



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

July 15, 2026

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

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-
3	Approval of June 17, 2026 Meeting Minutes	Evan Pinkham	3	1:05

Lead Planning Agency for Air Quality Agenda

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

Metropolitan Planning Organization Agenda

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	Transfort FFY26 Program of Projects	Joshua Ma, Transfort	10	1:20
7	Transfort FFY25 Program of Projects -- Revisions	Joshua Ma	13	1:25
8	July 2026 TIP Amendment	Jonathan Stockburger	16	1:30

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	CDPHE E-Mobility Analysis for Larimer and Weld Counties	Reagan Chiaverini, CDPHE	Handout	1:35



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
10	Federal Performance Measures (PM): FHWA PM3 System Performance Updates	Jacob Kershner, CDOT Brittany Hanson, CDOT	18	1:55
11	Connected Communities 2055: RSCs	Jerome Rouser	Handout	2:15
12	Regional Transit Discussion Highlights	Becky Karasko Jerome Rouser	-	2:30

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
13	NoCo Bike & Ped Collaborative	Written Report	Handout	-
14	Regional Transit Agencies	Joshua Ma	-	2:50
15	Mobility Updates	Tanya Trujillo-Martinez	28	2:55

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	July Planning Council Meeting Summary Draft	Written Report	35	-
17	NFRMPO Air Quality Program Updates	Written Report	37	-
18	2026 Quarter 2 TIP Modifications	Written Report	44	-
19	Mobility Committees	Written Report	45	-
20	Roundtable	All	-	3:00

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: August 19, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
June 17, 2026
1:00 p.m. – 2:36 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Dana Hornkohl, Vice Chair – Fort Collins
Brendan Cicione – CDPHE-APCD
Hanna Feldmann – Greeley
Tim Hoos – Johnstown
Tom Moore – RAQC
Shani Porter – Severance
Josie Thomas – CDOT Region 4
Eric Tracy – Larimer County
Keith Wakefield, Alternate – Loveland

NFRMPO Staff:

Mykayla Graalum
Elizabeth Relford
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Shantanu Tiwari – Evans
Tawn Hillenbrand – Berthoud
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Wesley LaVanchy – Eaton
Scott Pearson – Windsor
Town of Garden City
Town of LaSalle

In Attendance:

Medora Bornhoft – CDOT
Tom Christian – Greeley
Candice Folkers – COLT
Gina Fox – CDOT
Hunter Graalum – Windsor
Nicole Hahn – Larimer County
Michelle Johnson – GET
Renaë Jording – GET
Tamara Keefe – Felsburg Holt & Ullevig
Joshua Ma – Transfort
Kelly Maiorana – Muller Engineering
Eric Patton – Fort Collins
Luke Seeber – Berthoud
Denise Staley – Weld County
Spencer York – CDOT

Call to Order

Chair Pinkham called the meeting to order at 1:00 p.m.

Public Comment

There was no public comment.

APPROVAL OF THE MAY 20, 2026 TAC MINUTES

Hornkohl moved to approve the May 20, 2026 TAC 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 HB26-1398 and HB26-1399 resulted in adjustments to MMOF funding allocations. Bornhoft explained other revenue changes to MMOF include increased interest earnings and updated retail delivery fee forecasts. Bornhoft reviewed changes to the state and local funding shares, discussed historical administrative cost assumptions and necessary adjustments, and outlined the resulting shortfalls impacting the NFRMPO. 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 through FY2027-2029 funding reductions. Bornhoft noted projects requiring additional time may experience delayed access to funding until future fiscal years. She reviewed next steps for MPOs, local agency project sponsors, and CDOT staff, noting that MPOs are not required to adjust existing awards but are being asked to refrain from making additional MMOF awards until further notice.

Wakefield referenced previous MMOF funding reductions affecting a City of Loveland project and asked whether there was an opportunity to restore the reduced funding amount. Bornhoft responded previously reduced awards would not be reinstated.

Air Quality Agenda

Regional Air Quality Council (RAQC) Updates

Moore shared dates for Control Strategy Blueprint Workshops and provided the registration link in the meeting chat.

Air Pollution Control Division (APCD) Updates

Cicione shared there will be no AQCC meeting held this month due to the Commission's annual retreat. The retreat is open to the public and will be held in person in Lakewood, with participation limited to in-person attendance. He stated the retreat agenda is expected to focus on programmatic issues, the recent legislative session, and upcoming elections.

Metropolitan Planning Organization Agenda

Action Items

2026 Public Involvement Plan

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 RTP 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 from CDOT 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.

Porter asked whether ridership data was available for the Poudre Express. Feldmann responded ridership information was included in the appendix and presented a slide showing current ridership trends, noting the service is significantly underperforming expectations. Porter asked whether the Poudre Express has been re-evaluated to determine if it remains the most effective service configuration. Feldmann responded service adjustments have been discussed and noted the need to work with regional partners to evaluate potential changes, including potential modifications to midday service. Discussion also included concerns the service is primarily funded by the City of Greeley while many of the benefits extend beyond the community. Porter asked whether the Town of Windsor contributes funding to the Poudre Express service. Feldmann responded Windsor currently contributes \$115,000 annually, the same amount provided before CDOT funding reductions.

