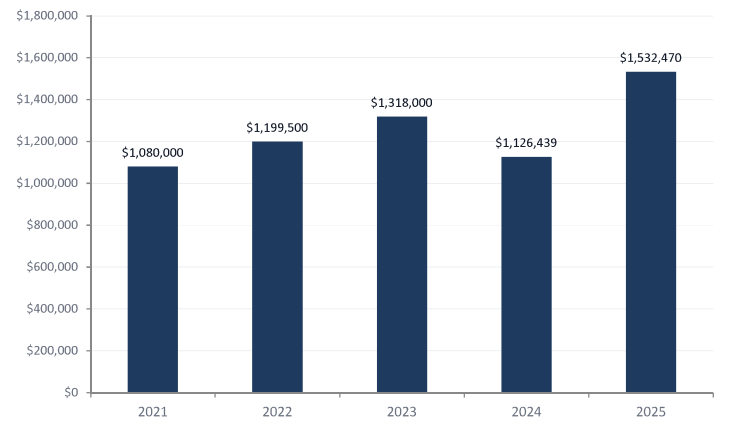
- Active vanpool routes: 22
- Registered vans (year-end): 28
- Avg. subscribers: 73
- Fare-recovery ratio: 21%



Federal Awards & Single Audit

Schedule of Expenditures of Federal Awards (SEFA) — FY 2025

Federal awards expended — 5-year trend



Single Audit threshold: \$1,000,000 (revised UG, FY beginning ≥ 10/1/2024)
 No findings or questioned costs anticipated in the draft report. Final determination subject to issuance and resolution of any open items identified during partner review.

Single Audit summary

TOTAL FEDERAL AWARDS

\$1.53M

Single Audit threshold: \$1,000,000 — MET
 Major program: ALN 20.205
 Highway Planning Cluster
 (CPG, STBG, FHWA-CRP)
 Type A/B threshold: \$1,000,000
 Low-risk auditee: Yes
 Findings (draft): None anticipated
 Questioned costs (draft): None anticipated

Required Communications

AU-C 260 — Items the auditor is required to communicate to those charged with governance • Subject to final issuance

<p>Auditor's responsibility</p> <p>Conducted under GAAS, Government Auditing Standards, and the Uniform Guidance. Designed to obtain reasonable assurance that the financial statements are free of material misstatement.</p>	<p>Significant accounting policies</p> <p>No changes in policy during the year. Application of policies is appropriate and consistent. GASB 101 (Compensated Absences) is effective and presented consistently with the prior year. (Accounting policies changes will occur in FY 2026)</p>
<p>Management estimates</p> <p>Significant estimates include depreciation lives on capital assets, the accumulated leave liability, and lease present-value calculations under GASB 87. Estimates appear reasonable in relation to the financial statements.</p>	<p>Difficulties, disagreements, consultations</p> <p>No significant difficulties encountered during the audit. No disagreements with management. No consultations with other accountants regarding accounting or auditing matters (outside of team discussions and prior-year auditor contact as required by auditing standards).</p>
<p>Corrected and uncorrected misstatements</p> <p>One recorded adjustment identified — \$3,924.88 cash reconciliation difference recorded as current-period Other Program Expense. No uncorrected misstatements material to the financial statements, individually or in the aggregate.</p>	<p>Independence</p> <p>STA PLLC confirms its independence with respect to the MPO in accordance with AICPA and Government Auditing Standards independence rules.</p>

