North Front Range Metropolitan Planning Organization

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda
July 2, 2026
In-Person: YMCA Meeting Room, 165 Settler Way, Johnstown, CO 80534

Virtual: Join the meeting now **Meeting ID:** 239 549 615 769 6 **Passcode:** t9b84n8J

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 *(accepted on items not on the Agenda)*	*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.*	-	-
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 – June 4, 2026	Kristin Stephens	10	6:10
	2025 NFRMPO Audit	Michelle Edgerley, Go Figure	26	
	2026 NFRMPO Updated Budget ***Resolution 2026-12***	Michelle Edgerley	27	
	2026 Public Involvement Plan (PIP) ***Resolution 2026-13***	Jonathan Stockburger, Transportation Planner I	30	
	GHG Transportation Report ***Resolution 2026-14***	Becky Karasko, Transportation Planning Director	33	
	2050 RTP Amendment ***Resolution 2026-15***	Becky Karasko	35	
	FY2026-2029 TIP ***Resolution 2026-16***	Jonathan Stockburger	41	

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	43	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15
7	Regional Air Quality Council (RAQC)	Kristin Stephens	Handout	-
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	46	6:35
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	55	6:45
12	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	Handout	6:50
13	Finance Committee	Written	59	-
14	June 2026 TAC Executive Summary	Written	61	-
15	Mobility Program Updates	Written	Handout	-

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	2026 Federal Planning Certification Review Report	Becky Karasko	63	7:00
17	Connected Communities 2055: RATCs, RTCs, and RSCs	Jerome Rouser, Transportation Planner II	Handout	7:10
18	NFRMPO Regional Crash Dashboard	Mykayla Graalum, Transportation Planner I	83	7:30
19	Connected Communities 2055: Vision Statement and Goals, Objectives, and Performance Measures (GOPM)	Jerome Rouser	Handout	7:45

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
20	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:05
21	STAC Report	Kristin Stephens, NFRMPO STAC Representative	85	-
22	US34 Coalition	Julie Cline, Mayor US34 Coalition Chair	-	-
23	Host Council Member Report	Nicholas Bashford, Councilmember Town of Johnstown	-	8:15

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: August 6, 2026 – Town of Eaton

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
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- Jason Hallett, 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.

Rev. 2/2016

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

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)

Revised 3/17/2026

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)
O_3	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

SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS *(see TA)*	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 *(previously STP-Metro)*	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 *(previously TAP)*	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

June 4, 2026
Hybrid Meeting in Berthoud, CO

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid- Vice Chair	-Evans
Nicholas Bashford	-Johnstown
Julie Cline	-Windsor
Matthew Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Scott James	-Weld County
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Patrick McFall	-Loveland
Anne Nelsen	-Fort Collins Alternate

Voting Members Absent:

Paula Cochran	-LaSalle
Jeff Crabtree	-Evans
Jessica Ferko	-CDPHE-APCD
Johnny Olson	-Greeley
Michael Orcutt	-Milliken

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; Mykayla Graalum, Transportation Planner I; Tahjiba Tarannum, Transportation Modeler; Tonja Burshek, Controller.

In Attendance: Samson Aflabi; Brad Buckman; Ed Cannon; Tricia Canonico; Rich Christy; Michelle Edgerley; Hanna Feldmann; Bob Gowing; Meaghan Johnson; Will Jones; Katrina Kloberdanz; Peterne Koukpesso; Jon Mallo; Lynette Peppler; Evan Pinkham; Denise Staley; Justin Stone; Josie Thomas; Eric Tracy; Keith Wakefield; Dena Wojtach.

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

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach provided an update on activities occurring in May related to the upcoming ozone conference. She reminded members that, while she serves on the Regional Air Quality Control (RAQC) Board, she was providing updates in her role as a consultant. Wojtach noted the AQE previously awarded $100,000 to NFRMPO and the Pikes Peak Area Council of Governments (PPACG) to support planning and hosting the ozone conference. She explained the AQE invited the project team to return with a supplemental funding request based on recommendations provided during the award process. Those recommendations included expanding the conference duration, improving public communication on air quality issues, identifying research gaps to support future AQE funding efforts, and publishing conference outcomes. Following discussions with AQE staff, the project team elected to incorporate three of the recommendations, including expanding the conference to three days, enhancing public communication efforts, and identifying future research needs, while opting not to pursue a formal publication process beyond the final conference report. Wojtach stated a supplemental request for an additional $150,000 has been submitted and a decision is expected in June following AQE Board action.

Wojtach noted expanding the conference from two days to three days significantly increased estimated conference costs from approximately $450,000 to $670,000. She explained the largest cost increases are associated with food and beverage services, speaker stipends, scholarships, interpretation services, and efforts to maintain affordable registration fees while encouraging participation from researchers, government agencies, community organizations, and other stakeholders. Wojtach further explained, if approved, the additional funding would increase total AQE support to $250,000 and help maintain registration costs at approximately $300 per attendee based on an estimated 500 participants, including approximately 475 paid registrants.

Wojtach reported the call for abstracts has been released, with submissions due by June 23, 2026. Topics include wildfire impacts, air quality research, planning and management strategies, public communication, and emerging air quality issues. She noted staff continues to promote the conference and have received several abstract submissions to date. Two conference town halls were held, each attracting approximately 18 attendees outside of the planning team. Participants included individuals from Colorado, as well as Arizona, Utah, Nevada, and California. Wojtach stated additional outreach is needed to increase participation from environmental organizations and community groups.

Wojtach also provided an ozone monitoring update, noting several monitoring stations had already recorded 8-hour ozone concentrations above the 70 parts per billion (ppb) standard as of June 1, 2026. The Greeley-Weld, LaSalle Tower, and Timnath monitors had each recorded three exceedances ranging from 71 to 77 ppb. She explained that ozone attainment determinations are based on the fourth-highest eight-hour average value over a three-year period and cautioned anticipated hot summer conditions could result in additional high-ozone days. Wojtach encouraged members to continue promoting ozone awareness programs and outreach efforts to help reduce emissions and minimize ozone formation throughout the region.

Commissioner James asked whether all ozone exceedance days shown in the monitoring summary were associated with wildfire smoke impacts. Wojtach explained that RAQC recently implemented a smoke impact probability assessment for high ozone days. She noted the current exceedances shown in the report were identified as having no smoke impact. Wojtach stated as the summer season progresses; future reports may include classifications indicating low, medium, or high smoke influence to help identify whether elevated ozone concentrations were significantly affected by wildfire smoke.

Jenkins asked whether real-time ozone monitoring data for individual monitoring stations is available online. Wojtach responded ozone monitoring data is continuously collected and updated through rolling eight-hour averages, with data generally uploaded on an hourly basis. She noted that online access to this information is available, and indicated staff would provide follow-up information on how to access the monitoring data.

Regional Air Quality Council (RAQC)

Stephens provided an update on Regional Air Quality Council (RAQC) activities. She noted a white paper and one-page summary addressing health impacts related to air quality are expected to be completed by the end of June and presented to the RAQC Board in July 2026. Stephens also reported a future ozone impact analysis is scheduled for completion by June 30, 2026. The analysis will evaluate emission control strategies, calculation assumptions, and associated ozone reduction estimates based on the Fall 2025 Blueprint control strategies.

Stephens noted a series of Blueprint workshops will be held throughout the summer and fall to discuss ozone reduction strategies. Scheduled workshops include a July 15 session focused on point sources and oil and gas, a July 28 session addressing non-road and non-point sources, and an August 12 session focused on on-road transportation sources.

Stephens further reported that RAQC staff will support and participate in the upcoming Ozone Exchange Conference and will develop abstracts highlighting ongoing work being conducted by RAQC staff and consultants. She also noted the Nonattainment Area Air Pollution Mitigation Enterprise did not meet in May, and the next meeting is scheduled for June 20, 2026.

Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)

Stephens mentioned Nonattainment Area Air Pollution Enterprise (NAAPME) did not meet in May, the next meeting scheduled for June 20, 2026.

Metropolitan Planning Organization (MPO) Agenda
REPORTS:

Report of the Chair
Stephens provided an update on federal transportation funding discussions related to the proposed Surface Transportation Reauthorization Bill (Build America 250 Act), which had recently advanced through its first committee. She noted that the bipartisan proposal contains more overall transportation funding than initially anticipated, despite earlier concerns funding levels could decrease.

Stephens highlighted several notable provisions of the proposal, including increased funding for bridge programs and additional bridge formula funding directed to local governments. She reported discretionary grant funding would be reduced compared to current levels, while transit funding would decrease modestly but not significantly. She also noted the federal Carbon Reduction Program (CRP) is proposed for elimination; however, Congestion Mitigation and Air Quality (CMAQ) funding would remain available to support projects in ozone and nonattainment areas.

Additional updates included increased funding opportunities for Metropolitan Planning Organizations (MPOs), particularly for planning activities, as well as a reduced local match requirement, which is expected to improve access to federal funds. Stephens also noted additional investments proposed for freight-related projects, including truck parking, and stated the Safe Streets and Roads for All (SS4A) program would continue, providing local governments with direct access to transportation safety funding opportunities.

Stephens also announced the completion of the final segment of the Poudre Trail, a project more than 50 years in the making. She reported a ribbon-joining ceremony will be held at Timnath Community Park on June 13 at 9:00 a.m. to celebrate completion of the trail connection. The completed trail now provides a continuous regional connection from Bellevue, northwest of Fort Collins, to Greeley. Additional community activities were planned following the ceremony. Stephens noted the project represents a significant regional achievement by connecting communities throughout the corridor.

Executive Director Report
Relford provided a written report of organization updates in the packet and used this time to provide a legislative recap. She reported, based on a recent CDOT presentation, there is optimism that the current surface transportation reauthorization bill will advance through the U.S. House of Representatives before the September 30, 2026, deadline, although additional discussion and potential modifications are anticipated in the Senate. Relford noted MPO executive directors met following the presentation and generally agreed that the proposed Act is more favorable than initially anticipated, with funding levels expected to remain relatively stable. She stated that NFRMPO staff will continue to monitor developments and share updates as additional information becomes available from CDOT and national transportation organizations.

Relford discussed House Bill 26-1398, which modifies the distribution of Retail Delivery Fee revenues. She explained the previous allocation of 85 percent to local communities and 15 percent to CDOT was changed to 70 percent for local communities and 30 percent for CDOT. Relford noted local agencies are interested in understanding how the additional CDOT share may be utilized, including potential support for Bustang and other statewide transportation services.

Relford also discussed House Bill 26-1399, which eliminates the General Fund transfer previously allocated to MMOF program. She noted that the bill removes the approximately $10.5 M General Fund transfer and limits the funding transfer to a three-year period while retaining the Retail Delivery Fee. Relford stated NFRMPO staff are evaluating the impacts of the legislation on the organization and regional transportation funding and will provide a detailed update at a future Technical Advisory Committee meeting before presenting the information to Planning Council.

Relford discussed House Bill 26-1430, legislation introduced in response to Initiative 175, which proposed redirecting General Fund revenues to transportation purposes. She explained, if enacted, House Bill 26-1430 would reduce the state gasoline tax from 22 cents per gallon to 14 cents per gallon while maintaining overall transportation funding at a net-neutral level. Relford noted the bill would establish a Transportation Funding Work Group, appointed by the Governor and legislative leadership, to evaluate long-term transportation funding needs and funding strategies for Colorado. She added the legislation also creates a new Road Enterprise Cash Fund supported through oversized and overweight vehicle permit fees. While the initial funding level is estimated at approximately $14.2M, CDOT believes the framework could provide future opportunities to support roadway asset management and maintenance programs.

Colorado Transportation Investment Office (CTIO)

Canonico provided an update on the Colorado Transportation Investment Office (CTIO) meeting held on May 20, 2026. She reported the Pikes Peak region requested CTIO support for an Express Toll Lanes study, which is moving forward. While the study is outside the NFRMPO region, Canonico noted its importance for travelers utilizing the I-25 corridor through the Pikes Peak area.

Canonico reported the Transportation Commissioner raised concerns regarding speeding and tailgating within the I-25 Express Lanes system. Board members discussed whether future legislative action may be needed to address safety concerns and expressed support for further evaluation of potential solutions.

The Board also reviewed annual toll policy updates and proposed toll rate adjustments. Canonico explained toll rates are evaluated annually to balance traffic throughput, reliable travel times, debt obligations, and maintenance requirements. For North I-25 Segments 6, 7, and 8, toll rate increases will be deferred because tolling operations have not been in place long enough to establish sufficient performance trends. However, CTIO anticipates transitioning those segments to dynamic pricing in the future.

Canonico noted I-25 Segment 2 southbound continues to experience speeds below the target threshold of 45 miles per hour during peak travel periods. To improve performance, CTIO approved a 4.5 percent toll rate increase based on the Denver-Aurora-Lakewood Consumer Price Index (CPI) and adjustments to peak-period pricing schedules. Operations and maintenance costs are expected to increase by 3.6

percent. No toll adjustments were recommended for vehicles with four or more axles, which are currently subject to a $25 surcharge and represent less than one percent of express lane users.

The Board also discussed CTIO's 10-Year Plan and ongoing conversations regarding funding for bus-on-shoulder operations. Members agreed these discussions should be evaluated separately from the 10-Year Plan and emphasized the need for a comprehensive analysis of toll revenue sources, corridor-specific expenditures, enforcement costs, user travel patterns across multiple corridors, and restrictions governing toll revenue use. Board members also identified a need for improved public communication regarding how toll revenues may be spent.

Finally, Canonico reported CTIO reviewed the West Metro Station Study associated with the Mountain Rail initiative. The study includes evaluation of a future station location in the Arvada area and represents continued progress toward implementation of Colorado's passenger rail network.

Cecil Gutierrez added Board members discussed concerns regarding the proposed 4.5 percent inflation-based toll increase and its potential impact on users given current fuel costs and other transportation expenses. CTIO staff were asked to further evaluate the proposal and return with potential policy recommendations regarding future toll-setting practices and equity considerations.

Relford commented on current utilization of the North I-25 Express Lanes, noting despite significant congestion in the general-purpose lanes between Greeley and Fort Collins; she has observed relatively low use of the express lanes. She questioned whether lower toll rates could potentially encourage greater utilization, improve corridor throughput, and generate additional revenue. Relford also expressed interest in understanding the relationship between pricing levels and user behavior as additional operational data becomes available.

In response, Gutierrez stated the North I-25 Express Lanes have been operational for less than a month and additional time is needed before meaningful conclusions can be drawn regarding travel behavior and pricing effectiveness. He noted similar usage patterns were observed following implementation of the South Gap Express Lanes and suggested that a six-month evaluation period would provide a more reliable assessment of utilization trends.

Councilmember Jenkins asked whether CTIO adjusts toll prices to evaluate changes in traveler behavior and determine optimal pricing levels. In response, Gutierrez explained current technology limitations prevent dynamic pricing on North I-25 Segments 6, 7, and 8. However, CTIO expects to implement dynamic pricing once system upgrades are completed and plans to evaluate the first six months of operational data before making future pricing adjustments.

Gutierrez further explained dynamic pricing is currently used on I-25 Segments 2 and 3 in the Denver region, the South Gap corridor, and the Central I-70 corridor. He noted the primary objective of managed lanes is to maintain reliable travel speeds and consistent trip times within the express lane system. While traffic conditions in adjacent general-purpose lanes are monitored, managed lane performance is primarily measured by the ability to provide a predictable and reliable travel experience for users.

Front Range Passenger Rail District

Jon Mallo provided an update on Front Range Passenger Rail District activities. He reported SB 26-172 was signed into law on May 26, 2026, in Fort Collins. The legislation establishes district boundaries, authorizes administration of the consolidated election by the Secretary of State, allows subdistricts, and revises director eligibility requirements.

Mallo reported the District has completed most Phase I activities and is transitioning into Phase II. Key accomplishments include development of a joint service agreement among the six participating entities, initiation of station coordination efforts with municipalities, selection of a preferred route alignment, commencement of financial modeling, and expansion of public outreach efforts. He noted financial modeling is expected to be completed within the next several weeks and will be used to establish the final tax rate assumption for future consideration.

Mallo also reported the District identified Sterling Ranch as a replacement for Douglas County representation and adopted a special events policy. Potential future special-event rail services discussed include service to Broncos games, Denver Summit events, and destinations associated with the Air Force Academy, Colorado State University, and the University of Colorado. He noted these opportunities remain long-term possibilities and would depend on future service implementation.