Wakefield noted anticipated construction along the US 34 corridor could create additional delays and challenges for transit operations. Feldmann acknowledged the concern and discussed potential impacts to service reliability.

Hahn asked what funding year the CMAQ funds originated from. Feldmann responded the funds were associated with awards from 2016 and 2020. Hahn expressed concern regarding the age of the awards, and discussion followed regarding CMAQ funds not expiring. Hahn asked whether the City of Greeley has pursued funding through the Clean Transit Enterprise (CTE). Feldmann responded while CTE funding has been discussed, there are competing transit needs throughout the community and dedicating those resources solely to the US 34 service would not be equitable to the City of Greeley. Additional discussion

occurred regarding whether regional partners could contribute portions of their CTE funding to support the service. During the discussion, it was also noted once a community reaches a population threshold of 200,000, it is no longer eligible for certain transit operational funding sources. Ma asked whether the CMAQ funding had already been programmed into a grant. Johnson responded the funds are currently available in one of their accounts.

Wakefield asked whether the proposed funding change would require a TIP Amendment. Feldmann confirmed a TIP Amendment would be required.

Porter asked about the long-term funding strategy for the US 34 Transit Pilot. Feldmann discussed the need for ongoing regional conversations regarding sustainable funding options and future service planning. Hahn asked whether Bustang could potentially provide service along the US 34 corridor. Feldmann discussed previous conversations regarding regional transit service options. Thomas added Bustang is currently facing its own funding challenges and expanding service in the corridor is not feasible at this time.

Wakefield referenced findings from CDOT's US 34 study and noted that projected shifts to transit were limited. He stated that more significant transit investments, such as dedicated bus lanes or express lanes, may be necessary to substantially increase transit ridership. Feldmann agreed additional discussions regarding service planning and transit investments are needed.

Porter asked whether TAC or Planning Council would ultimately make the decision regarding the proposed CMAQ fund reallocation. Rouser responded Planning Council input and approval would be needed as part of the decision-making process. Hornkohl asked about the timeline for bringing the item back to TAC for consideration. Feldmann responded a long-term funding strategy should be identified before January and noted additional discussions and workshop sessions would be needed before returning with a recommendation.

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.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Written report provided.

Regional Transit Agencies

Ma shared Pat Moore, the Safety and Training Supervisor with GET, retired after 40 years. GET is currently repurposing Moore's position to a Transit Planner position. Ma stated GET will not have free fare for the summer since there is no funding from CASTA for it this year. He shared the GET bus rebranding will be

debuted at the July 4th parade in addition to a press release. Ma stated GET is still working on their system optimization.

Ma shared COLT got through their triannual review with only one finding. He stated COLT is reducing service on some routes over the summer. COLT is experiencing staffing shortages and they are implementing some of their SB24-230 funds to increase service once school starts. Ma shared COLT has purchased two new hybrid electric buses, and they have completed the design on their new transit center. Ma shared COLT will also have no free fare over the summer. Ma stated there will be a new bus shelter on Fairgrounds Avenue and 71st Street in Windsor.

Ma shared Transfort will begin implementing Phase 1 of their optimization plan.

Mobility Updates

No update was provided.

Reports

June Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

2026 Colorado Legislative Updates

Written report provided.

Mobility Committees

Written report provided.

Connected Communities 2055 RTP: Fact Sheet

Graalum presented the Fact Sheet for the Connected Communities 2055 RTP. She explained that the Fact Sheet will be distributed at public outreach events, and the QR code will bring people to a Linktree that includes the project webpage.

Roundtable

Porter shared Severance just finished installing their third traffic signal and they completed paving an additional mile of the Great Western Trail.

Hornkohl shared the Fort Collins City Council approved an IGA with Timnath for a Harmony/WCR 74 corridor study, particularly for improvements between LCR 5 and Strauss Cabin Road.

Wakefield reminded TAC June is Walk and Bike Month, and Loveland has had lots of related events going on throughout the month. Wakefield announced Loveland will have 12 morning stations and an evening bash for Everybody Bike Day. He stated the Boise Traffic Calming Project will add three rectangular rapid flashing beacons and a center median refuge, with construction beginning on July 6. Wakefield stated

their US34 Widening Projects are delayed due to right of way negotiations. Wakefield noted this morning when driving from Greeley to Loveland there were two bad crashes he passed – one at Promontory Parkway and one at WCR 17 along US34. He reminded TAC safety along US34 is a concern and should be a regional focus.

Feldmann shared Greeley received a RAISE federal grant agreement for signature for the MERGE Project. She stated they are advancing CMGC procurement and program management efforts and they have completed their master service agreement, their infinite cost estimator, and are continuing financial planning. Feldmann shared next steps are to move forward with CMGC procurement, continue NEPA development, progress on utility and right of way coordination, and review the engagement plan. Feldmann announced the 16th Street Enhancement Project is 98 percent complete. She shared for SS4A, they are working on categorical exclusion documentation which has been approved by FHWA. Feldmann stated the O Street and 59th Avenue Project is on track.