Looking Ahead — Upcoming GASB Pronouncements

Summary of standards potentially impacting NFRMPO

<p>IMPLEMENTED FY 2024</p> <p>GASB 101 Compensated Absences</p> <p>Standardizes recognition of leave liabilities; bifurcation between current (due within 12 months) and long-term portions.</p> <p>Agency impact: refined accumulated-leave calculation already implemented; FY 2025 presentation in FS-7 and N-8 reflects bifurcated liability — no incremental action.</p>	<p>EFFECTIVE FY 2025</p> <p>GASB 102 Certain Risk Disclosures</p> <p>Requires disclosure of concentrations and constraints that could substantially impact the government's ability to provide services or meet obligations within 12 months.</p> <p>Agency impact (FY 2025): federal-grant revenue concentration (~\$1.53M, ~85% of governmental program revenues) and TABOR/grant restrictions require new note disclosure. We will confirm that the draft report includes this disclosure prior to issuance.</p>	<p>EFFECTIVE FY 2026</p> <p>GASB 103 Financial Reporting Model</p> <p>Updates MD&A structure, modified-accrual reporting tweaks, proprietary fund operating-revenue classification, unusual/infrequent items, and budgetary comparison information.</p> <p>Agency impact (FY 2026): significant transition work — we recommend NFRMPO staff begin reviewing now, and plan for MD&A and statement-presentation updates.</p>	<p>EFFECTIVE FY 2026</p> <p>GASB 104 Capital Assets Disclosure</p> <p>Adds disclosures for lease assets (GASB 87), subscription IT arrangements (GASB 96/SBITAs), and intangible assets generally.</p> <p>Agency impact (FY 2026): NFRMPO has a GASB 87 right-of-use asset of \$693,215 (N-7); an expanded note presentation will be required. We will confirm the SBITA inventory of SaaS/subscription contracts in FY 2026.</p>
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Questions?

Thank you to NFRMPO management and finance staff for excellent cooperation throughout the engagement.

STA PLLC

Certified Public Accountants

STA PLLC • Contact information to be provided at the meeting

Presented to

North Front Range MPO

Finance Committee • May 21, 2026

NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION
GOVERNMENT-WIDE FINANCIAL STATEMENTS
For the Fiscal Year Ended December 31, 2025

STATEMENT OF NET POSITION
Year Ended December 31, 2025

Details	Governmental Activities	Business-Type Activities	Total Primary Government
ASSETS			
Cash and Cash Equivalents	\$ 116,098	\$ 82,548	\$ 198,647
Investments	\$ 1,469,552	\$ 4,634,349	\$ 6,103,901
Receivables	\$ 603,688	\$ 288,194	\$ 891,882
Due From Other Governments	\$ -	\$ -	\$ -
Prepaid Items	\$ 12,568	\$ 23,903	\$ 36,470
Internal Balances	\$ (1,616,937)	\$ 1,616,937	\$ -
Capital Assets, net	\$ 706	\$ 370,582	\$ 371,288
Right-of-Use Lease Assets, net	\$ 693,215	\$ -	\$ 693,215
Total Assets	\$ 1,278,890	\$ 7,016,513	\$ 8,295,403
LIABILITIES			
Accounts Payable and Accrued Liabilities	\$ 156,950	\$ 6,865	\$ 163,815
Unearned Revenue	\$ -	\$ 3,324	\$ 3,324
Accumulated Leave	\$ 88,499	\$ 20,066	\$ 108,565
Lease Liability	\$ 756,631	\$ -	\$ 756,631
Other Liabilities	\$ -	\$ -	\$ -
Total Liabilities	\$ 1,002,081	\$ 30,255	\$ 1,032,336
NET POSITION			
Net Investment in Capital Assets	\$ 747	\$ 338,272	\$ 339,019
Unrestricted	\$ 276,062	\$ 6,647,986	\$ 6,924,048
Total Net Position	\$ 276,809	\$ 6,986,258	\$ 7,263,068
CHECK: Total Liabilities + Total Net Position	\$ 1,278,890	\$ 7,016,513	\$ 8,295,403
CHECK: Total Assets	\$ 1,278,890	\$ 7,016,513	\$ 8,295,403
CHECK: Difference (must be zero)	\$ -	\$ -	\$ -

STATEMENT OF ACTIVITIES
Year Ended December 31, 2025

Functions / Programs	Governmental	Business-Type	Total Primary
EXPENSES			
Payroll Expense	\$ 1,199,752	\$ 130,779	\$ 1,330,531
Consultant and Professional Services	\$ 541,512	\$ -	\$ 541,512
Office Expense	\$ 365,734	\$ 36,513	\$ 402,247
Fleet Expense	\$ -	\$ 129,696	\$ 129,696
Travel/Conference/Training	\$ 44,845	\$ 76,352	\$ 121,196
Depreciation	\$ 7,376	\$ 173,541	\$ 180,917
Other Program Expense	\$ (11,977)	\$ 44,448	\$ 32,471
GASB Expense	\$ 9,914	\$ -	\$ 9,914
Capital Outlay	\$ -	\$ -	\$ -
Pass-Through Expense	\$ -	\$ -	\$ -
Total Expenses	\$ 2,157,155	\$ 591,329	\$ 2,748,484

NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION
GOVERNMENT-WIDE FINANCIAL STATEMENTS
For the Fiscal Year Ended December 31, 2025

STATEMENT OF NET POSITION

Year Ended December 31, 2025

PROGRAM REVENUES						
Charges for Services - Program Revenue	\$	-	\$	125,737	\$	125,737
100% Local	\$	22,845	\$	-	\$	22,845
City of Fort Collins Funds	\$	19,608	\$	271,728	\$	291,336
Ruby Bridges Grant	\$	1,000	\$	-	\$	1,000
Federal Grants and Contributions	\$	1,532,470	\$	-	\$	1,532,470
State Grants and Contributions	\$	127,614	\$	-	\$	127,614
Local Match - Member Entities	\$	65,212	\$	-	\$	65,212
Local Government Contributions	\$	-	\$	-	\$	-
Other Operating Revenues	\$	-	\$	-	\$	-
Total Program Revenues	\$	1,768,749	\$	397,465	\$	2,166,214
Net (Expense) Revenue	\$	(388,406)	\$	(193,864)	\$	(582,270)
GENERAL REVENUES						
Earnings on Investments	\$	62,229	\$	194,408	\$	256,638
Use of Reserves	\$	-	\$	-	\$	-
Gain on Sale of Property	\$	-	\$	87,000	\$	87,000
Miscellaneous Revenue	\$	750	\$	-	\$	750
Other Revenue	\$	-	\$	-	\$	-
Total General Revenues	\$	62,979	\$	281,408	\$	344,388
CHANGE IN NET POSITION	\$	(325,427)	\$	87,544	\$	(237,883)
Net Position, Beginning of Year	\$	602,236	\$	6,898,714	\$	7,500,950
Net Position, End of Year	\$	276,809	\$	6,986,258	\$	7,263,068

MEMORANDUM

To: NFRMPO Planning Council
From: Tonja Burshek
Date: June 4, 2026
Re: Discussion Item – Organization 2026 Budget Update

Summary

In the past, the UPWP Budget and the MPO budget have been combined in the same resolution. The UPWP budget reflects estimated planning total revenues broken down by task. The MPO budget includes expenditures and revenues for the entire organization. During the certification review process this year, our federal partners confirmed we do not need to combine them for adoption. In addition, the UPWP budget can be amended to reflect Planning Total Estimates, which are also included as revenues in the MPO budget.

The benefit of adopting the UPWP Estimated Budget Totals separately means that when the MPO receives CDOT contracts with amounts that do not match the UPWP estimated amounts, it will not require an amended resolution. The same is true for adopting the MPO's budget separately. It would not require a budget amendment unless there is unanticipated revenue in excess of what was estimated, an emergency, fund transfers, spending limit exceedances, or grant project scope or timelines are changed substantially. These amendments can be made collectively through a budget supplemental process. This change will give the council a clearer understanding of the entire organization's budget of revenue and expenditures and eliminate the need to adopt resolutions based on fluctuating funding from the State and Federal governments.

Discussion

The budget was reviewed by Finance Committee on May 21, 2026. Since that presentation, errors were discovered in the revenue formulas resulting in a deviation from the original totals. This recalculation revealed a discrepancy in the amount originally expressed for what the MPO may need to use from the Colorado Trust reserve funds and we wanted to bring the change to your attention for this discussion. This topic will go back to the Finance Committee in June and will come back to Council for adoption in July.

Attachments

- 2026 Budget overview with comparison to 2025 actuals.