Mallo highlighted extensive public outreach activities conducted during Phase I, including attendance at numerous city council meetings, development of polling plans, approximately 500 media stories, more than 40,000 digital contacts, and 20 public town halls. He noted the train's name, Colorado Connector, has received positive public feedback, and additional branding efforts are underway to distinguish the Colorado Connector (CoCo) passenger rail service from the Front Range Passenger Rail District organization.

Mallo reported on recent municipal coordination efforts. He noted the Fort Collins City Council held a work session on May 26 to discuss passenger rail station planning, and additional discussions are expected at a future meeting. He also reported the Loveland City Council unanimously approved a resolution confirming the proposed Loveland passenger rail station concept. The resolution provides a written framework for future station development and will assist the District in communicating specific station plans to voters if a ballot measure is pursued. Mallo added because the resolution was approved before June 30; the project is expected to qualify for a 10 percent bonus incentive associated with the program.

Mallo briefly noted ongoing statewide discussions regarding Initiative 175 and its potential transportation funding implications, indicating the District will continue monitoring developments. Canonico added the timeline for a potential ballot measure has changed because of the recently adopted legislation. Mallo explained because election administration will now occur through the Secretary of State rather than individual county clerks; the District has additional time to determine whether to proceed with a ballot measure. As a result, the traditional pre-election quiet period is expected to begin around August 15, with the District Board's anticipated final decision on whether to proceed to the ballot at its late-August meeting.

Finance Committee

A written report was provided.

May 2026 TAC Executive Summary

A written report was provided.

2026 Colorado Legislature Updates

A written report was provided.

Mobility Program Updates

A written report was provided.

ACTION ITEM:

May 2026 TIP Amendment

Stockburger presented the May 2026 Transportation Improvement Program (TIP) Amendment, which includes two project modifications and one project addition. The first modification is for the Larimer County project at Weld County Road (WCR) 13/Larimer County Road (LCR) 1 and WCR 54/LCR 18 roundabout, adding $10,614,122 in local overmatch funding in Fiscal Year (FY) 2026. The second modification involves the City of Fort Collins Foothills Transit Station Roundabout project. The project scope is being revised from final construction to final design. As part of the modification, $10,714,000 in Federal RAISE Grant funding is being removed following the withdrawal of the grant award by the U.S. Department of Transportation. Additionally, $389,835 in NFRMPO funds is being removed from FY 2025 and $96,019 from FY 2026 as the City of Fort Collins declined its second NFRMPO funding award. The project will also remove $400,000 in FASTER funds, which will be re-scoped for a future project. Further funding reductions include $1,587,110 in local funding and $732,371 in local overmatch funding. The remaining local funds will be retained to satisfy NFRMPO match requirements.

Stockburger noted the project addition is the City of Greeley's 35th Avenue Intersection Improvements project. The project includes $850,000 in federal discretionary funding, $298,694 in Highway Safety Improvement Program (HSIP) funding, and $256,799 in local funding, all programmed in FY 2027.

Stockburger reported the public comment period for the Amendment opened on May 18, 2026, and will close on June 16, 2026. Approval of the Amendment is contingent upon the receipt of no public comments during the comment period. He also noted an environmental and demographic impact analysis was conducted for the Greeley project and is included in the meeting packet. The TAC reviewed the Amendment on May 20, 2026, and recommended approval, finding no disproportionately adverse impacts to disadvantaged populations.

Chair Stephens asked whether the removal of construction funding from the Fort Collins Foothills Transit Station Roundabout project would result in a significant delay to project implementation.

Stockburger responded he had not received an updated project schedule from the City of Fort Collins and indicated additional information may become available through the upcoming TIP development process later this year.

Relford added NFRMPO staff have discussed the project with City of Fort Collins representatives. She explained the City intends to continue advancing project design while evaluating alternative funding opportunities to replace the withdrawn federal funding. Relford noted maintaining project design progress will allow the City to remain prepared to advance construction once replacement funding is secured. She further explained the TIP Amendment was required to formally remove the previously programmed funding from the project.

James **moved** to approve *RESOLUTION 2026-11 APPROVING THE MAY 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).* The motion was **seconded** by Heid and **passed** unanimously.

DISCUSSION ITEM:

2025 NFRMPO Audit

Koukpesso, of STA PLLC, presented the Fiscal Year 2025 audit results and thanked NFRMPO management and staff for their cooperation throughout the audit process. He provided an overview of the audit approach, which included review of federal grant revenue recognition, cash and investments, lease accounting under GASB 87, compensated absences under GASB 101, compliance with Uniform Guidance requirements for federal awards, and required fraud risk procedures. Koukpesso reported all areas were tested extensively with no compliance issues, exceptions, fraud findings, or indications of management override identified during the audit.

Koukpesso reported NFRMPO received an unmodified audit opinion, indicating the financial statements are fairly presented in accordance with Generally Accepted Accounting Principles (GAAP). He further noted auditors identified no material weaknesses, no significant deficiencies in internal controls, and no federal compliance findings or questioned costs.

Koukpesso stated NFRMPO remains in a strong financial position. Total net position at year-end was approximately $7.26M, a decrease of approximately $238,000 (3.3 percent) from the prior year. Total assets were approximately $8.30M, while total liabilities were approximately $1.03M, primarily consisting of lease liabilities and accumulated leave obligations. Cash and investments totaled approximately $6.30 M, representing a slight increase from the previous year. Federal awards expended increased to approximately $1.53M, exceeding the federal Single Audit threshold and representing a significant increase from the prior year.

Koukpesso noted the MPO General Fund reported total revenues of approximately $1.83M and expenditures of approximately $2.16M, resulting in a net decrease in fund balance of approximately $325,000. The year-end General Fund balance was approximately $276,810, including an unassigned fund balance of approximately $264,242. He also reported the VanGo™ Vanpool Program ended the year with a net position of approximately $6.99M and experienced a positive change in net position of approximately $87,500, supported by investment and nonoperating revenues. The VanGo fare recovery ratio increased to approximately 21 percent in FY 2025.

Koukpesso reported there were no disagreements with management, no significant difficulties encountered during the audit, and no material misstatements requiring reporting. One adjustment of approximately $3,925 related to a bank reconciliation difference was recorded by management and was below the audit materiality threshold. He further confirmed STA PLLC remains independent with respect to NFRMPO and concluded by highlighting upcoming Governmental Accounting Standards Board (GASB) pronouncements may affect future financial reporting.

2026 NFRMPO Budget Update

Burshek presented the proposed FY 2026 budget and explained a revised budget adoption approach. Historically, the Unified Planning Work Program (UPWP) budget and the NFRMPO organizational budget were adopted together through a single resolution. Burshek explained the UPWP budget reflects estimated planning revenues by task, while the NFRMPO budget includes revenues and expenditures for the entire organization. Following the recent federal certification review, federal partners confirmed the two budgets do not need to be combined for adoption.

Burshek noted adopting the UPWP and NFRMPO budgets separately would provide greater flexibility and reduce the need for frequent budget amendments when actual state or federal contract amounts differ from estimates. Under the proposed process, budget amendments would only be required for significant changes such as unanticipated revenues exceeding budget estimates, emergency fund transfers, expenditure limit exceedances, or substantial changes to grant scopes or project schedules. Any necessary changes could be addressed through a supplemental budget process.

Burshek reported the Finance Committee reviewed the budget on May 21, 2026. Following review, staff identified formula errors that resulted in revisions to projected net gain and loss calculations. Despite these adjustments, staff does not anticipate utilizing Colorado Trust Fund reserves during FY 2026. She noted NFRMPO operated at an approximate $233,000 deficit in FY 2025, which was covered through Colorado Trust interest earnings rather than withdrawals from principal reserves. Burshek further stated approximately $130,000 has already been approved for NFRMPO local match requirements and staff will continue refining year-end projections as actual revenues and expenditures become available.

Relford reviewed the organization’s overall financial outlook and highlighted the importance of the budget format changes in improving transparency. She noted FY 2025 actuals reflected an overall deficit of approximately $385,000 , which was supported through Colorado Trust interest earnings; however, staff currently does not anticipate needing similar support in FY 2026 due to additional funding secured for organizational operations. Relford reported the Colorado Trust balance increased from approximately $6.1M at the end of 2025 to approximately $6.3M as of May 2026.

Relford stated staff intends to return with a proposed FY 2027 budget later in the year using the revised format. She also provided an update on implementation of the new financial management system, noting staff are currently operating in both the existing and new systems during the transition period. A soft launch of the financial module has occurred, and staff continue to reconcile data and processes. Relford expressed optimism regarding the organization’s financial position, noting the NFRMPO is trending in a positive direction financially, and the new financial system is expected to improve future reporting and audit processes. She also thanked staff for their efforts in completing the FY 2025 audit on schedule and supporting the organization’s overall financial management.

Chair Stephens asked about the long-term outlook for the VanGo™ program, including whether farebox recovery is expected to increase and whether service levels should be reevaluated if ridership does not return to pre-pandemic levels.

Burshek responded that staff continues to monitor fare recovery levels and ridership trends while maintaining competitiveness with other regional vanpool programs. She noted increasing fares too aggressively could reduce program accessibility and ridership growth.

Relford reported VanGo™ operated approximately 99 routes prior to the COVID-19 pandemic and currently operates 22 routes. She noted ridership has begun to stabilize and increase in recent years, driven in part by rising fuel costs. Relford also highlighted potential future opportunities to coordinate vanpool services across regional boundaries through partnerships with neighboring MPOs, including DRCOG.

Jenkins observed the farebox recovery trend has increased steadily over the past several years and suggested continued evaluation of strategies could further improve program efficiency and utilization.

Edgerley added changes in remote and hybrid work patterns have permanently altered commuting behavior, making a return to pre-pandemic ridership levels unlikely; however, staff remain encouraged by recent ridership growth trends.

Relford emphasized that staff will continue monitoring the program's financial performance and reliance on reserve funding. She noted current projections do not anticipate the need to draw from Colorado Trust Fund reserves to support VanGo™ operations in FY 2026.

Jenkins further noted customer-focused improvements, including enhancements to the VanGo™ application and user experience, may help support future ridership growth and program awareness. Relford encouraged local communities to continue helping promote the VanGo™ program and noted that NFRMPO staff are available to provide presentations and outreach to local elected officials, employers, and community members regarding available vanpool services.

Commissioner Gutierrez commented VanGo™'s approximately 21 percent farebox recovery rate compares favorably with national transit industry averages and reflects relatively strong performance for a commuter transportation service.

2026 Public Involvement Plan (PIP)

Stockburger presented the draft 2026 Public Involvement Plan (PIP) and provided an overview of the document, its updates, and the schedule for adoption. He explained the PIP is updated every four years and establishes how NFRMPO and its programs engage the public and stakeholders in transportation planning and air quality processes. The Plan outlines engagement schedules, strategies, and methods intended to ensure all community members can participate meaningfully and remain informed throughout planning activities.

Stockburger highlighted several new elements included in the 2026 PIP. These additions include an executive summary to improve accessibility of technical information, outreach location maps documenting engagement activities across the region, information regarding NFRMPO's GIS Open Data resources, and descriptions of the organization's public contact forms, including general inquiries, website comments, and data requests. The Plan also further distinguishes between public engagement and stakeholder engagement activities and includes results from the 2026 PIP survey, which received responses from 22 participants.

Stockburger reviewed updates made since the 2022 PIP. He noted the NFRMPO revised its engagement strategies to focus on smaller-scale community events where staff have experienced more meaningful interactions with participants. Examples include farmers markets, student welcome events, and similar community-based activities. Additional updates include revised outreach methods, identification of engagement levels, updated website and webpage references, updated accessibility information, revised branding standards reflecting NFRMPO's new logo and color palette, updated social media platforms, incorporation of recent federal legislation, and an updated inventory of NFRMPO plans and programs. Staff also updated performance measures used to evaluate successful engagement efforts.

Stockburger further noted several maps and demographic resources were updated within the plan, including focus community maps, limited English proficiency (LEP) information, broadband service availability, internet access information, and environmental and demographic impact analysis resources.

Stockburger reported the public and stakeholder comment period opened in early May and will remain open through June 21, 2026. He encouraged Council members and stakeholders to provide comments through email or the NFRMPO website. Assuming no significant changes are required due to comments received, staff anticipate Planning Council consideration and approval of the final document at the next meeting, followed by release of the adopted 2026 Public Involvement Plan in early July.

Chair Stephens asked whether any themes emerged from the survey results regarding public awareness of NFRMPO and whether respondents provided suggestions for improving public engagement. Stockburger reported many survey respondents indicated they were uncertain about their familiarity with NFRMPO, with "maybe" being the most common response regarding awareness of the organization. He further noted that respondents were most familiar with NFRMPO programs such as VanGo™ and GoNoCo, indicating strong public recognition of those services and programs.

GHG Transportation Report 2050 RTP Amendment

Karasko provided an update on the NFRMPO's GHG Transportation Report and noted the report is scheduled to be presented to the Colorado Transportation Commission (TC) later in June. She explained the report is being completed as part of the 2050 Regional Transportation Plan (RTP) Amendment process, which is also tied to development of the new Transportation Improvement Program (TIP). The RTP amendment is necessary due to the addition of a regionally significant roadway capacity project involving approximately 4 lane miles on Weld County Road 66. Staff have been working on the amendment and associated analysis since December 2024.

Karasko reported staff have worked extensively through the modeling process and coordinated closely with CDOT staff and Colorado Air Pollution Control Division (APCD) staff to evaluate compliance with the State's Greenhouse Gas (GHG) Planning Rule. She reviewed the modeled improvement categories and funding sources used in the analysis, including transit, transportation demand management (TDM), operations, and active transportation strategies. She noted these categories represent the primary methods used by the region to achieve compliance with GHG reduction requirements.

Karasko also discussed the GHG reduction strategies evaluated as part of the RTP amendment and reviewed progress made since adoption of the baseline plan. She reminded Council the GHG Planning Rule was adopted in 2021 and required MPOs to update their baseline plans by October 1, 2022. For the NFRMPO, the baseline plan was the 2045 RTP, adopted in September 2019. She noted numerous projects, programs, and investments implemented since adoption of the baseline plan contributed toward achieving compliance and provided emissions reduction benefits.

She explained the analysis evaluated compliance years through the end of the current TIP period in 2029. Initial modeling results indicated the region met required reduction targets in most analysis years but did not meet the target for 2030 when considering only the modeled measures. As a result, staff reviewed approaches used by DRCOG in its most recent GHG Transportation Report and identified additional programmatic investments which could be credited toward emissions reductions. Karasko noted these investments are difficult to represent directly within the travel demand model but are associated with projects and programs already being implemented throughout the region. She recognized Jerome Rouser, Mykayla Graalum, and Tahjiba Tarannum for their work identifying these additional reduction strategies. Among the programmatic investments evaluated, broadband expansion produced the largest estimated reduction benefit.

Karasko stated when the additional programmatic investments were incorporated into the analysis, the region achieved compliance with all required GHG reduction targets. She added staff were still working through several minor calculation discrepancies with partner agencies and hoped to resolve those issues the following day. Despite those remaining discussions, she reported the region was currently in compliance with the GHG Rule requirements.

Looking ahead, Karasko stated she would present the report at the Transportation Commission workshop on June 17 and anticipated seeking approval at the Commission meeting on June 18. If approved, the GHG Transportation Report and RTP Amendment would return to the Planning Council as an action item at the July meeting. Following local approval, the RTP Amendment would be submitted to the Federal Highway Administration (FHWA) for final approval, allowing staff to fully transition their efforts to development of the 2055 Regional Transportation Plan. She concluded by noting the presentation shown to Council was the same presentation would be provided to the Transportation Commission later in the month.

During discussion, Relford emphasized the off-model calculations were developed to avoid the need for a separate GHG mitigation plan associated with the 2050 RTP Amendment, which was triggered by the addition of approximately four lane miles of capacity improvements. She noted the amendment process has required nearly two years of staff effort and extensive coordination among NFRMPO, CDOT, and CDPHE. Relford thanked CDOT staff for assisting with the development and review of the off-model calculations and highlighted the significant workload associated with demonstrating compliance for a relatively small roadway capacity amendment.

Relford further noted failure to obtain GHG compliance approval would delay adoption of the Transportation Improvement Program (TIP), despite the region remaining in conformity with federally required air quality standards. She also expressed concerns regarding limitations within the current GHG policy framework, citing examples such as the inability to credit certain roundabout projects for emission reduction benefits unless they replace existing signalized intersections. Relford encouraged continued discussion of these policy considerations should CDOT revisit or update the applicable greenhouse gas policy directives in the future and noted the importance of providing MPO input during any future policy review process.