Rouser stated the Regionally Significant Corridors and the Vision Statement, Goals, Objectives, and Regional Performance Measures will go to Planning Council at their July meeting. He shared if Planning Council gives the thumbs up on the corridors, then NFRMPO staff can begin the visioning process for the corridors. Rouser shared if Planning Council is okay with the performance measures then the NFRMPO can begin target setting. Rouser announced the NFRMPO is co-hosting six Bike to Work Day stations across the region. Rouser stated as part of the RTP outreach process, the NFRMPO is looking to table at community centers or recreation centers and to share contact information with him to get that set up.

Graalum stated the NFRMPO will be at the Severance Safety Fair, Eaton Days, and LaSalle Days in July doing public outreach. She shared an RTP-specific email list will be created and all TAC members will automatically be added to the email list. Graalum announced she will be presenting on the Regional Crash Dashboard at the July Planning Council meeting, with official publication of the tool anticipated soon afterwards.

Tarannum shared there is a coordination meeting tomorrow with the consultants for the Regional Travel Demand Model and the Land Use Allocation Model and following that meeting an agenda will be sent out for the Model Steering Team meeting on June 25. Tarannum specified for the 2055 RTP data request, the NFRMPO needs observed traffic counts from all communities as well as transit data from all transit providers.

Stockburger shared the FY2026-2029 TIP is going to Planning Council for approval in July, which was already recommended for approval by TAC in 2025.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:36 p.m.

Meeting minutes submitted by: Mykayla Graalum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 15, 2026, as a hybrid meeting.

MEMORANDUM

To: NFRMPO TAC

From: Joshua Ma, Transfort

Date: July 15, 2026

Re: Action – FFY 2026 Program of Projects (POP)

Summary

The City of Fort Collins/Transfort has developed the following Program of Projects (POP) for Federal Fiscal Year (FFY) 2026 Federal Transit Administration (FTA) Section 5307, 5310, and 5339 apportionments for the Fort Collins Urbanized Area (UZA). Beginning in FY2020, the City of Loveland became a Direct Recipient of FTA Section 5307 and 5339 funds. The City of Fort Collins remains the Designated Recipient for FTA Section 5307, 5310, and 5339 funding for the Fort Collins UZA.

Fort Collins coordinates with other UZA members to develop the distribution of available formula funds and identify projects to be included in the Program of Projects.

Of particular note regarding the FFY 2026 funding:

- A public meeting was held from 12:00pm - 1:00 pm at the Downtown Transit Center in Fort Collins on July 1, 2026. A virtual attendance option was also provided. Public notice of the meeting was published in the primary Fort Collins newspaper.
- An online notice was on the Transfort website for two weeks, including contact information for submitting public comments.
- No question or concerns regarding the proposed program have been received to date.
- City of Loveland Transit (COLT) will program its allocation of FTA funds as a Direct Recipient.
- Full FFY 2026 apportionments were released on March 31, 2026.
- A Funding Exchange will remain in effect for Berthoud and the North Front Range Metropolitan Planning Organization for FTA Sections 5307, 5310, and 5339 funds. COLT will continue a funding exchange for Section 5310 funds.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



Analysis

- **Advantages:** Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.
- **Disadvantages:** None noted.

Recommendation

Transfort request TAC recommend Planning Council approval of Transfort's FFY2026 Program of Projects (POP).

Attachments

- Transfort FFY 2026 Program of Projects

2026 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY26 Apportionment - City of Fort Collins	\$4,558,944				Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Fixed Route Operating Assistance	Fort Collins	Larimer Boulder	Operating	\$3,645,888	\$1,822,944	\$1,822,944	50%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Capital	\$2,200,000	\$1,760,000	\$440,000	20%
1% Security Projects	Fort Collins	Larimer	Operating	\$200,000	\$100,000	\$100,000	50%
Capital Costs of Contracting - Paratransit	Fort Collins	Larimer	Operating	\$1,190,000	\$476,000	\$714,000	60%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$500,000	\$400,000	\$100,000	20%
	Total Project			\$7,735,888			
	Total Federal			\$4,558,944			
5339 - FY26 Apportionment - City of Fort Collins	\$354,937				Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Projects to Acquire, Repair, Replace, or Enhance Rolling Stock, Facilities, and Technology.	Fort Collins	Larimer	Capital	\$443,671	\$354,937	\$88,735	20%
	Total Project			\$443,671			
	Total Federal			\$354,937			
5310 - FY26 Apportionment - City of Fort Collins	\$446,514				Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Category A							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$164,250	\$131,400	\$32,850	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$127,286	\$101,829	\$25,458	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$130,000	\$104,000	\$26,000	20%
Category B							
<i>Other 5310 Projects</i>							
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Larimer	Capital	\$136,606	\$109,285	\$27,322	20%
	Total Project			\$558,143			
	Total Federal			\$446,514			
	Total Traditional 55%			75.52%			

MEMORANDUM

To: NFRMPO TAC

From: Joshua Ma, Transfort

Date: July 15, 2026

**Re: Action – FFY2021 ARP 5307 & FFY2025 Program of Projects
(POP) Revisions**

Summary

The City of Fort Collins, Transfort is revising its Program of Projects (POP) for its FFY 2025 Federal Transit Administration (FTA) Section 5307 formula grant as well as its FFY2021 American Rescue Plan (ARP) 5307 grant for the Fort Collins Urbanized Area (UZA).