NFRMPO
FY2026 Budget



	2026 Budget		2026 Budget	2025 Actuals		2025 Actuals
	MPO	VanGo	Total	MPO	VanGO	Total
511000 Payroll (Pulled from Personnel tab)	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
514010 FSA Fee	3,225		3,225	3,144		3,144
514015 Pension Fees	1,000		1,000	750		750
519000 Payroll Processing Fees	5,600		5,600	5,404		5,404
514020 Workers Comp	1,300		1,300	1,283		1,283
522000 Fleet Insurance	-	53,000	53,000		44,399	44,399
522020 Fleet Motor Fuel & Oil	-	54,000	54,000		41,215	41,215
522029 Fleet Repairs & Maintenance - Tires	-	7,500	7,500		6,181	6,181
522030 Fleet Repairs & Maintenance	-	20,000	20,000		16,308	16,308
522031 Fleet Repairs & Maintenance - Labor	-	18,000	18,000		15,439	15,439
522032 Insurance Deductible	-	4,000	4,000		1,000	1,000
522040 Total Fleet Other	-	4,385	4,385		2,522	2,522
522041 Guaranteed Ride Home	-	225	225		148	148
522042 Riders Incentive	-	1,295	1,295		925	925
524010 Total Dues and Subscriptions	10,326	1,290	11,616	14,439	1,494	15,933
524020 Insurance	8,057	-	8,057	7,822		7,822
524030 Total Office Equipment-Non Cap	13,710	-	13,710	15,046		15,046
524040 Office Supplies	1,028	-	1,028	987		987
524045 Office Equipent Lease Payments	3,375	-	3,375	656		656
524050 Phone	41,433	-	41,433	10,517		10,517
524060 Postage	575	65	640	592	44	636
524070 Total Rent	194,157	-	194,157	190,955		190,955
524080 Total Repairs & Maintenance	-	-	-			-
524090 Advertising-Employment	2,500	-	2,500	8,331		8,331
524100 Busiess Merchant Card Fees	-	6,000	6,000		8,237	8,237
524110 Total Other Office Expense	500	-	500	1,140		1,140
526005 Total Temporary Employees-Contract	3,500	-	3,500			-
526010 Total Consultants	455,220	48,176	503,396	549,052	27,470	576,522
526015 Professional Services	-	50	50			-
526020 Data Acquisitions-non capital	-	-	-			-
526030 Total Event/Meeting	370	-	370	3,196		3,196
526040 Total Maintenance Agreement contracts	16,100	100	16,200	4,886	94	4,980
526050 Total Outreach	25,320	32,050	57,370	9,370	14,329	23,699
526055 Total Software Licenses	93,811	33,950	127,761	70,558	9,376	79,934
526057 IT Backups	6,432		6,432	6,245		6,245
526060 Total Website Expense	15,800	-	15,800	9,262		9,262
526065 Total Other (Bank Fees)	250	-	250	2,548		2,548
526070 Passthrough Funds	-	-	-	2,548		2,548
526080 Total Bad Debt Expense	-	-	-			-
527010 Total In state Travel	9,150	550	9,700	11,126	391	11,517
528000 Total Out of State Travel	22,800	3,200	26,000	3,523	2,326	5,849
611000 Total Capitalized Equipment	-	-	-			-
612000 Capatilized Vehicles	-	250,000	250,000		159,684	159,684
Total Direct	935,538	537,836	1,473,374	933,380	351,582	1,284,962
Total Indirect	(42,512)	42,512	-	(44,160)	44,160	-
Salary	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
Total Expenses	2,206,102	744,933	2,951,035	2,216,202	526,521	2,742,723
Grants and Fares Revenue	2,026,027	596,728	2,622,755	1,768,749	397,465	2,166,214
CoTrust Interest earned revenue	60,000	190,000	250,000	62,229	194,481	256,710
Gain on Vehicle sale		87,000	87,000		87,000	87,000
CoTrust Transfer for MMOF Local Match	130,000	-	130,000			-
Total Revenue	2,216,027	873,728	3,089,755	1,830,978	678,946	2,509,924
Net Gain/Loss	(180,075)	(61,205)	(241,280)	(447,453)	(42,056)	(489,509)
Anticipated reserve usage	(180,075)	(61,205)	(241,280)	(447,453)	(42,056)	(489,509)

Colorado Trust Balance

\$ 6,362,672.51

\$ 6,103,901.12

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: June 4, 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:

- Executive Summary
- 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 Planning Council review of the 2026 PIP Draft.



Public Involvement Plan (PIP) Discussion

NFRMPO Planning Council
June 4, 2026



Agenda



- 1) What is the PIP?
- 2) What is new to this Plan?
- 3) What is updated from the previous PIP?
- 4) Schedule and Next Steps

1) What is the PIP?