COUNCIL REPORTS:

Transportation Commission

Gutierrez reported the Colorado Transportation Commission recently approved the State's Ten-Year Plan, including advancement of the I-25 North Corridor project without additional stipulations. He noted the Colorado Transportation Investment Office (CTIO) has begun coordination with the Build America Bureau regarding project financing, and CDOT staff are actively advancing project development activities.

Gutierrez stated current discussions indicate construction activities will likely begin with Segment 4 of the I-25 corridor because it is the most implementation-ready segment. He explained Segment 2 will require significantly more design and construction effort due to planned lane expansions and modifications to interchange ramps and auxiliary lanes. CDOT staff are currently working to advance design development and increase project readiness.

Gutierrez also provided an update on the I-270 Bus Rapid Transit (BRT) project, noting completion of the Environmental Impact Statement (EIS) and issuance of a Record of Decision (ROD) remains necessary before the project can advance. He reported discussions continue among local communities, Adams County, and project partners regarding potential project enhancements, including transit improvements and strategies to minimize impacts on surrounding communities.

Regarding Bustang funding, Gutierrez noted funding discussions remain ongoing and are expected to continue over the coming months. He explained the Multimodal Options Fund (MMOF) remains part of the overall funding strategy but does not represent a significant funding source for the service. Under the current funding structure, CDOT is projected to receive approximately \$3.2M in MMOF funding in FY 2027, increasing incrementally to approximately \$3.4M in FY 2028, \$3.5M in FY 2029, and \$3.7M in FY 2030.

Gutierrez reported projected FY 2027 Bustang operating costs total approximately \$22.5M and are currently supported through a combination of MMOF funding, FASTER revenues, Federal Transit Administration (FTA) Section 5311 funds, farebox revenue, and other funding sources. He emphasized MMOF funding alone is insufficient to address the long-term funding needs of the service and additional funding discussions will likely continue.

During discussion, Relford asked whether ongoing discussions regarding revisions to the FTA Section 5311 funding formula were related to current Bustang funding conversations. Gutierrez responded he had not yet received information regarding any proposed revisions to the Section 5311 formula and indicated he would seek additional information.

Gutierrez concluded by noting the State Transportation Improvement Program (STIP) was presented to the Commission during the previous month and is anticipated to be considered for adoption at the Commission's upcoming meeting.

STAC Report

Stephens provided an update on recent State Transportation Advisory Committee (STAC) discussions. She reported CDOT has transitioned to a new electronic State Transportation Improvement Program (E-STIP) platform, which will serve as the official STIP record moving forward. The online platform allows users to search projects and access current STIP information through a web-based system. Stephens note NFRMPO has submitted a grant application to implement a similar electronic Transportation Improvement Program (E-TIP) platform, which would improve coordination between regional and state transportation programming systems and reduce manual tracking and reporting efforts.

Stephens also reported recent reductions in NFRMPO funding were discussed. As a result, MPOs and Transportation Planning Regions (TPRs) are not expected to make new Multimodal Options Fund (MMOF) funding awards in the near term. Instead, available future funding is anticipated to be directed toward honoring existing commitments and making previously awarded projects whole. CDOT will manage the allocation process, and current MMOF funding is expected to remain constrained for approximately the next three years.

Additional discussion focused on transportation issues within Region 3 and CDOT's Transportation Asset Management Program. Stephens reported CDOT provided an overview of its process for evaluating roadway and bridge conditions, maintaining infrastructure inventories, and prioritizing maintenance and rehabilitation needs. While CDOT continues to identify and prioritize deficient facilities, funding limitations remain a significant challenge in addressing the statewide backlog of roadway and bridge improvements.

During discussion, Stephens emphasized the need for greater public and local agency involvement in identifying transportation infrastructure needs and priorities. She noted many communities, particularly in rural areas, continue to express concerns regarding roadway conditions and available maintenance funding. Stephens encouraged additional dialogue between CDOT and local communities regarding infrastructure condition assessments, project prioritization, and long-term transportation asset management needs. She stated these discussions may also be considered through future statewide transportation funding and policy conversations.

Host Council Member Report

Councilmember Karspeck welcomed Planning Council members to Berthoud and provided an update on several transportation and infrastructure initiatives underway within the community.

Karspeck reported the Town recently received Congressionally Designated funding to complete paving improvements on WCR 7 between Mead and Berthoud. He noted the project will improve connectivity between communities and provide an alternative route during North I-25 construction and traffic disruptions.

Karspeck stated the Town's Five-Year Sidewalk Improvement Plan is progressing successfully, including completion of downtown sidewalk improvements. He also reported the Five-Year Road Improvement Plan remains underway, with roadway expansion projects occurring on Berthoud Parkway and near the Grand Market Avenue interchange area.

Karspeck provided updates on several roundabout projects either under construction, nearing completion, or in the planning phase, including improvements near Grand Market Avenue and future development areas adjacent to the golf course. He also reported the Town is pursuing grant funding for transportation improvements north of Heron Lakes to strengthen connections with Loveland.

Additional active transportation improvements include trail expansion efforts associated with Berthoud Parkway and the Handy Ditch corridor. Karspeck noted recent improvements have created a continuous trail connection from the Little Thompson area to Mountain Vista Park, providing improved bicycle and pedestrian connectivity through the community and reducing the need for users to travel on roadways.

Karspeck reported development-related transportation improvements at the WCR 1 and Highway 56 interchange area near North I-25 continue to face delays associated with private development obligations. The Town is actively working with developers to ensure completion of required infrastructure improvements and may pursue enforcement actions if project commitments are not met. He also noted another developer-led intersection improvement project near US 287 is expected to begin construction by July.

Finally, Karspeck highlighted Berthoud's continued efforts to support golf cart transportation within the community. He noted golf cart usage continues to increase and represents an emerging local transportation option that complements the Town's broader multimodal transportation goals.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:59 p.m.

Meeting minutes submitted by: Tahjiba Tarannum, NFRMPO Staff

MEMORANDUM

To: NFRMPO Planning Council
From: Tonja Burshek
Date: July 2, 2026
Re: Consent Item – NFRMPO 2025 Financial Audit Report

Summary

In accordance with federal and state regulations, the NFRMPO is required to conduct an annual independent audit of its financial statements. 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 Koukpesso presented to the Planning Council on June 4, 2026, to review the finance statement package, audit opinion, and required communication. Other STA members present were Samson Afolabi and Daphne Branche. The audit opinion states that 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.

Action

The Finance Committee recommends that the NFRMPO Planning Council approves the 2025 Audited Financial Statements.

Attachments

- PDF of the Final Audit Report ((2025 Final Audit Report))

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council

From: Tonja Burshek

Date: July 2, 2026

Re: Consent Agenda – 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.

Action

The budget was recommended for approval by the Finance Committee on May 21, 2026 and discussed at the regular meeting of the North Front Range Transportation & Air Quality Planning council on June 4, 2026.

NFRMPO staff requests Council approve Resolution 2026-12 adopting the Calendar year (CY)2026 Organizational Budget pending no negative public comment.

Attachments

- 2026 Budget overview with comparison to 2025 actuals.

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

NFRMPO
FY2026 Budget

North Front Range Metropolitan Planning Organization

	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 & Maintenane	-	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-Employent	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
CoTrust Transfer for MMOF Local Match	130,000	-	130,000			-
Total Revenue	2,216,027	786,728	3,002,755	1,830,978	678,946	2,509,924
Net Gain/Loss	9,925	41,795	51,720	(385,224)	152,425	(232,799)
Anticipated reserve useage	-	-	-	(385,224)	-	(232,799)

Colorado Trust Balance (as of 5/19/2026)	$ 6,362,672.51	$ 6,103,901.12

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-12
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE 2026 ORGANIZATIONAL BUDGET

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations describing the anticipated revenues and expenditures required at an organizational level for maintaining transportation planning and mobility activities of the MPO region; and

WHEREAS, during the quadrennial certification review process for 2026, our federal partners support differentiating UPWP estimated planning total budget independent of the organization's annual budget process, and

WHEREAS, the benefit of providing a separate organization budget will allow the Planning Council a clearer understanding of the overall financial health of the organization, and

WHEREAS, the Planning Council will not need to amend the budget when the UPWP Planning Totals amounts are amended, and

WHEREAS, the 2026 budget revenues and expenditures include operation of the VanGo™ enterprise program; and

WHEREAS, on May 21, 2026, the Finance Committee recommended approval of the 2026 budget

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the NFRMPO Calendar Year (CY) 2026 Budget.

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

____
Kristin Stephens, Chair

ATTEST:

____
Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: July 2, 2026

Re: 2026 Public Involvement Plan (PIP)

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 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

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The 2026 PIP 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 can be reviewed here:
https://nfrmpo.org/wp-content/uploads/2026_PIP_Draft_5.7.2026.pdf

Recommendation

TAC recommended Planning Council approval of the 2026 PIP at their meeting on June 17, 2026.

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-13
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE 2026 PUBLIC INVOLVEMENT PLAN (PIP)

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

WHEREAS, the Bipartisan Infrastructure Law (BIL) and 23 CFR 450.316 require MPOs to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation; and

WHEREAS, the NFRMPO opened the PIP for a 45-day public comment period commencing May 7, 2026 and closing June 21, 2026, and received three comments which were incorporated into the Plan; and

WHEREAS, public input is critical to the NFRMPO transportation planning process including the Long Range Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program and is required by federal regulations and state guidelines; and

WHEREAS, the PIP was first adopted in 2003, and was updated in 2005, 2008, 2011, 2015, 2019, and 2022; and

WHEREAS, the PIP defines NFRMPO’s public involvement policies, tools, and evaluation measures for determining the effectiveness of the program; and

WHEREAS, the Planning Council approves the 2026 PIP and submits copies for informational purposes to the Colorado Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration; and

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to adopt the 2026 PIP to guide public outreach efforts at the NFRMPO.

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

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council
From: Becky Karasko
Date: July 2, 2026
Re: *CONSENT* NFRMPO Greenhouse Gas (GHG) Transportation Report

Background

The NFRMPO's GHG Transportation Report demonstrates the 2050 Regional Transportation Plan (RTP) Amendment complies with Colorado's greenhouse gas (GHG) Transportation Planning Standard ("GHG Planning Standard"). The GHG Transportation Report was developed to meet the criteria specified in Colorado Revised Statutes §43-4-1103 and the Code of Colorado Regulations (2 CCR 601-22, Section 8.02.5.1).

The GHG Transportation Report was open for the 30-day public comment period from October 6 through November 4, 2025 and again May 21 through June 21, 2026. No comments were received. The GHG Transportation Report was sent to CDOT and CDPHE for their review on May 20, 2026. The GHG Transportation report was presented at the Transportation Commission meeting on June 17, 2026 and approved on June 18, 2026.

The full NFRMPO GHG Transportation Report may be accessed here: **https://nfrmpo.org/wp-content/uploads/2026-GHG-Transportation-Report_Draft-May-2026.pdf**.

Action

TAC recommends Planning Council Adoption of the NFRMPO GHG Transportation Report through **Resolution 2026-14**.

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North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-14
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE NFRMPO GREENHOUSE GAS (GHG) TRANSPORTATION REPORT

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, Colorado Senate Bill 21-260 specified implementing relevant measures pursuant to § 25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

WHEREAS, the NFRMPO will provide the GHG Transportation Report containing a GHG emissions analysis, to the Transportation Commission at least 30 days prior to adoption by the Planning Council of the 2050 RTP in accordance with the Planning Rules demonstrating 2050 RTP is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

WHEREAS, under Rule 8.05 of the Planning Rules, the Transportation Commission, within 30 days of receipt of the GHG Transportation Report or at the next regularly scheduled Transportation Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation Measures needed for compliance; and

WHEREAS, the Transportation Commission reviewed the NFRMPO’s GHG Transportation report on June 17, 2026 and found it to be compliant with the Planning Rules;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the NFRMPO Greenhouse Gas (GHG) Transportation Report, for the 2050 RTP Amendment.

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

____
Kristin Stephens, Chair

ATTEST:

____
Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: July 2, 2026

Re: *CONSENT* 2050 RTP Amendment

Summary

During the NFRMPO FY2026-2029 TIP Project Submission Call held in December 2024, a locally funded capacity project from Weld County was submitted. This project met the NFRMPO's definition of a regionally significant air quality project (definition below) and required a 2050 RTP Amendment and the Conformity Determination Analysis as well as an update GHG Transportation Report. In March, a request to update the West Elizabeth BRT Project in the 2050 RTP was also received and was combined with the previous request for the 2050 RTP Amendment.

NFRMPO Air Quality Significant Project Definition for Conformity:

- Adding at least two (2) through lane miles or completing a regional connection along a regionally significant corridor (RSC);
- Adding a new intersection on principal arterials or above; Adding new interchanges or grade-separated intersections; Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, taking into account existing service levels.

Recommendation

TAC recommended Planning Council adoption of the 2050 RTP Amendment at their September 2025 meeting. The Planning Council adopted the positive Conformity Determination on the 2050 RTP Amendment at their December 4, 2025 meeting.

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West Elizabeth BRT Project

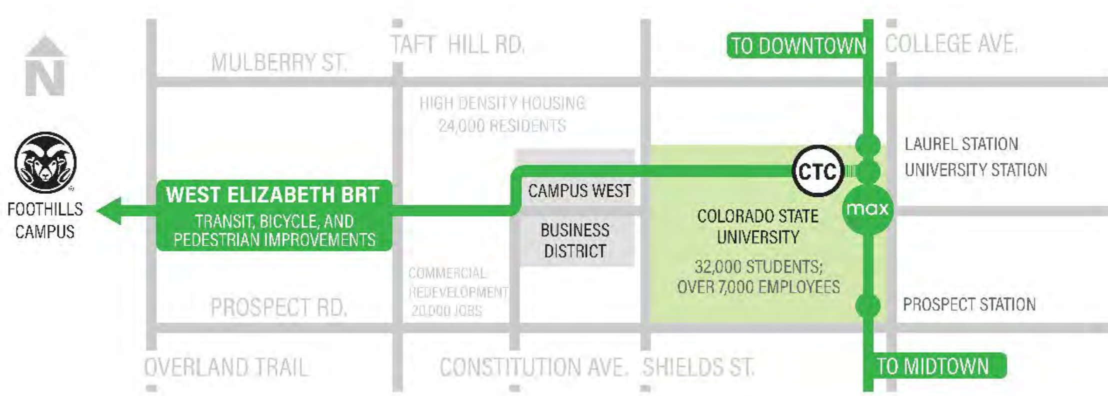
Original Route in the current 2050 RTP:

- Starts at CSU Transit Center
- Goes down W Plum St.
- Turns onto Shields St.
- Turns onto W. Elizabeth St. down to the Foothills Transit Center.