FTA Section 5307 grants provide federal funding for transit capital and operating assistance and transportation-related planning activities. Transfort will amend its FY2021 ARP Section 5307 Grant and program its FY2025 Section 5307 Grant to exchange eligible project activities between the two awards.

A capital project to make major improvements to the Transfort Maintenance Facility (TMF) currently programmed under FY2021 ARP 5307 will be moved to the FY2025 Section 5307 grant, allowing the remaining ARP funds to be utilized for eligible operating activities. This approach better aligns available funding sources with the anticipated timing of expenditures while supporting continued progress on both transit operations and the TMF renovation project.

This item also includes revisions to Transfort's FFY2025 POP for Sections 5307, 5310, and 5339 to reflect final FTA awards. The original POP was developed using the best available estimates during the City's budgeting process due to timing differences between the budget cycle and the release of FTA apportionments. This revision aligns the programmed funding amounts with the actual federal awards and corresponding local match requirements.

Funding Types and Uses

FTA 5307: The Urbanized Area Formula program (49 U.S.C. 5307) provides funding for transit capital and operating assistance and transportation-related planning in urbanized areas.

FTA 5339: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) provides funding to transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities program (49 U.S.C. 5310) provides funding to meet the transportation needs of older adults and people with disabilities when the transportation provided is unavailable, insufficient, or inappropriate to meeting these needs.



Analysis

- **Advantages:** Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.
- **Disadvantages:** None noted.

Recommendation

Transfort requests TAC recommend Planning Council approval of Transfort's FFY21 ARP 5307 and FFY2025 Program of Projects (POP) Revisions.

Attachments

- FFY2021 ARP 5307 – Program of Projects Revision
- FFY2025 5307, 5339 & 5310 – Program of Projects Revision

2025 FTA SECTIONS 5307, 5339 & 5310 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

5307 - FY25 Apportionment - City of Fort Collins	\$4,694,102				Source of Funds (Federal and Local)		
5307 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Transfort Maintenance Facility Repairs	Fort Collins	Larimer Boulder	Operating	\$4,803,297	\$3,842,638	\$960,659	20%
Maintain, Repair and Replace Assets	Fort Collins	Larimer	Operating	\$207,178	\$165,742	\$41,436	20%
Capital Costs of Contracting	Fort Collins	Larimer	Operating	\$1,190,000	\$476,000	\$714,000	60%
1% Security Projects	Fort Collins	Larimer	Operating	\$94,000	\$47,000	\$47,000	50%
Transit Planning, Design, and Capital	Fort Collins	Larimer	Capital	\$200,028	\$162,722	\$37,306	20%
	Total Project			\$6,494,503			
	Total Federal			\$4,694,102			
5339 - FY25 Apportionment - City of Fort Collins	\$329,072				Source of Funds (Federal and Local)		
5339 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Acquire/Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	Larimer	Capital	\$411,340	\$329,072	\$82,268	20%
	Total Project			\$411,340			
	Total Federal			\$329,072			
5310 - FY25 Apportionment - City of Fort Collins	\$408,899				Source of Funds (Federal and Local)		
5310 Project Description	Project Sponsor	Counties Served	Project Type	Total Project Cost	Federal	Local	Local Match Requirement
Category A							
<i>Traditional 5310 Projects</i>							
Transfort Dial-a-Taxi	Fort Collins	Larimer	Operating	\$146,000	\$116,800	\$29,200	20%
COLT Dial-a-Taxi	Fort Collins	Larimer	Operating	\$93,334	\$74,667	\$18,667	20%
Dial-A-Ride Program Management	Fort Collins	Larimer	Operating	\$125,000	\$100,000	\$24,669	20%
Category B							
<i>Other 5310 Projects</i>							
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	Larimer	Capital	\$146,790	\$117,432	\$29,358	20%
	Total Project			\$511,124			
	Total Federal			\$408,899			
	Total Traditional 55%			71.28%			



MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)
From: Jonathan Stockburger
Date: July 15, 2026
Re: Action – July 2026 TIP Amendment

Objective

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

Summary

The July 2026 TIP Amendment includes two project additions from various agencies:

- Adding the NFRMPO new project *RideNoCo Expansion* with \$72,000 State FASTER funding and \$18,000 Local funding in FY27.
- Adding the Good Samaritan Society (GSS) new project *GSS Vehicle Purchase* with \$95,000 State FASTER funding and \$24,000 Local funding in FY27.

The 30-day Public Comment period for the May 2026 TIP Amendment began on July 9, 2026 and will end on August 9, 2026.

Funding Types and Uses

FASTER Transit funds are split between local transit grants awarded by CDOT regional offices and statewide projects awarded by the CDOT Division of Transit and Rail. Eligible project types are the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.

State Senate Bill (SB) 228 (originally passed in 2015 as SB 15-228) is a Colorado legislative mechanism that mandates transfers of state general funds to the Highway Users Tax Fund (HUTF) and designated transportation and Strategic Transportation Project Investment Programs. The bill allocates a portion of these funds specifically for state transit and multimodal programs.