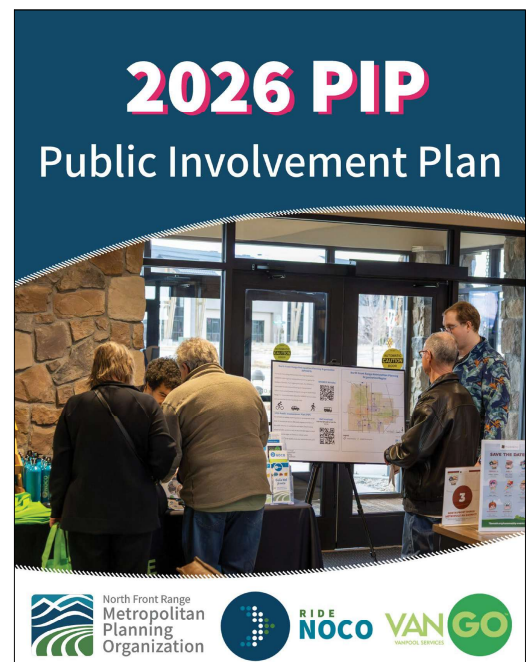
- The **Public Involvement Plan (PIP)**, updated every four years, establishes how the NFRMPO and its programs will engage the public and stakeholders in its transportation planning and air quality processes. The PIP outlines schedules, strategies, and methods to ensure all community members can participate meaningfully and stay informed.



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2) What is new to this Plan?

- Executive Summary
- 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



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Jonathan Stockburger
Transportation Planner I
jstockburger@nfrmpo.org

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

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

Statewide Transportation Advisory Committee (STAC)
May 7, 2026, 8:30 a.m. - 12:00 p.m.; held in-person and via Zoom.
Meeting Summary

Public Comment

- Matt Muir (Coalition 4 Cyclists) proposed the formation of a Statewide Active Transportation Committee, as defined in CDOT's updated Active Transportation Plan.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The April TC meeting included a Joint meeting with the Colorado Transportation Investment Office (CTIO) on Bustang funding, a Joint Service workshop for Front Range Passenger Rail (FRPR) and Mountain Rail, Condemnation Authority request(s), a 10-Year Plan workshop, a Budget workshop with amendments, discussion of how the lack of snow creates a need for more Wildfire Mitigation funding, and a Bridge and Tunnel Enterprise (BTE) budget workshop.

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

- The Colorado Association of Transit Agencies (CASTA) Spring Conference will be in Boulder May 12-15.
- TRAC's first "Formula Grants for Rural Areas program (49 U.S.C. 5311)" meeting was held on May 6. There was a good amount of representation of rural transit agencies, and a good discussion.

Freight Advisory Council (Chair Gary Beedy)

- The April Freight Advisory Council (FAC) meeting included discussions of the Fuels Impact Enterprise (FIE), STAC and Front Range Passenger Rail (FRPR) updates, and clearances on I-25 at Speer Blvd. Sustainability & Environment Committee discussed scrappage replacement for SB26-021 (Clean Fleet Enterprise Replace Aging Diesel Trucks), Environmental Protection Agency (EPA) updates, and developing Heavy Duty Charging Hubs. The Mobility Committee discussed heavy hauls and overweight loads entering Colorado. The Rail Committee approved the Manual on Uniform Traffic Control Devices (MUTCD) supplements.

Legislative Updates (Emily Haddaway and Jamie Grim)

- There are two orbital Multimodal Options Fund (MMOF) bills around The Long Bill. There has been much pushback on permanently eliminating the annual General Fund Transfer to MMOF, but the Joint Budget Committee (JBC) shortened that to three years. An amendment adjusting allocations from 15-30% (due to the Bustang pilot expiring) is now on the Governor's desk. Multiple STAC representatives expressed concerns over MMOF cuts.
- HB26-1076 (Transportation Statutory Clean-Up) included additions from the Department of Revenue (DOR) and State Patrol (CSP), and another allowing the Nonattainment Enterprise (NAAPME) to own assets. It is now awaiting House concurrence.
- HB26-1237 (Transportation Safety Modifications) has passed and is now on the Governor's desk.
- CDOT is tracking HB26-1286 (Automated Driving System Commercial Vehicles).
- SB26-152 (Changes Automated Vehicle Identification System Usage) is getting some changes.
- The Governor supports HB26-1430 (Transportation Funding Adjustments), which only takes effect if voters pass Initiative 175 in November. This bill would lower the state gas tax from 22 to 14 cents per gallon, but Emily noted Colorado's budget environment, and the CDOT Budget office noted how HB 26-1430 would have a net-neutral effect on CDOT if Initiative 175 passes.
- The current legislative session adjourns by the end of Wednesday, May 13.
- Jamie doesn't expect Congress to achieve Transportation Re-Authorization this year, as different states' redistricting efforts are taking priority before the midterm elections. There will likely be continuing resolutions (CRs) and/or other stopgap measures, so "stay tuned."