West Elizabeth Locally Preferred Alternative (Fort Collins)

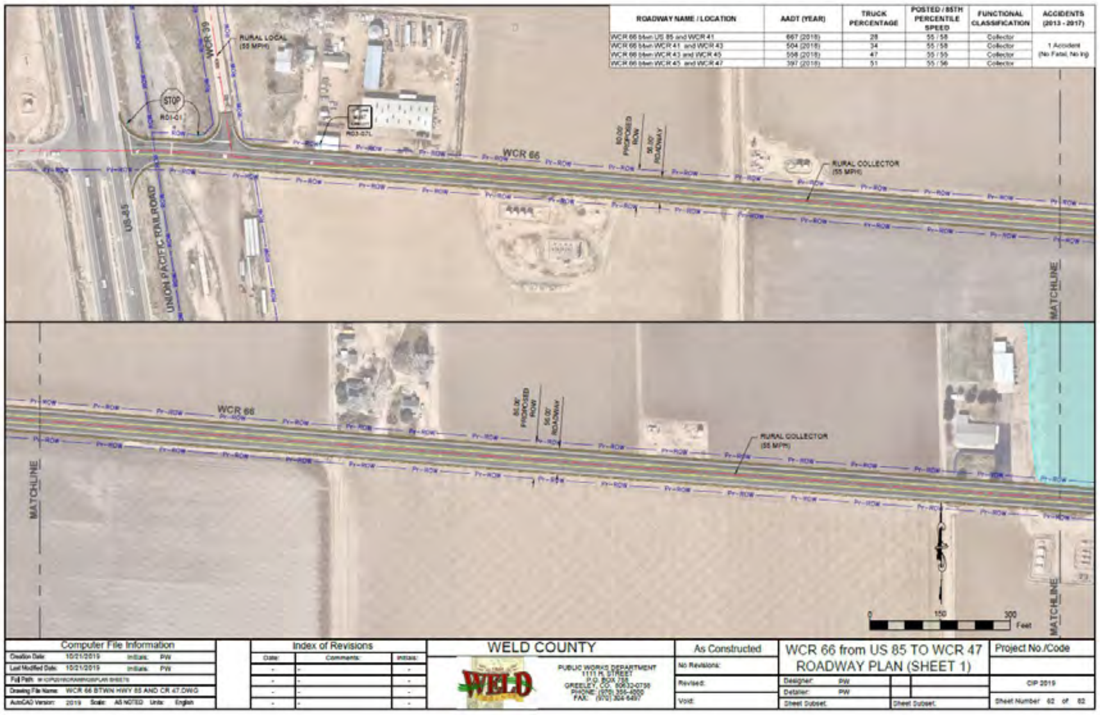
New Route (Re-routing):

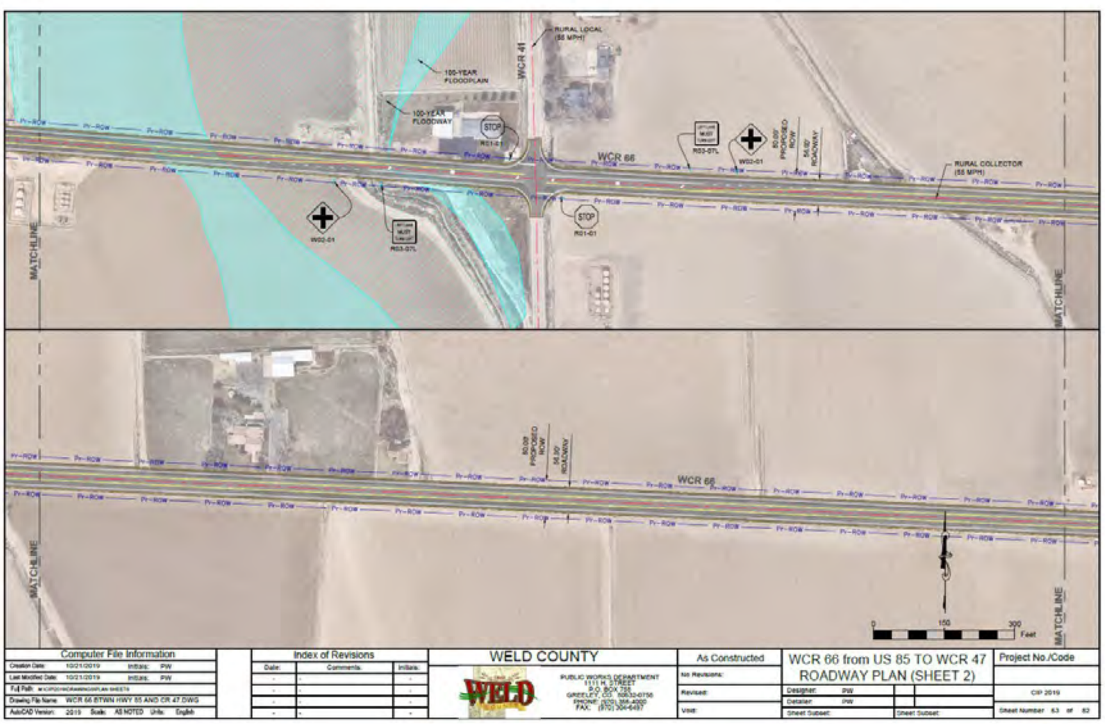
- Starts at CSU Transit Center
- Remains on W Plum St.
- Turns onto Constitution Ave
- Continues onto W. Elizabeth St. down to the Foothills Transit Center.

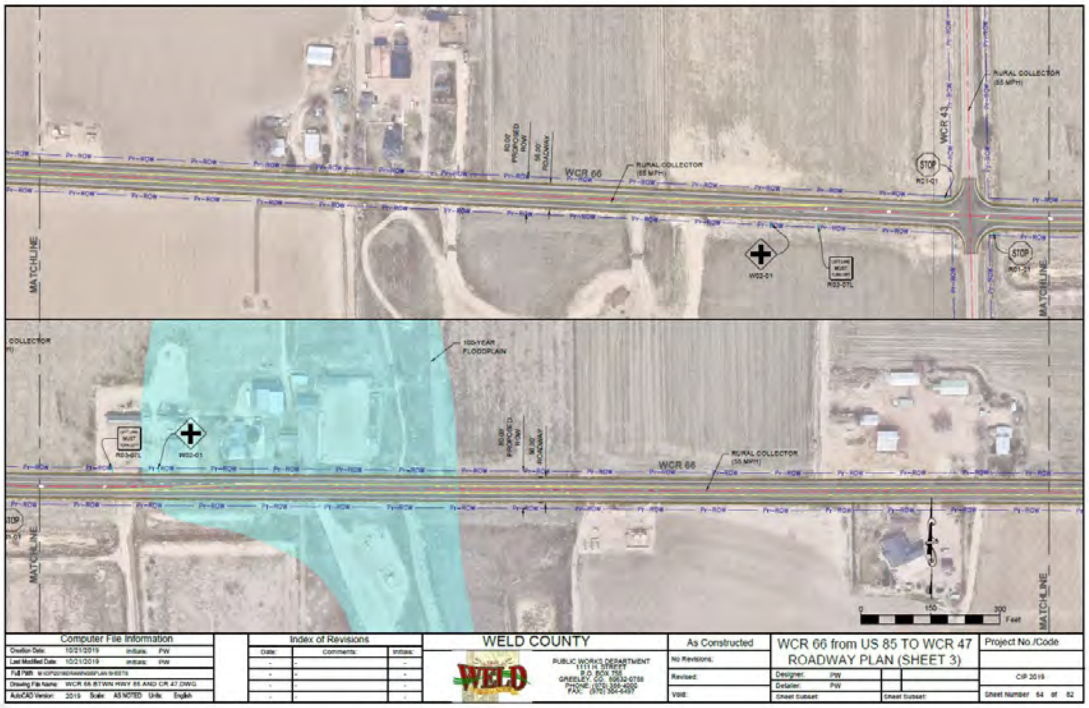


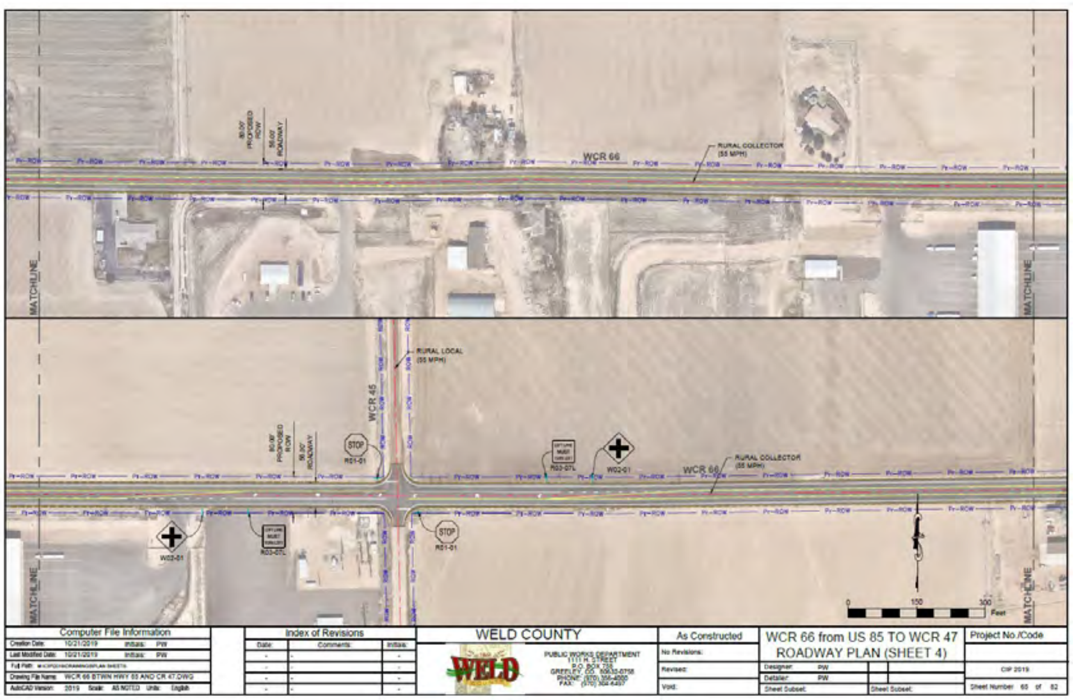
WCR 66 Project

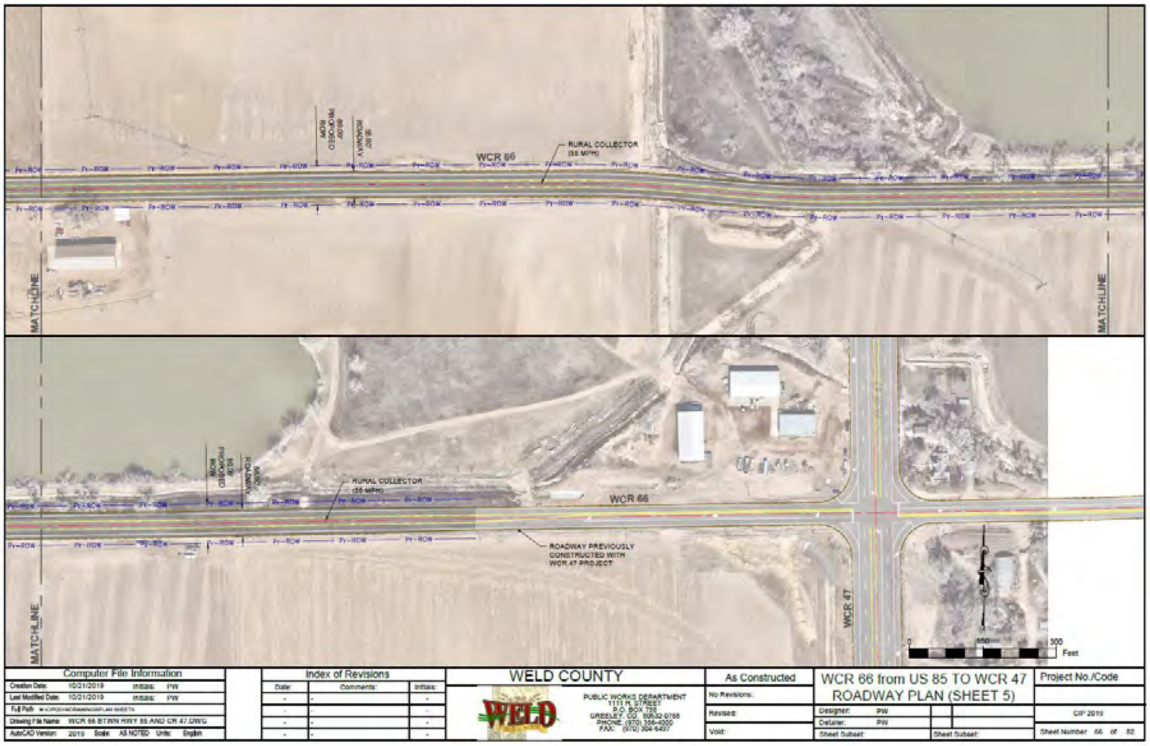
Expansion of WCR 66 from US 85 to WCR 47 (4 Miles) from 2 through lanes to 4 through lanes.






WCR 66
RURAL COLLECTOR (55 MPH)
WCR 43
STOP
MATCHLINE
100-YEAR FLOODPLAIN
Computer File Information
Index of Revisions
WELD COUNTY
As Constructed
WCR 66 from US 85 TO WCR 47
ROADWAY PLAN (SHEET 3)
Project No./Code
CIP 2019


WCR 66
RURAL COLLECTOR (55 MPH)
RURAL LOCAL (55 MPH)
WCR 45
STOP
MATCHLINE
Computer File Information
Index of Revisions
WELD COUNTY
As Constructed
WCR 66 from US 85 TO WCR 47
ROADWAY PLAN (SHEET 4)
Project No./Code



WCR 66
RURAL COLLECTOR (55 MPH)
MATCHLINE
MATCHLINE
ROADWAY PREVIOUSLY CONSTRUCTED WITH WCR 47 PROJECT
WCR 47
0
150
300
Feet
Computer File Information
Creation Date: 10/21/2019 Initials: PW
Last Modified Date: 10/21/2019 Initials: PW
Drawing File Name: WCR 66 BTWN HWY 85 AND CR 47.DWG
AutoCAD Version: 2019 Scale: AS NOTED Units: English
Index of Revisions
Date: Comments: Initials:
WELD COUNTY
PUBLIC WORKS DEPARTMENT
1111 H. STREET
P.O. BOX 758
GREELEY, CO 80632-0758
PHONE: (970) 356-4000
FAX: (970) 304-6497
As Constructed
No Revisions:
Revised:
Void:
WCR 66 from US 85 TO WCR 47
ROADWAY PLAN (SHEET 5)
Designer: PW
Detailer: PW
Sheet Subset:
Sheet Subset:
Project No./Code
CIP 2019
Sheet Number 66 of 82

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING THE FISCALLY CONSTRAINED 2050 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT

WHEREAS, 23 CFR §450.324 requires development through continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, pursuant to the legislation above, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) was designated by the Governor of the State of Colorado as the MPO responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Planning Council, in their responsibility as the Lead Planning Agency and a member of the 8-hour ozone nonattainment area, has made a positive air quality conformity determination on the 2050 RTP Amendment; and

WHEREAS, the transportation programming process shall address no less than a 20-year planning horizon as of the effective date. The effective date being established by the date of the conformity determination issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the North Front Range Metropolitan Planning Organization has completed the 2050 RTP Amendment achieving the required greenhouse gas reduction levels in CDOT's Greenhouse Gas Planning Standard, Policy Directive 1610, while maintain fiscal constraint; and

WHEREAS, the North Front Range Metropolitan Planning Organization Greenhouse Gas Transportation Report was found to be compliance by the Transportation Commission at their June 18, 2026 meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2050 Regional Transportation Plan (RTP) Amendment.

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

____
Kristin Stephens, Chair

ATTEST:

____
Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

MEMORANDUM
To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: July 2, 2026
Re: Action - FY2026–2029 Transportation Improvement Program (TIP) Narrative

Background

The NFRMPO drafted the Fiscal Years (FYs) 2026 - 2029 Transportation Improvement Program (TIP) to be in alignment with the 2050 Regional Transportation Plan (RTP) Amendment, air quality conformity determination and regional emissions analysis, and Colorado Greenhouse Gas (GHG) Transportation Report as well as to be in alignment with the CDOT FY2026-2029 Statewide TIP (STIP) as adopted May 15, 2025.

The FY2026 - 2029 TIP includes all federally funded and/or regionally significant surface transportation projects programmed to receive funding in FY2026-2029. All projects with funding in the FY2024-2027 TIP with funds in FY2026-2029 have been carried over into the FY2026-2029, as well as projects which have had funds rolled from FY2025 into FY2026 and qualifying projects submitted during the TIP Project Submission window (December 2 – December 20, 2024). Any amendments or modifications made to projects or funding following August 20 will be incorporated upon the effective date of the TIP.

The FY2026-2029 TIP carries forward the policies and procedures in the FY2024-2027 TIP with the following updates:

- One new project in TIP – WCR 66 Corridor;
- Updated TIP projects map;
- Updated tables and graphics;
- Various updates based on USDOT standards and requirements;
- TIP Amendment and Modification Instructions; and
- TIP/STIP Reconciliation Information.

The public comment period for the Draft FY2026-2029 TIP and the Conformity Determination opened on September 5, 2025 and closed on October 6, 2025.

The Transportation Commission approved FY2026-2029 TIP is available here: https://nfrmpo.org/wp-content/uploads/FY2026-2029-TIP-Narrative-Draft.pdf. Please note an updated version will be released following approval of our initial draft.

Recommendation

TAC recommended Planning Council approval of the FY2026-2029 TIP at their meeting on September 17, 2026.