Analysis

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

Recommendation

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

Attachments

- July 2026 Policy Amendment Form

NEW ENTRY

Title: RideNoCo Expansion
Sponsor: NFRMPO
STIP ID: SST7035
TIP ID: 2027-005
Type: Transit Capital
Air Quality: Exempt from conformity analysis
Description: Expand Ride NoCo online platform functionality, integrate additional transportation providers via API connections, enhance language accessibility through the call center and online tools, and provide training and technical assistance to partner agencies.

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	FASTER	\$72,000	\$0	\$0	\$0	\$0	\$0	\$72,000	\$0	\$0
Local	L	\$18,000	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0
	Total	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0

Revision # 2026-a7
Revision Description New Project

NEW ENTRY

Title: GSS Vehicle Purchase
Sponsor: Good Samaritan Society (GSS)
STIP ID: SST7035
TIP ID: 2027-006
Type: Transit Capital
Air Quality: Exempt from conformity analysis
Description: Expansion of Transit fleet for Evangelical Lutheran Good Samaritan Society (GSS).

Funding Source	Funding Program	FY 24-27 TOTAL	FY24 Rolled	FY 24	FY25 Rolled	FY 25	FY 26	FY 27	Previous Funding	Future Funding
State	SB228	\$95,000	\$0	\$0	\$0	\$0	\$0	\$95,000	\$0	\$0
Local	L	\$24,000	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0
	Total	\$119,000	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0

Revision # 2026-a7
Revision Description New Project

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: July 15, 2026

**Re: Federal Performance Measures (PM): FHWA PM3 System
Performance Updates**

Background

The NFRMPO is required to set targets for PM3: System Performance on traffic congestion in conjunction with CDOT. These measures include Peak Hours Excessive Delay (PHED), Non-Single Occupant Vehicle (SOV) Travel, and CMAQ Traffic Congestion Performance Measures. The traffic congestion targets are only required to be set for urbanized areas (UZA) over 200,000 in population and within non-attainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS). For the NFRMPO and CDOT, this requirement applies to the Fort Collins Transportation Management Area (TMA).

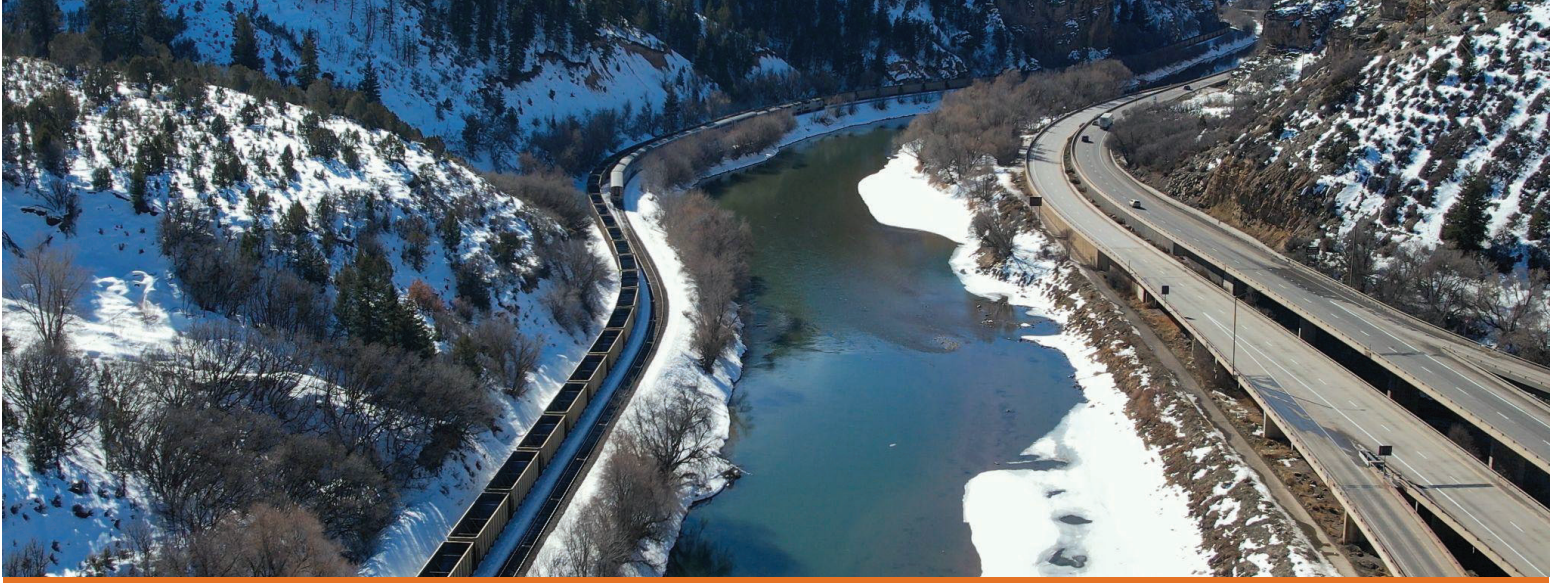
CDOT and the NFRMPO are required to set 2- and 4-year targets for PHED, Non-SOV Travel, and CMAQ Traffic Congestion Performance Measures. A data-driven and collaborative approach was used to set the joint targets for 2- and 4-year reporting periods. The following targets will be submitted by CDOT to FHWA on October 1, 2026.