STAC Officer Elections (Darius Pakbaz)

- Gary Beedy (Eastern TPR) was re-elected as Chair, and Kristin Stephens (North Front Range MPO) was elected as Vice Chair, both by a unanimous vote.

10-Year Plan Recommendation to Commission (Darius Pakbaz)

- Darius provided a recap of CDOT's FY2027-2036 10-Year Plan process.
- CDOT will invest \$225M/year for this plan (\$900M FY27-30, and \$1.35B FY31-36).
- There were eight "administrative additions" from the previous 10-Year Plan since February.

- STAC recommends this plan, TC adopts it (currently scheduled for May 21), and then the TC adopts the Statewide Transportation Improvement Program (STIP (June 2026) fiscally constrained projects for the next four years.
- STAC approved a recommendation for the TC to adopt the latest draft of CDOT's 10-Year Plan by unanimous voice vote.

Featured Region of the Month - Region 1 (Angie Drumm, Alazar Tesfaye, Alvin Stamp)

- Region 1 representatives described a variety of safety enhancements for vulnerable road users (VRUs). Fatal and Serious Injury (FSI) crashes are down since 2020, but still up since the 2010s.
- Region 1 conducted a Bike/Ped Study to improve safety. Modern map-based community input from over 2,300 participants provides better information than traditional anecdotal feedback.
- CDOT is using a variety of solutions to reduce conflicts of heavy multimodal activity at 44th & Kipling (NW Denver), CDOT is also using various low-tech solutions (lighting, signage, pavement markings, etc.).
- Challenges include scale, utility conflicts, changing technology, costs, theft and vandalism.

Federal Lands Access Program (Andrew Valdez)

- The Federal Lands Access Program (FLAP) call for projects aims to break down institutional silos, as projects are shown in several TPRs' 2050 Plans. The FLAP call for projects runs June 1 - August 31 (\$16.5 - \$30M is available).

Planning Process Debrief (Darius Pakbaz and Marissa Gaughan)

- Lessons Learned will help gather targeted stakeholder feedback for future planning efforts.
- This will measure the planning process's effectiveness, integration across modes, stakeholder engagement, usefulness of final plans, and project deliverables.
- Rural TPR and MPO Plan Integration:
 - The timing between statewide, regional, modal, etc. planning cycles is always an issue.
 - Some TPRs had prioritized project lists before. While CDOT Region staff liked the alignment between that and the 10-Year Plan.
 - Some admitted the difficulty of aligning all planning processes, and also the huge disconnect between the Statewide Plan, 10-Year Plan, STIP/TIPs, and the relationships between each.
 - Transition between 10-Year Plan cycles could improve, especially for transit projects.
 - Some TPRs prioritized corridors, with more awareness of statewide funding issues.
 - The local agencies' project prioritization didn't get much consideration from CDOT.
- Plan and Modal Integration:
 - Some stressed the need for more Asset Management ("Who fixes what?" Rights of Way, etc.).
 - Some TPRs would like to add capacity (beyond "Resiliency") and more Safety Improvements to future planning processes in recognition of those regions' growth.
 - There is a need for better coordinating and integrating transit into TPR planning.
- Long-Range Plan Development (2050):
 - Most appreciated community input into their planning processes. Maybe future processes could have more interaction and coordination between regions statewide.
- 10-Year Plan Development:
 - STAC appreciates more communications around how CDOT views relationships between (e.g.) Statewide Plans, 10-Year Plan, STIP, etc.
 - The real disconnect may lie in PD14 development, how projects get selected from a regional perspective, and communications with elected officials.

Freight Program Update (Craig Hurst)

- 2024 Colorado Freight Plan focused on Routing and Resiliency.
- A Truck Parking Study is starting soon as part of the 2028 Freight Plan, including statewide counts, revamping its Playbook, and improving Emergency Truck Parking.
- A Freight Routing Resiliency Study is exploring alternate routes when major closures occur.
- Port of Entry and Weigh In Motion Statewide projects are important, and Oversized/Overweight (OSOW) Permitting Operations are ongoing (especially for energy projects).
- CDOT's Staff Bridge team is extending timber bridges' lives by several decades at a low cost.

Other Business (Chair Gary Beedy)

- The next STAC meeting will be on Thursday, June 4, 2026, and will be virtual.