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North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-16
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FY2026-2029 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, the transportation programming process shall address no less than a four-year programming horizon as of the effective date; and

WHEREAS, transportation projects programmed in the FY2026-2029 TIP are consistent with the adopted 2050 Regional Transportation Plan, adopted September 7, 2023; and

WHEREAS, the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) and the North Front Range is also within the Denver-North Front Range 8-hour Ozone Nonattainment Area, and the Planning Council was designated by the Governor of the State of Colorado as the lead Air Quality Planning Agency for CO in the North Front Range; and

WHEREAS, the Planning Council is responsible for determining conformity of all of its transportation plans and programs with the Clean Air Act, as amended in 1990, and the State Implementation Plan (SIP) for air quality; and

WHEREAS, the ozone conformity determination and the CO conformity determination demonstrate conformity of the FY 2026-2029 TIP as required by 40 CFR §93; and

WHEREAS, the Planning Council adopts the TIP and submits copies for inclusion into the Statewide Transportation Improvement Program (STIP) and approval by the Governor;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council finds the FY 2026-2029 TIP is in conformance with the requirements of 23 CFR §450.326.

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

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

June 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, July 2, 2026

Air Pollution Control Division (Division) Public Participation Opportunities:

- **Oil and gas emission control updates:** Join a public meeting to learn the Division's proposed updates to controlling pollution in the oil and gas industry. The proposals would include revisions to Air Quality Control Commission Regulation 7 and Regulation 19. The division will also share a brief update on controlling lead hazards. Register to join an upcoming meeting on Saturday, July 18, 11 a.m.-12 p.m.

4300 Cherry Creek Drive S., Denver, CO 80246-1530 P 303-692-2000 www.colorado.gov/cdphe
Jared Polis, Governor | Jill Hunsaker Ryan, MPH, Executive Director

Air Quality Control Commission (Commission) Updates:

June 24-26, 2026 Commission Annual Planning Retreat

- **Discussion of Programmatic Issues -** To discuss the Division's structure and program-by-program activities. To discuss the progress made in achieving goals, milestones, and other relevant air quality policy matters. To identify and discuss items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
- **Discussion of Legislative Session -** Commission staff will provide an overview of the 2026 legislative session and implications for the Commission.
- **Discussion of Election of Officers -** The Commission will elect Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year. The Commission Administrator will facilitate the nomination and election process.

July 7 & 11, 2026 QB Energy Operating, LLC, High Mesa Water Treatment Facility, Garfield County – Title V Operating Permit Number 08OPGA308

- The Colorado Air Quality Control Commission will hold a public comment hearing to elicit and record comments regarding the proposed Title V operating permit renewal and associated permit modifications for the QB Energy Operating, LLC, High Mesa Water Treatment Facility in Garfield County, Permit Number 08OPGA308.

July 15-17, 2026 Commission Meeting

- **Common Provisions Request for Written Comment Rulemaking Hearing -** The Division will request that the Commission set a hearing to consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- **Regulation Number 6, Part A Request for Written Comment Rulemaking Hearing - Stationary Source Performance Standards -** The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- **Regulation Number 8, Parts A & E Request for Written Comment Rulemaking Hearing - Hazardous Air Pollutants Performance Standards -** The Division will request that the Commission set a hearing to consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.
- **Procedural Rules, Regulation Number 10 Request for Written Comment Rulemaking Hearing - Transportation Conformity -** The Division will request that the Commission set a hearing to consider revisions to update conformity requirements in the Procedural Rules and Regulation Number 10, and to consider revisions to the Procedural Rules, Procedures for Adjudications, Special Procedures to better align with statutory requirements.

- **Particulate Matter (PM10) Maintenance Plan Revisions Rulemaking Hearing -** The Commission will consider revisions to Regulation Number 1, Regulation Number 4, Regulation Number 16, State Implementation Plan, Specific Regulations for Nonattainment-Attainment/Maintenance Areas (Local Elements), and Air Quality Standards, Designations and Emission Budgets that impact PM10 maintenance plans (Canon City, Pagosa Springs, Telluride, Denver Metro, Aspen, Steamboat Springs, Lamar). The proposal will evaluate potential revisions to remove federal enforceability of PM10 emission control requirements, if no longer necessary, and make them state-only requirements.
- **Regulation Number 29 Request for Rulemaking Hearing - Lawn and Garden Equipment Emissions Reductions -** The Division will request the Commission to set a hearing to consider revisions to Regulation Number 29 to address commercial use restrictions.
- **Regulation Number 27 Rulemaking Hearing - Manufacturing Sector Greenhouse Gas Emissions Standards -** The Commission will consider revisions to improve the Regulation Number 27 programs for the Division and regulated entities, and to increase transparency for the public.

Memorandum

To: **Colorado Transportation Commission Board and State Transportation Advisory Committee**
From: **Jamie Grim and Katie Burkard, CDOT**
Date: **June 18, 2026**
Subject: **Overview of H.R. 8870: The BUILD America 250 Act**

Background:

The current federal law authorizing most surface transportation funding and related programs is the Infrastructure Investment and Jobs Act (IIJA), which Congress passed in 2021 under President Biden. The IIJA provides the statutory framework for transportation funding, providing $673.8 billion to transportation programs over five years. This policy remains in effect through September 30, 2026.

Every few, typically five, years, Congress must pass a new surface transportation authorization bill to update and continue federal transportation programs and funding. Congress doesn't have a great track record for passing reauthorizations before expiration so they frequently pass short-term extensions of the current law (aka continuing resolutions) to avoid a funding lapse. It's likely that Congress will need to extend the IIJA past September 30, 2026.

BUILD America 250 Act:

On May 17, 2026, the House Transportation and Infrastructure Committee released their bipartisan surface transportation reauthorization bill to address the nation's transportation infrastructure, championed by Chair Sam Graves (R-MO), and ranking member Rick Larsen (D-WA). The bill proceeded through a marathon markup on May 22, 2026 and passed the committee 62-2.

The $580-billion "Building Unrivaled Infrastructure and Long-Term Development (BUILD) for America's 250th Act" is a decrease from the $1.2 trillion IIJA.

The bill reflects key priorities of the DOT, including; emphasis on project delivery; major increases in funding for bridges, freight, and rural transportation; flexibility for states in program administration and establishing a process for MPOs to qualify as direct recipients of Metropolitan Planning Program funding; and removing or restructuring climate focused programs.

Key Changes:
Specific programs that would be repealed include the Neighborhood Access and Equity Grant Program, the Reduction of Truck Emissions at Port Facilities program, the Healthy Streets program, and the elimination of formula funding under the PROTECT program, which provides funding for transportation infrastructure affected by natural disasters.

The most contentious part of the bill is the inclusion of fees on electric vehicles to help replenish the Highway Trust Fund. The legislation calls for an annual fee of $130 on EVs and a $35 fee on plug-in hybrids, with fees rising to a cap of $150 and $50 respectively over a ten year period. Senate Democrats have vowed to oppose this part of the legislation. The legislation includes $1B in funding for alternative-fuel vehicle charging infrastructure.

The Bill would reduce overall transit and rail funding significantly. The bill authorizes rail programs but provides no dedicated, guaranteed rail funding, meaning future appropriations bills must decide whether those dollars materialize. It creates new maximum federal payment amounts per bus that step down from 80 percent in 2029 to 75 percent in 2030 and 70 percent in 2031 and beyond; limiting how much federal money can be applied to each vehicle. It broadens the existing prohibition on buying certain foreign-made buses by barring federal funds for both “covered” vehicles and the infrastructure to fuel or charge them, and by directing USTR to maintain a public list of covered entities.

The Bill repeals: The Active Transportation Infrastructure Investment Program, The Carbon Reduction Program, Neighborhood Access and Equity Grant Program, and Healthy Streets Program.

Notable Funding Opportunities:
The bill promises more funding to the Transportation Alternatives Program (TAP), growing the total to about $1.66 billion a year by the end of the five-year bill. However, a new provision would make it easier for states to “flex” money out of TAP to other programs, including those that fund highways. The formula Recreational Trails Program was also included in the bill at $84 million a year.

The Bill continues many of the discretionary grant programs, including Safe Streets and Roads for All, though the funding was cut from $982 million in 2025 to an average of $750 million per year over the course of the new bill and The BUILD Grant (formerly RAISE/TIGER) will continue, allowing communities to compete for $1.5 billion a year for locally impactful transportation projects.

A new discretionary grant, the Surface Transportation Accelerator Grant: a counterpart to BUILD, the new effort will let states compete for $2.4 billion a year to build multimodal infrastructure, with the caveat that a quarter of the funding is set aside for rural areas, a quarter for urban areas, and half for projects of “local and regional” significance.

Both formula and discretionary bridge programs, meanwhile, won more than $50 billion funding collectively, but it was also unclear whether adding bike and pedestrian infrastructure to these mega-projects would be an eligible use of the funds.

Two Possible Outcomes:

Per attachment A, the proposed legislation is still in the early stages of the congressional process. By September 30th, Congress should either pass a new, multi-year reauthorization to replace the IIJA authority. If Congress fails to complete a new bill by the September 30th deadline, they can instead pass short- or long-term extensions that carry forward current IIJA programs and funding levels.

CDOT staff are collecting materials related to the surface transportation reauthorization process in this Google Drive. Please feel free to use it as a resource and let us know if there are any other materials you would find helpful.

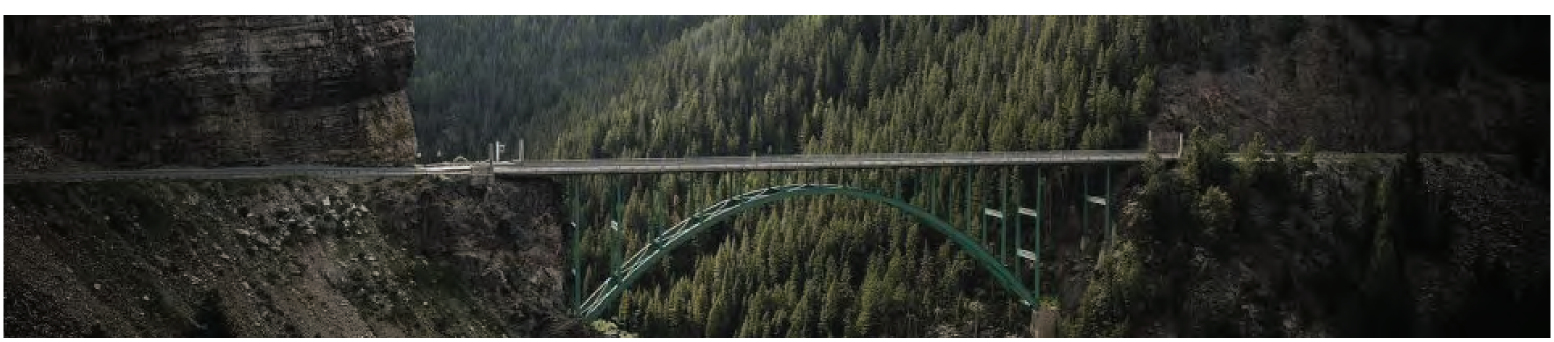
If you have any questions or comments, feel free to reach out to Jamie at jamie.grim@state.co.us.

Surface Transportation Reauthorization

June 18, 2026

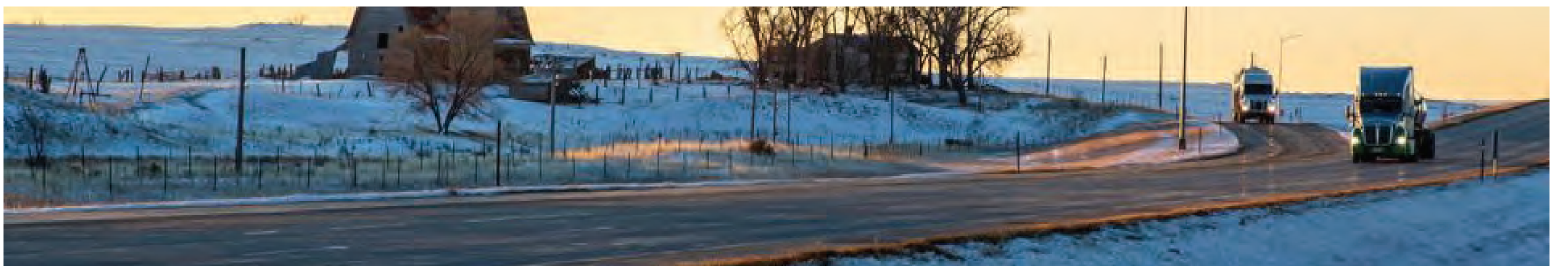
Background Information - IIJA and what 2026 Means for Surface Transportation

- The current federal funding bill: Infrastructure Investment and Jobs Act (IIJA)
- This policy remains in effect through September 30, 2026.
- History suggests that Congress will probably extend IIJA using short-term extensions of the current law (aka a continuing resolution) to avoid a funding lapse



Reauthorization and Where it Stands: BUILD America 250 Act

- The Building Unrivaled Infrastructure and Long-Term Development (BUILD) for America's 250th Act provides roughly **$580 Billion over 5 years.**
  - $474 billion is guaranteed through contact authority from the HTF the rest from General Fund transfers
  - A key difference from IIJA is the lack of advance appropriations



BUILD 250 Breakdown over 5 years

Guaranteed Funding through the Highway Trust Fund (HTF):

- $376 billion for highways from the HTF through FHWA
- $88B to FTA for transit
- $11B to NHTSA and FMCSA for safety programs

Requiring Annual Appropriations:

- $65B to FRA for rail through a General Fund transfer
  - This includes $31B for Amtrak
- $26B for competitive discretionary grants including Bridge, INFRA, and MEGA
- $15B for Capital Investment Grants

BUILD America Act: High Profile Changes

BUILD America 250 Act

Key Items for Awareness

EV Registration Fees to go toward the HTF

- Establishes annual fees on electric vehicles
  - $130 on EVs and a $35 fee on plug-in hybrids,
  - With fees eventually rising to $150 and $50 in 2033
  - This is significantly higher than the average $81 owners of gas combustion vehicles pay through federal fuel taxes

Climate Programs Eliminated

- The Neighborhood Access and Equity Grant Program
- The Reduction of Truck Emissions at Port Facilities program
- The Healthy Streets program
- The elimination of formula funding under the PROTECT program
- Carbon Reduction Program
- Low or No-Emission Bus Program

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BUILD 250 Overview

Title I: Federal Highways

- Bridge Investment. The bill creates a new bridge formula program that provides $9.2B/ year or $46B over 5 years. Every state receives a minimum of $75M.
  - 25% set aside for locals
- $2B/year discretionary program called "Bridge Completion Program"
- Eliminates the PROTECT formula program and the Carbon Reduction formula program
- Expands STBG and CMAQ project eligibilities, including a set aside for EV charging (to replace NEVI. Kind of)
- Major changes to project delivery and environmental process reform
  - Expands Cat-X from $6M to $12M

BUILD 250 Overview

Title I: Federal Highways Continued

- Continues the Wildlife Crossings Pilot Program at $80M/year
- Creates a Truck Parking Pilot program at $150M/year
- Continues the Safe Streets and Roads for All Program at $3.75B but reduces the planning set aside from 40% to 5% to encourage implementation
- Creates a new discretionary grant program called "Surface Transportation Accelerator Grant Program" or STAG. Replaces BUILD/RAISE?
  - $2B/year with 50% set aside for local and regional organizations
- Increased MPO and Local Government Roles
  - Creates a pathway for MPOs to become direct recipients for planning funds
  - Expands eligible uses for Metropolitan Planning Program funds
- Expands HSIP eligibilities

BUILD 250 Overview

Title III: Transit

- Existing formula programs remain but with a reduction in funding from IIJA
- Emphasis on Transit Safety and Security
- Low or No Emission Bus Grant is eliminated as a standalone discretionary program
- Creates a new State Block Grant pilot program
- CIG is no longer funded via advanced appropriations but increases the total cost maximum of "Small Starts" projects to just below $1B
- Caps the federal share for bus purchases over time and tightens restrictions on foreign-made buses and related charging or fueling infrastructure

BUILD 250 Overview

Title V: Motor Carriers

- Establishes an Autonomous CMV Framework

Title X: Passenger Rail (FRA) and Hazardous Materials

- Substantial decrease in funding from IIJA levels plus no advance appropriations
- Combines the Federal-State Partnership, Restoration & Enhancement, and Interstate Rail Compacts into one program called the National Intercity Passenger Railroad Partnership Program
- Expands eligible applicants for CRISI as well as environmental review reforms
- Creates a new grant program called Rail Technology and Asset Pilot Program
- The Railway Safety Act of 2026 was added during committee markup