Target	2-Year Target (2027)	4-Year Target (2029)
Annual Hours of Peak Hours Excessive Delay (PHED)	3.3	3.3
Non-Single Occupant Vehicle (SOV) Travel	34.0%	35.0%
CMAQ Traffic Congestion Performance Measures	VOC: 421 kg/day	VOC: 856 kg/day
	NO _x : 603 kg/day	NO _x : 1,226 kg/day
	PM10: 128 kg/day	PM10: 261 kg/day

Action

NFRMPO staff request TAC members review the proposed Joint CDOT-MPO PM3 Targets.

Attachment: CDOT National Performance Measures (2026-2029) Joint MPO Targets Presentation



National Performance Measures (2026-2029)

Joint MPO Targets: PM3 Traffic Congestion

Jacob Kershner, Performance Program Manager

NFRMPO Transportation Advisory Committee - July 15, 2026



What are the National Performance Measures?



National Performance Measures

- Under the 2021 Infrastructure Investment and Jobs Act (IIJA), each state is required to set targets for and report on the progress of performance metrics related to the surface transportation system.
- **Purpose:** To provide a standardized indication of the condition and operation of the National Highway System (NHS) to decision-makers here in Colorado and at the federal level.



The Performance Measures

- **PM1 (Safety):** Fatalities and Serious Injuries (Annual targets).
- **PM2 (Infrastructure):** Pavement and Bridge Condition on the NHS (4-year periods).
- **PM3 (System Performance):** Reliability, Freight, and Congestion Mitigation and Air Quality (CMAQ) Improvement Program (4-year periods).



FHWA Policy and Guidance

3rd Performance Period



Statutes & Regulations

- [23 USC 150](#): Establishes the National Goals and performance management framework.
- [23 CFR 490](#): The federal rules defining how measures are calculated and how targets are reported.

The 3rd Performance Period (Jan 1, 2026 - Dec 31, 2029)

- **State Deadline:** CDOT must submit the Baseline Performance Period Report by October 1, 2026, establishing 2-Year (2027) and 4-Year (2029) targets.
- **MPO Requirement:** Within 180 days of the State's submission (by **March 30, 2027**), MPOs must either:
 - **Option A: Support State Targets**
 - Agree to plan/program projects that contribute to State targets.
 - **Option B: Establish Own Targets**
 - Commit to quantifiable targets specific to the MPO planning area.

Guidance

- Targets must be data-driven, realistic, and developed in coordination with MPOs.

3



Joint MPO Targets: PM3 Traffic Congestion

Applicable Colorado MPOs

Denver Regional Council of Governments (DRCOG), North Front Range MPO (NFRMPO)

Performance Measures

Peak Hour Excessive Delay (PHED): Annual hours of delay per capita on the NHS.

Non-SOV Travel: Percent of travel in modes other than driving alone (Single Occupancy Vehicle).

Applicability Criteria

Joint targets required if:

- Mainline NHS highways within the MPO cross a Urbanized Area (UZA) with >200,000 population.
- AND designated as Nonattainment/Maintenance for air quality.

Geographic Scope

Targets apply to federally designated UZA boundaries:

- **Denver-Aurora UZA:** DRCOG boundary.
- **Fort Collins UZA:** NFRMPO boundary.

Important Deadline Note

- Must agree upon targets prior to the October 1, 2026 submission (MPO board approval by Sept 2026).
- *The standard 180-day MPO grace period does not apply here.*

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Fort Collins Urbanized Area

Fort Collins, CO Urban Area

Urban Area in: [United States](#)

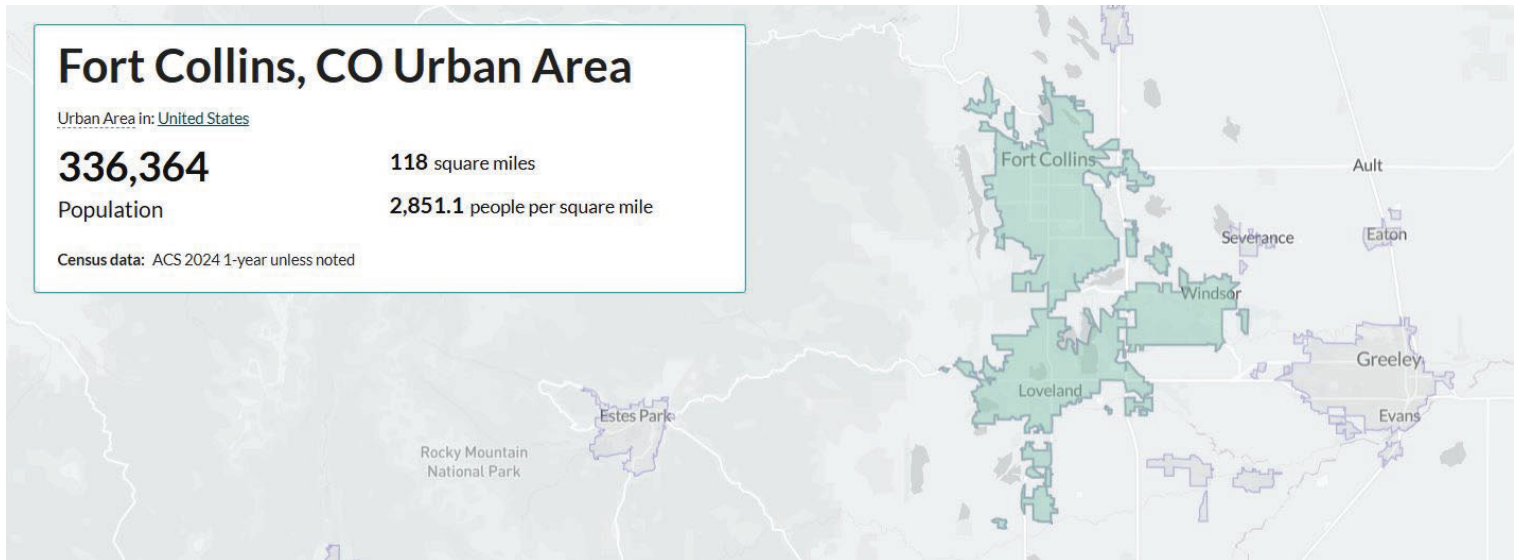
336,364

Population

118 square miles

2,851.1 people per square mile

Census data: ACS 2024 1-year unless noted



Understanding the Metric (Peak Hour Excessive Delay)

What is Peak Hour Excessive Delay (PHED)?

PHED measures the extra time the average person spends stuck in excessive traffic each year.

When & How It's Measured

Peak Weekday Hours:

- Morning Peak: 6:00 AM - 10:00 AM
- Afternoon Peak: 3:00 PM - 7:00 PM

"Excessive" Threshold:

Below 20 mph OR 60% of speed limit (whichever is greater).

Counting People, Not Just Cars

Calculated using **Person-Hours** based on Average Vehicle Occupancy.

Example: 1 hour of delay equals:

- 1 Person-Hour for a single-occupant car
- 40 Person-Hours for a full bus

Context: Why do these numbers seem low?

It's a Regional Average: Total delay is divided by the *entire* population (including non-drivers), not just commuters.

The Bar is High: 35 mph in a 65 mph zone is slow, but doesn't meet the "excessive" federal threshold.

Limited Scope: Metrics exclude weekends and local residential street gridlock.



Target Setting Methodology (Peak Hour Excessive Delay)

Methodology Overview

To forecast future congestion, CDOT uses a **PM3 Calculator** powered by a predictive machine learning model (Random Forest).

Key Data Inputs

Historical Traffic & Performance

Prior-year traffic volumes and travel time reliability on the National Highway System (NHS).

Roadway Infrastructure

Physical characteristics of the highway system, including lane counts and segment lengths.

Regional Demographics

State demographer population estimates and proximity to major employment centers and schools.

Travel Behavior

Streetlight Data tracking trips between ZIP codes and the Eisenhower Johnson Memorial Tunnel corridor to measure recreational and freight travel.

Detailed Travel Behavior Analysis (Streetlight Data):

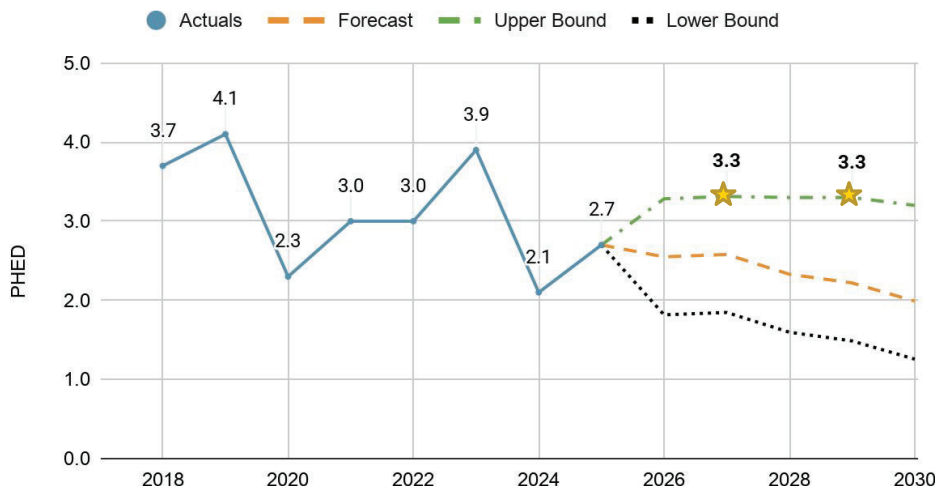
Specifically measures how long-distance recreational travel, tourism, and freight movement overlap with weekday rush hours. This compounding effect is a critical driver of congestion on key corridors like I-70 and I-25.

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NFRMPO: Peak Hours of Excessive Delay (PHED)

Fort Collins UZA PHED



Previous Targets

2023 Target: **3.8**

2025 Target: **3.9**

Staff Recommendation

2027 Target: **3.3**

2029 Target: **3.3**

Explanation

Model-Guided: Uses predictive modeling as a baseline to guide targets.

I-25 Project Completion: Recognizes that finishing the Johnstown-to-Fort Collins phase in 2024 significantly lowered regional delays.

Future Construction: Factors in ongoing CDOT work zones through 2027 (Mead to Berthoud) that will temporarily prevent delays from dropping lower.

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Understanding the Metric (Percent of Non-SOV Travel)

What is “Non-SOV”?