The Process Going Forward: Where Surface Reauthorization Could Advance at the Federal Level

Introduction:

- Introduced in the House
- Referred to the House Committee on Transportation and Infrastructure

House Committee Action:

- Subcommittee referral with in T&I — primary jurisdiction with the Subcommittee on Highways and Transit (highways, bridges, transit, safety); Subcommittee on Railroads, Pipelines, and Hazardous Materials (rail provisions); potentially Subcommittee on Aviation if any tangential provisions apply
- Subcommittee hearings, markup, and report to full committee
- Full Committee on Transportation and Infrastructure markup, amendments, and vote to report
- Possible sequential referral to other committees with jurisdictional touchpoints (e.g., Ways and Means for Highway Trust Fund revenue interactions; Energy and Commerce for certain rail safety or hazmat provisions; Natural Resources for federal lands transportation)
- Committee report filed

House Floor Action

- House Committee on Rules issues a rule governing debate, amendments, and waivers
- Rules Committee hearing and adoption of the rule
- House floor consideration of the rule, then the underlying bill
- General debate, amendment process, and motion to recommit
- House passage by majority vote
- Engrossment and message to the Senate

Senate Committee Action:

- Bill received in Senate and referred, primary jurisdiction with the Committee on Environment and Public Works (highways, bridges, highway safety); Committee on Commerce, Science, and Transportation (rail, motor carrier safety, NHTSA); Committee on Banking, Housing, and Urban Affairs (transit programs)
- Possible additional referrals to Senate Finance (Highway Trust Fund revenue) and Senate Appropriations (for any directed spending interactions)
- Subcommittee and full committee hearings and markups in each committee of jurisdiction
- Committees report the bill (often as a substitute amendment)

Senate Floor Action:

- Senate Majority Leader schedules floor consideration
- Motion to proceed (potentially subject to cloture, requiring 60 votes)
- Floor debate and amendment process
- Cloture on the bill itself if needed (60 votes to end debate)
- Senate passage by majority vote (often by substitute amendment with different text than House)

Resolving House-Senate Differences:

- If chambers pass different versions: either ping-pong (amendments between houses) or a formal conference committee
- Conference committee appointed with House conferees from T&I (and any sequentially referred committees) and Senate conferees from EPW, Commerce, and Banking
- Conference report negotiated and filed
- House adopts the conference report (majority vote)
- Senate adopts the conference report (potentially subject to cloture, 60 votes)

Enrollment and Presentment:

- Enrolled bill signed by the Speaker of the House and the President pro tempore of the Senate
- Presentment to the President

Presidential Action:

- President signs the bill into law, OR
- President vetoes — requiring a two-thirds override vote in both the House and Senate, OR
- President takes no action: becomes law after 10 days (Sundays excepted) if Congress is in session; pocket veto if Congress has adjourned

Funding American Transportation: Reauthorization VS Appropriations

Appropriations Bill

An Annual spending bill

Appropriations legally funds federal agencies for one fiscal year and sets the spending limits for that period.

Surface Transportation Reauthorization Bill

A multi-year policy framework

The Reauthorization Bill would set the transportation program structure and authorized funding levels for five years, through FY 2031.

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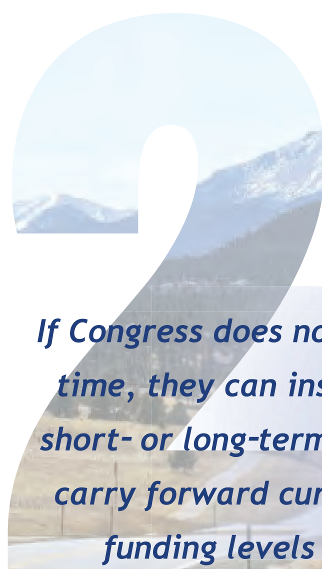
Overview: September 30th - Two Key Possibilities

Congress could pass a new multi-year surface transportation reauthorization (e.g., the BUILD America package) that replaces the expiring IIJA authority on or before the deadline.



If Congress does not complete a new bill in time, they can instead pass one or more short- or long-term extensions that simply carry forward current IIJA programs and funding levels past September 30.

Colorado Transportation Investment Office

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

Held: Wednesday, May 20, 2026, 10:00 a.m.

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting is available here for six months after the meeting. After that time, they will be archived.

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

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

Roll Call Regular Meeting

All board members were present. The meeting began at 10:06 a.m.

Public Comment

The CTIO Board did not receive any public comment.

Comments from Directors

Director Sacripanti highlighted a request from the Pikes Peak Area Council of Governments (PPACG) for a traffic and revenue analysis of the I-25 South area, as well as the discussions that had taken place with a traffic and revenue consultant for the work. She noted that their preference was for the more expensive, detailed analysis. Director Darlington also walked the board through the process for PPACG to have any projects identified added to the ten-year plan.

[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,addedten-year

Discussion

- CTIO Board members and staff discussed the different elements of the study request. The Board directed staff to meet with PPACG again to gather more information and said they would be open to a future budget amendment to fund an initial feasibility study.

Chair Gutierrez also highlighted his observation that there was often speeding in the Express Lanes and flagged that this may be something CTIO could help address in the future.

Director's Report

CTIO Director, Piper Darlington, provided the Director's Report, which included information on the following:

- Staffing update: a new Budget Analyst (Samuel Foster) and a Traffic Operations Center Supervisor started this week. In addition, a Maintenance Technician will be hired soon and the job posting closes on Monday, the 25th. CTIO continues to grow its staff to meet the expanding needs of the Express Lanes Network.
- Joint Service: details of the most recent meeting of the Joint Service Executive Oversight Committee.

Discussion

- CTIO Board members and staff discussed engagement and outreach from gubernatorial candidates.

Legislative Update

Emily Haddaway, CDOT Legislative Liaison, provided the board with the last legislative update for the 2026 session, focusing on the Transportation Statutory Clean-up Bill, which clarifies the definition of toll evasion and gives CTIO the authority to insure third parties if a passenger rail project is determined to be in the public interest Ms. Haddaway also provided details of the Transportation Funding Adjustments bill aimed at making changes in the event of the passage of Ballot Measure 175. Lastly, she noted that the Statutory Revision Committee is considering introducing a bill in the next legislative session to change HPTE’s legal name to CTIO for consistency.

Consent Agenda

ACTION: Upon a motion by Director Canonico, seconded by Director Cook, a vote was held, and Resolution #495, April 15th and 28th Minutes, was unanimously approved.

Toll Rate Adjustment Introductions

Nathaniel Benton, CTIO Toll Systems Specialist, presented to the board on the annual toll rate adjustments for all Express Lanes. The presentation included information on the following:

- Express Lanes 101.
- Tolling Policy.
- Fiscal Year 27 Toll Rate Adjustments.

- Next Steps.

Discussion

- CTIO board members and staff discussed:
    - Why changes to the surcharge for four-axle vehicles were not necessary.
    - The Consumer Price Index (CPI) and operations and maintenance cost calculations.
    - Perception in some parts of the public between toll rates and excess revenue.
    - Price of gas and people's willingness to also pay a toll.
    - Some board members expressed support for a smaller increase than the one proposed based on staff analysis.
    - CTIO staff confirmed they would take the board's feedback and return with more information at the next meeting.

Mountain Express Lanes (MEXL) Performance and Courtesy Patrol Sponsorship Update

Alex Frank, Express Lanes Operations Manager, presented information on the MEXL lanes' performance and Courtesy Patrol. The presentation focused on the following:

- MEXL background and operating parameters.
- 2025-26 Regular Days/Hours.
- Winter traffic trends.
- Safety Patrol Sponsorship details and outcomes.
- MEXL communications.
- Text alert service.
- Coming soon.

Discussion

- CTIO board members expressed their support for the partnership with CDOT on the courtesy patrol and said they would like to see it continue.
- Board members and staff also discussed how the service is messaged to the public and the benefits of the coverage to CTIO and CDOT.

West Metro Station Study Update

Joan Lyons, CDOT Rail and Transit Planner, represented details of the West Metro Station Study, which included information on the following:

- Overview of the study.
- Route and potential phased implementation.
- Service development plan and ridership overview.
- West Metro planning effort.
- Community engagement.
- Feasibility analysis.
- Upcoming engagement opportunities.

Discussion

- CTIO Board members thanked the presenter for the detailed information and noted that they look forward to hearing more about the study and future plans at future meetings.

10 Year Plan Open Discussion

Discussion

- CTIO Board members provided feedback on recent discussions related to projects and funding. They noted the following:
    - Bustang's long-term funding solution and CTIO's role in it.
        - Board members expressed the need for continued engagement with CDOT on this topic. Particularly, how Bustang could be transferred to CTIO, what funding CTIO has available that could potentially be used to support Bustang, and what that would look like from a legal and practical standpoint.
        - Board members flagged the importance of stakeholder engagement in the process.
    - 10 Year Plan projects, Bustang, and rail projects are all separate items.
        - Board members noted the importance of advancing the I-25 funding proposal linked to the 10-year plan, and some also highlighted the I-270 project and stakeholder engagement as important.
        - Analysis of all funding streams to CTIO (tolls, Safety and Toll Enforcement Program, Senate Bill 184) was requested by the board to better understand what is available to support projects identified.
    - Board members highlighted the importance of flagging to stakeholders how CTIO revenue is restricted and what it can be used for as a critical piece for people to understand.

Adjournment

The CTIO Board adjourned at 12:10 p.m.

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

June 18, 2026
3:00 p.m.
Microsoft Teams

Members	**Staff**
Liz Heid	Elizabeth Relford
Bill Jenkins	Tonja Burshek
	Tanya Trujillo-Martinez
	Becky Karasko
	Barbara Bills

The meeting was called to order by Heid at 2:59 p.m.

Approval of Minutes:

As the committee did not have a quorum, the May meeting minutes could not be approved and were deferred to next month.

Organizational Updates:

Relford provided updates on possibly contracting additional hours with Employers Council to expedite job description development and compensation plan review. Heid and Jenkins supported the approach and discussed budget sufficiency and timeline goals

Transportation Updates:

Karasko presented the results of the April 29th certification review with the FHWA and FTA. She described the review process, including a desk review of website materials and a meeting covering organizational structure, RTP, TIP, PIP, and UPWP. The MPO received a commendation for their Standard Operating Procedures, marking the second consecutive review with such recognition. The MPO also received 5 recommendations: revision of the TIP amendment process flowchart, integration of web application and traditional publishing, definition of the inflation rate and year of expenditure calculations in the TIP and RTP, clarifying functional classification systems, and update the UPWP funding tables.

Mobility Update:

The RideNoCo program was awarded a $141,000 grant from SIPA for technology enhancements, Trujillo-Martinez announced.

Financial Updates:

Burshek updated the Committee on the upcoming budget and audit resolutions for the July Council meeting. She provided a color-coded spreadsheet showing 2025 actuals, 2026 numbers, and 2027 estimates factoring in anticipated revenue and funding changes.

Acumatica is up and running, but reconciliation between Great Plains and Acumatica has been a tedious process. However, STA, our Auditors, recommend only reconciling to April 30^{th}.

Burshek expects to provide unaudited 1^{st} quarter financials at the July Finance Committee meeting.

The meeting was adjourned at 3:18 p.m.

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 17, 2026

Approval of the May 20, 2026 TAC Meeting Minutes – Hornkohl moved to approve the May 20, 2026 TAC Meeting Minutes. Porter seconded the motion, which was approved unanimously.

PRESENTATION

MMOF 2026 Update – Medora Bornhoft, CDOT, provided an update on recent legislative changes affecting the MMOF program. She explained that the changes have resulted in adjustments to funding allocations, administrative costs, and revenue projections. CDOT does not anticipate reducing or delaying currently awarded MMOF projects and is using a backfill strategy that relies on FY2030-2031 funds and cash management practices to support projects that are ready to advance. Bornhoft noted projects requiring additional time may experience delayed access to funding and outlined next steps for MPOs, local agency project sponsors, and CDOT staff.

ACTION ITEMS

2026 Public Involvement Plan (PIP) – Stockburger reported the draft PIP was presented to Planning Council at their June meeting. He stated the public comment period opened on April 15, 2026 and will close on June 21, 2026. Stockburger shared the PIP will go to Planning Council in July for adoption.

Tracy moved to recommend Planning Council approve the 2026 Public Involvement Plan. Hornkohl seconded the motion, which was approved unanimously.

NFRMPO GHG Transportation Report: 2050 Amendment & FY2026-2029 TIP – Rouser explained the NFRMPO did not meet the required 2030 greenhouse gas (GHG) reduction targets through modeling alone. To achieve compliance, additional programmatic investments were calculated off-model using guidance from Policy Directive 1610 and incorporated into the analysis. Rouser summarized the programmatic investments included in the report and noted the Transportation Commission is expected to consider the GHG Transportation Report for approval on June 18, 2026, with Planning Council adoption anticipated in July alongside the 2050 RTP Amendment and FY2026-2029 TIP.

Feldmann moved to recommend Planning Council approve the NFRMPO GHG Transportation Report. Wakefield seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

GET CNG Replacement and Expansion Bus Purchases Project Scope Change – Feldmann presented an update on the financial status of regional transit services, including the Poudre Express and US 34 Transit Pilot. She reviewed ridership trends for the Poudre Express, funding sources, and recent funding challenges, including reductions in State FASTER funding and the need for additional local contributions to support regional transit operations. She emphasized challenges related to long-term sustainability of regional transit service and the need for a regional funding strategy for the US 34 Transit service beyond the pilot period. Feldmann requested TAC consider reallocating $996,655 in unspent CMAQ funds from the GET CNG Replacement and Expansion Bus Purchases project to support an additional year of US 34 Transit Pilot operations while regional partners continue evaluating long-term funding options. TAC members agreed Planning Council input is needed regarding the proposed project scope change and additional discussions or workshops should be held to explore a long-term funding strategy and plans for regional transit service.

Connected Communities 2055: Data Request – Rouser reminded TAC members responses to the Connected Communities 2055 Data Request are due June 30, 2026. The request includes project information, operations and maintenance costs, Regional Travel Demand Model (RTDM) observed traffic counts and vehicle classifications, and transit survey and route-level boarding data. He encouraged communities to contact NFRMPO staff with any questions as they complete the requested information.

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council
From: Becky Karasko
Date: July 2, 2026
Re: NFRMPO 2026 Certification Review

Background

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly conduct an Metropolitan Planning Organization (MPO) Review for MPOs which are designated as Transportation Management Areas (TMA), with an urbanized population over 200,000. This joint review ensures MPOs are complying with federal statues and regulations.

The NFRMPO's 2026 Certification Review was held on April 29, 2026, with participation from FHWA, FTA, NFRMPO, Transfort (Fort Collins), COLT (Loveland), GET (Greeley), and CDOT Headquarters and Region 4 staff.

Following the Review, FHWA and FTA released the 2026 Federal Planning Certification Review Report finding and certifying the NFRMPO is compliant with23 United States Code (USC) 134, 49 USC 5303-5306, 23 CFR 450.300, and other associated Federal requirements. The Certification is effective June 14, 2026 through June 14, 2030.

In the Report, the NFRMPO received one Commendation and five Recommendations.

Commendation:
- Standard Operating Procedure Documentation

Recommendations:
- TIP Amendment Process Integrity
- Integration of Web Applications and Traditional Publishing
- Inflation Rate and Year of Expenditure Calculation in the TIP and RTP
- Functional Classification System
- Unified Planning Work Program Funding Tables

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2026 Federal Planning Certification Review

Fort Collins Transportation Management Area

Prepared by:

Federal Highway Administration, Colorado Division

Federal Transit Administration, Region VIII

Report Issued June 10, 2026

<u>**Table of Contents**</u>

Foreword

Pursuant to 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303(k)(5), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning processes carried out in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the review consists of three primary activities: a desk review of planning products and websites, a site visit, and publishing a report that summarizes the findings. The review's focus is on compliance with Federal regulations, challenges, and successes of the cooperative partnership between the Metropolitan Planning Organization (MPO), State Department of Transportation (DOT), and public transit operators in the conduct of the metropolitan planning process.

The certification review is one of several methods used to assess the quality of the metropolitan planning process, compliance with applicable statutes and regulations, and provide technical assistance. Routinely occurring activities provide opportunities for consistent monitoring, including Unified Planning Work Program approval, the long-range transportation plan development, committee and coordination meetings, Transportation Improvement Program adoption, and air quality conformity determinations (if applicable).

This review is individually tailored to the North Front Range Metropolitan Planning Organization (NFRMPO) and the regional partners on significant topics across the metropolitan planning area's practices. Federal reviewers prepare a certification report to document the findings. The report and certification determination are the joint responsibility of the FHWA Colorado and FTA Region VIII field offices.

Executive Summary

The Federal Highway Administration (FHWA) Colorado Division and the Federal Transit Administration (FTA) Region VIII conducted a certification review of the transportation planning process for the Fort Collins urbanized area administered by the North Front Range Metropolitan Planning Organization (NFRMPO) and its planning partners. FHWA and FTA are required to jointly review and evaluate the transportation planning process for urbanized areas over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements. The last certification review for the Fort Collins urbanized area was conducted in 2022.

The 2026 Certification Review

The NFRMPO Certification Review conducted in 2026 utilized a risk based approach.

The Federal Review Team scrutinized the NFRMPO metropolitan planning process against the United States Code (USC) and Code of Federal Regulations (CFR), tuning the focus to topics that warranted further investigation to determine compliance. If a topic or regulation was not brought up, either at the site visit or through emails, the NFRMPO and regional partners are compliant. After the desk review was completed in the Spring of 2026, which included assessing existing planning documents, policies, and agreements, the Federal Review Team drafted an annotated list of items that served as the agenda for the Site Review.

The Federal Review Team facilitated a one-day Site Review meeting on April 29, 2026 at the NFRMPO office. Public outreach was completed through a comment box on the NFRMPO website that allowed anyone to enter comments about the metropolitan transportation planning process. The outcome of the public engagement and comments gathered is described later in this report.

As a result of the 2026 Certification Review, the Federal Review Team determines the metropolitan transportation planning process for the Fort Collins urbanized area as compliant with the Federal statutes and regulations. The Certification Determination letter is the official action by the FHWA and FTA and is included as an appendix. This report details the commendations and recommendations.

Transportation Management Area (TMA) Overview

MPO Official Name

The official name of the Fort Collins and Greeley urban area metropolitan planning organization (MPO) is the North Front Range Transportation and Air Quality Planning Council. They are commonly referred to as the North Front Range Metropolitan Planning Organization (NFRMPO).

Member Jurisdictions

NFRMPO collaborates with its member agencies listed below.

MPO Member Agencies	
Counties	
Larimer County	Weld County
Municipalities	
Berthoud	Eaton
Evans	Fort Collins
Garden City	Greeley
Johnstown	LaSalle
Loveland	Milliken
Severance	Timnath
Windsor	
Transit Agency representation	
State Agencies	
Colorado Transportation Commission	
Air Pollution Control Division	

The FHWA and the FTA are non-voting members and provide program oversight and technical assistance.

Year Founded

The NFRMPO began its mission to promote a regional perspective on the most pressing issues in 1988.

Annual Budget

The NFRMPO annually receives approximately $2.1M for metropolitan planning, including local match, any other planning funding, and FHWA and FTA planning dollars through the consolidated planning grant from the CDOT. For capital projects, the NFRMPO has programmed the following amounts in the current FY24-27 TIP: $84,002,153 (NFRMPO awarded projects)/$411,882,041 (all capital projects in the TIP).

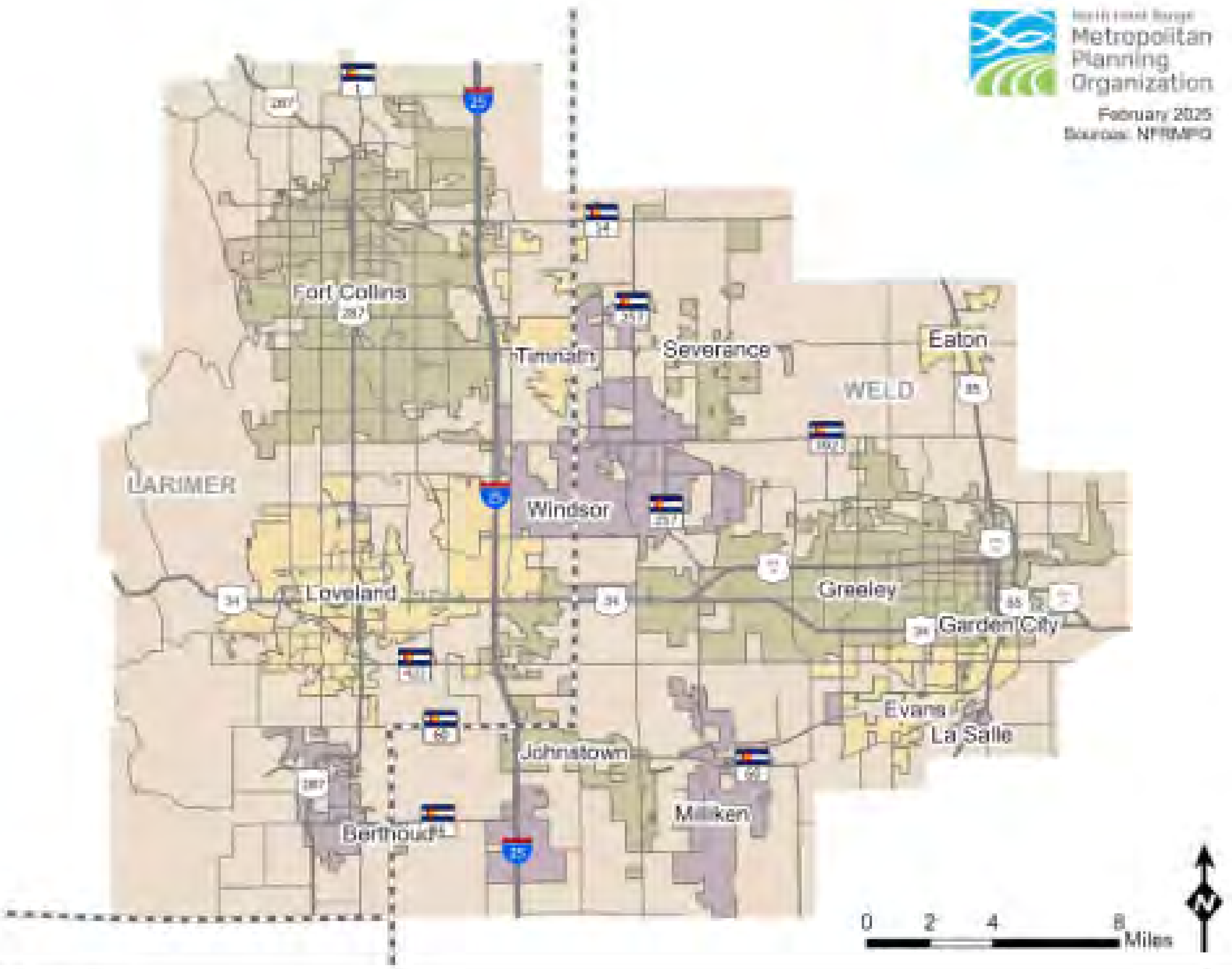
Population Served

The region has four cities and nine towns, with the entire region containing 574,234 people in 2025, with the population projected to increase to 764,981 by 2055. Employment is forecasted to increase from 321,961 in 2025 to 379,190 by 2055.

Major Transit Operators

Transfort, Greeley Evans Transit (GET), and the City of Loveland Transit (COLT) are the FTA Section 5307 designated recipients and provide a full array of fixed route and paratransit services throughout the Fort Collins/Greeley urbanized area. Transfort and the COLT receive direct FTA Section 5310 funds, while GET receives FTA Section 5310 funds through CDOT. CDOT provides supplemental 5310 and 5311 transit funding to small service providers that also operate in the region, serving senior, disabled, and intercity passengers.

NFRMPO Metropolitan Planning Area



Legend

Boundaries

County Boundary

NFRMPO Planning Area

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Certification Review Findings

Important in the TMA Certification Review process is the documentation of findings. This report highlights both the exemplary and praiseworthy practices and the recommended areas for improvement for the metropolitan planning process. These are presented in this report as Commendations and Recommendations.

A classification system has been established that categorizes specific topics by importance and impact on the planning process.

Commendations - This category identifies examples of activities and products that exceed meeting the regulations and guidance set by the federal agencies.

Recommendations - This category identifies activities that, while meeting the statutory and regulatory requirements, are either dated or need improvement to fully implement the metropolitan transportation planning process. Recommendations highlight misinterpretations of regulation or guidance and identify inadequate procedures or actions taken to accomplish the federal planning requirements.

Commendations

Commendations are activities that the regional planning partners engage in that are innovative, highly effective, and well-thought-out procedures for implementing the planning requirements. Credit is given to significant improvements or resolutions from past findings that are above and beyond compliance with federal requirements. These features contribute to the general advancement of transportation planning as they can be shared with other agencies around the country.

1. *Standard Operating Procedure Documentation*

The FHWA and FTA commend the NFRMPO in developing task-based standard operating procedures (SOP). The SOP documents provide new and current employees a quick and efficient way to learn about specific requirements of a program and how to administer it. By curating these SOPs in-house, NFRMPO archives all the knowledge and experiences accumulated over the years and captures the nuances of each program's administration. The SOPs are tailored to the way the NFRMPO does business, incorporates their unique approach, and provides a wealth of value over the long-term.

Recommendations

1. *TIP Amendment Process Integrity*

Regulatory Alignment: 23 CFR 450.328 (b) *After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP.*

23 CFR 450.328 (c) *The State shall notify the MPO and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.*

The regulatory process to complete a TIP Amendment consists of two approval actions. The first action is taken by the NFRMPO Planning Council and produces a signed resolution. The second action is the final approval by the Governor. The Governor has delegated this authority to the CDOT Executive Director. The federal regulations stipulate that both approval actions are mandatory for the TIP Amendment's approval. If a conformity determination is necessary, that takes place after the final approval and before it is incorporated into the STIP. After the TIP is incorporated into the STIP, CDOT must notify the NFRMPO. Without the accountability of signed approvals and transparent record keeping, there is no confirmation that the TIP Amendment is formally approved.

In practice, the documented process NFRMPO has developed does not identify all of the regulatory actions. The NFRMPO TIP Process flowchart in the FY24-27 TIP lays out the actions, but they are out of order and do not accurately portray the correct amendment process. The flowchart needs reordering to show the true approval process for an amendment and should match the narrative description.

The narrative instructing the TIP Amendment process is incomplete. What's lacking is the understanding of CDOT's responsibilities, the order of events, points of contact to enact specific activities, and accounting for CDOT's schedule to approve. The CDOT can provide their TIP Amendment procedures, as written in the STIP policies, to the NFRMPO to identify the critical steps once an amendment is sent to CDOT. One important element that is often overlooked is which individual at CDOT (HQ or Region) is the accountable point of contact to accept the TIP Amendment from the NFRMPO, providing status updates on its progress through CDOT's approval process, and providing the final documentation back to NFRMPO.

Recommendation 1.1

During the next TIP Update, NFRMPO and CDOT must work together to revise their TIP Amendment procedures to align with the federal regulations and reflect each agency's roles and responsibilities. This includes, but is not limited to, ensuring that the necessary signatory actions are completed and shared between the agencies, documenting the scheduling and timing of their respective processes, and providing accountability by identifying the responsible parties for each agency.

2. *Integration of Web Applications and Traditional Publishing*

Regulatory Alignment: 23 CFR 450.316 (a)(1)(iv) *Making public information (technical and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.*

The NFRMPO is continuously exploring interactive web apps on their website, evolving it beyond a communication and information dissemination tool. Traditional publishing methods are accompanied by Story Maps that are interactive and can take advantage of scalable GIS features. eTIP capabilities are being considered for future use, but at the time of this report are only in the planning stages. These web-based apps introduce a new experience due to their unique interface, virtual-only location, and technical nature. This topic seeks to capture how current and future technology becomes a component of the planning process and gets thoughtfully integrated throughout.

To support and educate users, documentation/instructions to assist in using Story Maps and future web-based tools is a priority. Story Maps were created to enhance the experience and provide an alternative way to explore planning concepts, but the utilization of them in planning documents is muddled. In the Congestion Management Process (CMP) document, the CMP Story Map link is captured under the evaluation section at the very end and claims to assess the impacts of strategies, but it's more of an executive summary. The relationship between a planning document and its Story Map needs clarity of purpose and meaningful execution to prevent this type of misalignment.

Story Maps and other web-based apps should not get treated like a novelty or experimental feature. There are a few process improvements which can enhance the inclusion of web apps integration into the planning process:

- The Public Participation Plan (PPP) can provide a narrative to explain the intent and purpose of the web applications and what users can expect from interacting with them. The PPP can outline how Story Maps enhance the planning documents, how they fit into the planning process, and how people can access them.

- Provide a vision of how Story Maps and/or other web apps are meant to complement the planning process and enhance public engagement. Within the 2050 RTP, Story Maps are only mentioned in the Public Outreach appendix and categorizes it as an engagement tool. The Story Map Collection offers multiple 2050 RTP related options that don't get promoted or announced anywhere else.

Recommendation 2.1

The NFRMPO must determine how to successfully merge web-based applications and hard-copy documents to maintain compliance with federal planning regulations. The NFRMPO must document the purpose and intent of these applications, strategically build them into the planning process and documents, and provide users a seamlessly cohesive experience.

3. *Inflation Rate and Year of Expenditure Calculation in the TIP and RTP*

Regulatory Alignment: 23 CFR 450.326 (j) *Revenue and cost estimates for the TIP must use an inflation rate to reflect the "year of expenditure (YOE) dollars", based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator.*

In the FY24-27 TIP, the only example of an inflation rate and YOE calculation is for the costs and revenues of Operation and Maintenance (Table 11 narrative). Table 10 in the TIP Financial Plan does have an asterisk that identifies the use of YOE, but does not provide the calculation nor the inflation rate used. The simplest way to demonstrate that the NFRMPO has cooperatively developed the YOE calculation is to display the inflation rate behind it.

Recommendation 3.1

In the next TIP Update, the NFRMPO and its regional partners must document the process or source used to determine the inflation rate when calculating the year of expenditure formula.

Regulatory Alignment: 23 CFR 450.324 (f)(11)(iv) *Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate to reflect the "year of expenditure (YOE) dollars", based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator.*

In the Fiscally Constrained Plan chapter of the 2050 RTP, the NFRMPO states that they used an inflation rate of 2.5%. What's missing is the explanation of how that inflation rate was calculated or what source was used to determine it. This approach prevents the NFRMPO from demonstrating that the YOE is based on reasonable financial principles and information. This matters because the 2050 RTP is estimating funding amounts both years and decades into the future. If the inflation rate and YOE is not sensible, revenue and cost estimates could fluctuate wildly and hamper the region from achieving its goals.

Recommendation 3.2

In the next RTP Update, the NFRMPO and its regional partners must document the process or source used to determine the inflation rate when calculating the year of expenditure formula.

4. *Functional Classification System*

Regulatory Alignment: 23 CFR 470.105 (b)(1) *The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets.*

The narrative in the 2050 RTP describing the functional classification (FC) system can benefit from detailing each agency's roles and responsibilities for its implementation. CDOT is the primary entity to keep, document, and administer the federal FC in both rural and urban environments. The NFRMPO can direct readers to CDOT's archive, the Online Transportation Information System (OTIS), to see the current statewide FC designations. When local agencies decide to change their FC, CDOT has a guidebook to assist in the change request process by explaining how a request is submitted, the process to get approval, and the necessary change request forms with data requirements.

The current FC narrative contains vague language about local agencies establishing their own functional classification. The statement's meaning is unclear and needs a direct message that local systems do not determine Federal-aid eligibility. Local agencies can have their own roadway classification system for local needs and purposes. That local system is independent and unrelated to the federal FC that CDOT manages. The federal functional classification system administered and recorded by CDOT is the only system that can determine Federal-aid eligibility. The FHWA and FTA encourage local agencies to periodically review their network's functional classification against CDOT's official record to ensure uniformity between the two.

Recommendation 4.1

The NFRMPO must clarify the functional classification roles and responsibilities of the regional partners in the next RTP Update. CDOT is the sole curator of the functional classification system used to determine Federal-aid eligibility, including the administration of change requests and the archive of all rural and urban designations.

Regulatory Alignment: 23 CFR 470.105 (b)(1) *Guidance criteria and procedures are provided in the FHWA's Functional Classification Guidelines.*

In the 2050 RTP, the definitions of federal functional classification (FC) are mixed with the NFRMPO's regional travel demand model (RTDM) definitions. The limited narrative explaining the FC in bits and pieces gets further obfuscated by the immediate switch to the RTDM roadway types. There is no clear distinction between the two systems and can cause readers to become confused or project sponsors making faulty decisions. The language used to define and categorize the RTDM is the same as the FC definitions without any clarification if the terms are defined the same or not.

Recommendation 4.2

In the next RTP Update, the NFRMPO must accurately define the functional classification system and provide differentiation between any identified roadway classification systems.

5. *Unified Planning Work Program Funding Tables*

Regulatory Alignment: 23 CFR 450.308 (b) and (c) an *MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified* *statement of work in accordance with the provisions of this section and 23 CFR part 420. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.*

The NFRMPO UPWP provides an abbreviated budget table that documents federal funding and local match by overall task. The table is inconsistent in the details describing the source of local matching funds and that makes it confusing. It identifies only a few programs with matching funds and clarifies what those funds are. The table does this by both asterisks with additional information and extra columns that provide the program dollars and program match. That leaves some program dollars with no explanation of whether or not they are matched and where that match is coming from.

Recommendation 5.1

In the next UPWP update, NFRMPO shall expand upon the information provided to clearly identify the source of the all local matching funds for each task.

Public Outreach for Federal Certification Review

Solicitation of public comments on the metropolitan transportation planning process took place during the 2026 Planning Certification Review. The NFRMPO and the Federal Review Team relied on a web-based comment box to solicit feedback on metropolitan planning efforts.

A comment box was made available to the public on NFRMPO's website and announced by email and social media posts. It was open for approximately one month from April 1 to May 1, 2026. The email blast was sent to NFRMPO's email list, posted on social media accounts, and on their website. Announcements were made at different times during the comment period to ensure continued visibility. All the links sent the participant to a singular portal for comments, we did not have different locations for different delivery methods.

The Federal Review Team and NFRMPO collaboratively provided context for the comments sought – highlighting elements such as development of planning documents and products, engagement of the public, and the administration of the metropolitan planning process.

A total of 0 responses were received from the public.

Appendix

NFRMPO 2026 Certification Determination Letter

U.S. Department of Transportation

Federal Highway Administration
Colorado Division
12300 W Dakota Ave, Suite 180
Lakewood, CO 80228
720.963.3000 – Phone
720.963.3001 – Fax

Federal Transit Administration
Region 8
1961 Stout St, Ste 13301
Denver, CO 80294-3007
303.362.2400 – Phone
303.362.2424 – Fax

June 4, 2026

Kristin Stephens
NFRMPO Planning Council Chair
North Front Range Metropolitan Planning Organization
419 Canyon Ave., Suite 300
Fort Collins, CO 80521

In Reply Refer To:
Colorado.FHWA@dot.gov

Subject: Fort Collins Transportation Management Area Certification Review 2026

Dear Ms. Stephens:

Pursuant to 23 Code of Federal Regulations (CFR) 450.336(b), the Federal Highway Administration Colorado Division (FHWA) and the Federal Transit Administration Region 8 (FTA) are required to certify, at least once every four years, that the transportation planning process in urbanized areas over 200,000 in population complies with Federal requirements.

The FHWA/FTA Review Team certifies that the North Front Range Metropolitan Planning Organization (NFRMPO) satisfies the Transportation Management Area metropolitan transportation planning process provisions of 23 United States Code (USC) 134, 49 USC 5303-5306, 23 CFR 450.300, and other associated Federal requirements. This Certification is effective June 14, 2026, and expires on June 14, 2030.

This Certification is based upon the results of a comprehensive review of the metropolitan transportation planning process administered by the NFRMPO, the region's designated metropolitan planning organization. The review included the NFRMPO staff and Leadership, the Colorado Department of Transportation Region 4 and Headquarters (CDOT), Greeley Evans Transit (GET), Transfort, and City of Loveland Transit (COLT). This Certification Review included the following activities: a desk review of all relevant plans, programs, reports and products, an in-person full-day Site Visit (April 29, 2026), and the publishing of a Certification Review Report.

In addition to communications between the FHWA/FTA review team and officials from NFRMPO, CDOT, GET, Transfort, and COLT, the public and elected officials from the NFRMPO Planning Council and Committees were asked to share their views on the transportation planning process being conducted in the metropolitan area. FHWA/FTA, with the assistance from NFRMPO staff, developed an online tool for soliciting and organizing public comments.

While the Certification Review was conducted with the primary objective of evaluating compliance of the Federal metropolitan transportation planning process, we took the opportunity to recognize effective practices, provide technical assistance, exchange information, and identify opportunities for improvement.

The *NFRMPO 2026 Certification Review Report*, which provides the technical details of the Certification Review, is attached to this letter as an enclosure. The report provides an overview of the Certification process, summarizes the responses from public comments, and provides a series of actionable review findings. FHWA and FTA expect the NFRMPO to develop a tracking spreadsheet to record the progress and accomplishment of the recommendations within the specified timeframe.

The FHWA/FTA review team extends our appreciation and thanks to the NFRMPO, GET, Transfort, COLT and CDOT Region 4 and Headquarter staff for their time and effort to prepare for and assistance in this review. The cooperative partnership of the regional and local agencies was demonstrated by their engagement in the review and support for finding solutions and innovative approaches to metropolitan transportation planning.

If there are any questions about the NFRMPO 2026 Certification Review, please contact Aaron Bustow (FHWA) at 720-963-3022, Aaron.Bustow@dot.gov, or Emma Belmont (FTA) at 303-362-2392, Emma.Belmont@dot.gov. Upon request, representatives from FHWA and FTA are available to present the review findings and the FHWA/FTA Certification action at an upcoming NFRMPO meeting.

Sincerely,

JOHN MARTIN CATER

John M. Cater, P.E.
Division Administrator
Federal Highway Administration
Colorado Division

DAVID L BECKHOUSE

David Beckhouse
Deputy Regional Administrator
Federal Transit Administration
Region 8

CC: Emma Belmont, FTA Region 8, emma.belmont@dot.gov
Becky Karasko, NFRMPO, rkarasko@nfrmpo.org
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Josie Thomas, CDOT Region 4, josie.thomas@state.co.us
Spencer York, CDOT HQ, spencer.york@state.co.us
Joshua Ma, Transfort, jma@fortcollins.gov
Renae Jording, GET, renae.jording@greeleygov.com
Candice Folkers, COLT, candice.folkers@cityofloveland.org

Enclosure: *NFRMPO 2026 Certification Review Report*

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: NFRMPO Planning Council
From: Mykayla Graalum
Date: July 2, 2026
Re: Discussion - NFRMPO Regional Crash Dashboard

Background

The NFRMPO recognizes traffic safety as a critical regional transportation priority. In January 2025, Planning Council directed NFRMPO staff to explore opportunities to compile and analyze more current regional crash information than was readily available through existing resources. Through this effort, staff identified the need for a centralized, user-friendly crash data tool to support regional safety initiatives and advance the NFRMPO's Towards Zero Deaths Safety Vision, adopted in 2020.

In response, the NFRMPO initiated development of the Regional Crash Dashboard to improve access to safety data and support informed transportation planning and decision-making. The Dashboard consolidates crash information provided by CDOT into an interactive, publicly accessible platform that allows users to explore crash trends, locations, contributing factors, and crash characteristics across the region.

Over the course of development, NFRMPO staff collected, processed, and visualized regional crash data while incorporating feedback from member communities and regional partners. In addition to the information available through CDOT crash records, staff enhanced the dataset with regionally relevant attributes, including whether a crash occurred on a Regionally Significant Corridor (RSC) or within a quarter mile of a school. The dashboard enables users to analyze crashes using 32 different filters and view results through interactive maps, charts, graphs, and summary statistics.

The resulting tool provides local agencies, elected officials, transportation professionals, and community members with a comprehensive resource for understanding roadway safety conditions throughout the NFRMPO region. The Dashboard supports transportation planning efforts by identifying high-crash locations, reducing local agency staff time needed to process and analyze crash data, evaluating trends among different roadway users, informing project prioritization, and providing data to support grant applications and safety studies.

By making safety data more accessible, transparent, and actionable, the Regional Crash Dashboard serves as a valuable resource for advancing the NFRMPO's Towards Zero Deaths Safety Vision and supporting regional efforts to reduce crashes, serious injuries, and fatalities.

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Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

Recommendation

NFRMPO staff requests that Planning Council review and provide feedback on the NFRMPO Regional Crash Dashboard.

Attachments

- **NFRMPO Regional Crash Dashboard Link**

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Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

Statewide Transportation Advisory Committee (STAC)
June 4, 2026, 8:30 a.m. - 12:00 p.m.; held via Zoom.
Meeting Summary

Transportation Commission (TC) Report (Chair Gary Beedy)

- The May TC meeting included final adoption of CDOT's 10-Year Plan, overviews of Policy Directive 1601 and other CDOT Rules, Wildfire Mitigation update, and a public hearing for the FY27-30 Statewide Transportation Improvement Program (STIP).

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

- The May TRAC meeting discussed the final report on a Statewide Transit Pass, Clean Transit Enterprise funding updates, a technical working group to study Federal Transit Administration (FTA) "Formula Grants for Rural Areas (Section 5311)" funding for Colorado, and Passenger Rail updates.

Freight Advisory Committee (FAC) Report (Chair Gary Beedy)

- FAC did not meet in May, but is scheduled to meet again in July.

Legislative Updates (Emily Haddaway and Jamie Grim)

- The State Legislative session was good overall, with great collaboration on many bills.
- HB26-1318 (Traffic Safety Near Schools) and HB26-141 (Wildlife Collision) both passed with important amendments, and both have been signed by the Governor.
  HB26-141 could be the heaviest lift due to fee collections.
- CDOT did not pursue any Bustang legislation, but is still talking with stakeholders.
- CDOT continues to reconcile difficult cuts to the Multimodal Options Fund (MMOF).
- HB26-1076 (Transportation Statutory Cleanup) and HB26-1237 (Transportation Safety Modifications) both passed and are likely to be signed by the Governor.
- HB26-1127 (Reporting After Fatal Car Crash) passed.
- Governor signed SB26-152 (Changes Automated Vehicle Identification System Usage).
- HB26-1430 (Transportation Funding Adjustments) passed with amendments like a new Road Enterprise (pavement and asset management; fact sheet coming soon). Other parts of this bill would only take effect if voters approve Initiative 175 in November. A Transportation Funding Working Group would also form if Initiative 175 gets pulled from the ballot, with nine members appointed from different constituencies and independent oversight.
- The Transportation Legislative Review Committee (TLRC) will not meet this summer. CDOT will still submit multiple reports to TLRC, and there may still be other communications with TLRC members.
- Jamie reported that the BUILD 250 Surface Transportation Reauthorization bill is in markup with the House Ways & Means and Rules Committees. Priorities are roughly what CDOT expected, and funding levels are slightly higher than expected (currently a $580B authorization level over five years). There would be fewer discretionary grants, and $9.2B/year for a new bridge program. Several programs from the Infrastructure Investment & Jobs Act (IIJA, 2021) would be eliminated, but with funding still available elsewhere. States would take on more National Environmental Policy Act (NEPA) assignments. MPOs and local agencies would see access to more funding. There would be more focus on High Priority Corridors and Truck Parking grants. Public and Rail Transportation would see slightly less funding. This bill is more bipartisan, and the House could pass it before the Mid-Term Elections. No Senate Committees have introduced anything yet, but something could come out soon. IIJA expires Sep. 30, so a Continuing Resolution (CR) is still most likely. There are many pre-election calculations affecting this process. Jamie will share this and more in writing.
- The Carbon Reduction Program (CRP) would move under Congestion Mitigation and Air Quality (CMAQ), but that could leave smaller agencies like Pueblo Area COG ineligible.

FY27 - FY30 Statewide Transportation Improvement Program (STIP) Approval (Jamie Collins)

- CDOT took public comments April 27 - May 29, and TC held a public hearing May 21.
- Once TC adopts, FHWA and FTA should approve it by June 30, and take effect July 1.
- This STIP has new Guidelines, Software, and ties to the newly-adopted 10-Year Plan.
- Jamie further explained coordination between CDOT's STIP and MPOs' respective TIPs despite different timelines, amendments, and other factors.
- Jamie provided an overview of the new Project Tracker: codot.ecointeractive.com
- STAC voted unanimously to recommend this STIP, and TC will vote on adoption in June.

Multimodal Transportation and Mitigation Options Fund (MMOF) Update (Michael Snow)

- HB26-1399 eliminated the annual $10.5M General Fund transfer to MMOF for three years (FY27-29, instead of the original proposal to eliminate this permanently).
- HB26-1398 reduced the local share (allocated to TPRs and MPOs) from 85% to 70%.
- CDOT expects $6.2M in additional interest and lower Retail Delivery Fee revenues.
- State MMOF Bustang Operations were increased to 30%.
- Total MMOF Funding for FY27-29 is reduced by 36.6%. Local MMOF Funding is reduced by 48.3%, and by 17.7% in future years. Administrative Costs for Local MMOF Funding: the current set-aside balance is nearly exhausted, and costs are expected to rise for FY27. CDOT proposes a $900k set-aside for FY27, with 3% annual increases thereafter.
- CDOT also recommends that TPRs and MPOs not reduce or delay existing MMOF awards, using FY2030-31 funds and Cash Management to backfill FY27-29 reductions.
- Projects may advance up to two years of future awards when that phase is "ready."
- CDOT is developing a Project Implementation Schedule, and consistent communication with local agency project sponsors in the meantime is critical.
- Local agencies must submit FY26 project invoices by June 30. Local agencies may still go to construction if there are executed IGAs, and can still expect reimbursement.
- "Get these projects moving forward a lot faster" to avoid effects from potential future legislation.

Featured Region of the Month - Region 3 (Mark Rogers and Cinnamon Levi-Flinn)

- Western Slope Wildlife Prioritization Study has led to projects throughout Region 3, which have helped greatly reduce wildlife collisions. SB26-141 revenue will help fund more mitigation needs.
- Passing and Auxiliary Lanes help reduce bottlenecks where speed differentials and turbulent traffic flow builds up. Region 3 passing lane studies are prioritizing locations along US 40 and US 50.
- I-70 Auxiliary Lanes on Vail Pass all for safe passing of trucks and passenger vehicles.
- Region 3 will work to implement more signage to help reduce risky passing behavior.

Statewide Travel Survey Final Results (Erik Sabina)

- Over 47,000 Coloradans kept full travel diaries from February 2024 thru March 2025.
- This is Colorado's first-ever statewide travel survey, with first-ever data from mountains, western slope, eastern plains, weekend travel, ski train, multi-day, micromobility, and online shopping.
- Erik gave numerous breakdowns of this data (e.g., by mode, purpose, destination, distance, etc.).
- True in-depth understanding of the data will come as CDOT starts using it.
- Newer data classes require the most review (e.g., ebike share, on-line shopping, etc.).
- CDOT's next big step is extending the weekday statewide model to cover weekends to better support projects in recreational corridors.

Transportation Asset Management (TAM) Program Overview (Toby Manthey)

- TAM began in 2012 to implement more data/performance-driven asset investments. "Asset Management" is about delivering the right projects for the right assets at the right times, achieving the right mix of preventive maintenance, rehabs, and replacements (vs. a "worst-first" approach, which just replaces the worst assets without extending asset life).
- PD 1609 ensures CDOT stays committed to key asset-management practices.
- Toby described the Asset Management Process, Performance Measures, and program functions.
- FHWA requires all state DOTs to publish a risk-based Transportation Asset Management Plan every four years. CDOT's next update to this plan will be in March 2027.
- CDOT has $870M in FY26 Asset Management Funding, with 89% of that going to core asset classes.
- TC allocates ad-hoc funding to address the backlog of "poor" assets or other performance needs.
- TAM is for maintaining assets, while the 10-Year Plan fixes "poor" backlog & system enhancements.
- STAC wants to see TAM promoted much more, and consider more local stakeholder feedback to reduce frustration and lessen the disconnect between CDOT and many Coloradans.
- The age of various infrastructure projects is starting to become an issue, and TAM has asset models to help plan for these growing repair and replacement needs over the next 10-20 years.

Other Business (Chair Gary Beedy)

- The July STAC Meeting is canceled. The next meeting will be held virtually on August 6, 8:30 AM.