The measure tracks the percentage of regional travel occurring in modes other than driving alone (Single-Occupant Vehicle) within specific urbanized areas.

What Counts as “Non-SOV”?



Carpool or vanpool



Public transportation or commuter rail



Walking or bicycling



Telecommuting (Working from home)

How is the Data Collected?

American Community Survey Journey to Work data.

Why It Matters?

Investments in multimodal options and higher vehicle occupancy reduce traffic congestion and harmful pollutant emissions.

9



Target Setting Methodology (Percent of Non-SOV Travel)

Methodology Overview

To forecast the upcoming 2026–2029 performance period, CDOT and MPO staff used a [Logarithmic Regression Curve](#).

Why a Logarithmic Curve?



Telework Plateau

The pandemic caused a surge in Non-SOV travel—driven almost entirely by remote work, which nearly tripled from roughly 8% in 2019 to over 21% by 2024. Growth is now decelerating as the market reaches equilibrium.



Mathematical Reality

A logarithmic curve models this exact behavior. It captures the rapid initial spike that smoothly tapers off and levels out into a sustainable plateau over time.



Realistic Targets

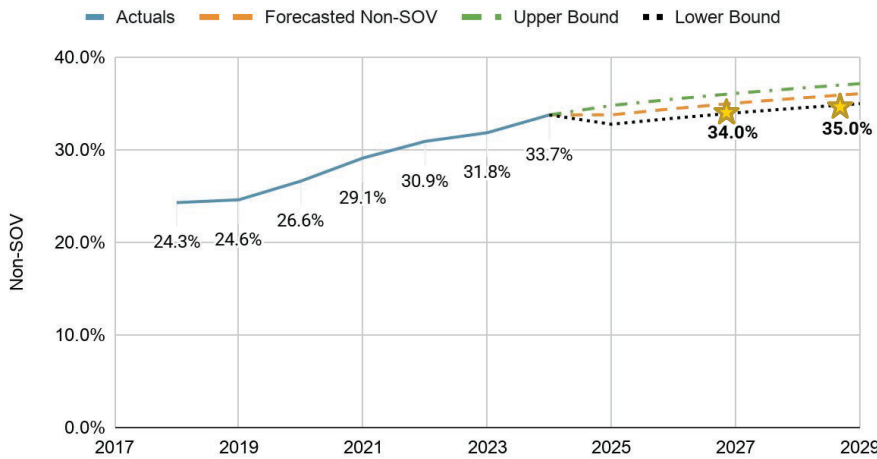
This ensures our future goals forecast a stabilizing commute pattern rather than an endless growth in teleworking.

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NFRMPO: Percent of Non-SOV Travel

Fort Collins UZA Non-SOV



Previous Targets

2023 Target: **25.3%**

2025 Target: **31.1%**

Staff Recommendation

2027 Target: **34.0%**

2029 Target: **35.0%**

Explanation

Model-Guided: Uses logarithmic regression to capture the transition from rapid growth to a stable plateau.

Telework Increase: Remote work increasing from 8% in 2019 to over 21% in 2024.

Conservative Growth: Forecasts a stabilizing trend rather than endless growth, acknowledging that telework has reached a natural ceiling.

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PM3: CMAQ Total Emission Reduction

What is this Performance Measure?

The Congestion Mitigation and Air Quality (CMAQ) performance measure tracks the effectiveness of transportation investments in improving air quality. It targets ground-level ozone and particulate matter (VOC, NOx, and PM10) in non-attainment areas.

Example: Transit Expansion Project Reduced Non-SOV Trips → 5.0 kg/day of NOx saved

How It's Calculated?

- **Project-Level Tracking:** Daily emission reductions are estimated for every project receiving CMAQ funding.
- **First-Year Benefit:** Calculations are based on the estimated benefit of a project's first full year of operation.
- **Data Source:** All data is pulled from the federal CMAQ Public Access System.

DRCOG Requirements

Emissions Targets

Must establish targets for emissions reductions within its boundary.

CMAQ Performance Plan (Required)

- Due to population >1M, DRCOG must produce a specific Performance Plan.
- **Deadline:** Must be finalized by **September 30, 2026** for inclusion in CDOT's Baseline Performance Period Report.

NFRMPO Requirements

Emissions Targets

Must establish targets for emissions reductions by supporting the state target or set targets specific to the MPO boundary.

Establishment Timeline

- MPO Boards must formally decide to either support state targets or establish their own.
- **Deadline:** 180 days after State Target establishment (March 30, 2027).



Methodology: Average Benefit Reduction by Dollar

To forecast anticipated daily emissions reductions for the upcoming performance period (2026-2029), CDOT staff used an **Average Benefit Reduction by Dollar** methodology.



Step 1: Historical Emissions

CMAQ projects (2018-2024) are reviewed to determine total daily reductions of pollutants removed from the air.



Step 2: Funding Analysis

Identify historical spending and anticipated budgets available for the 2026-2029 target years.



Step 3: Calculate ROI

Divide pollution reductions by dollars spent to establish a baseline benefit per dollar invested.



Step 4: Generate Forecasts

Apply the ROI multiplier to anticipated 2026-2029 budgets to estimate total expected emissions reductions.



Step 5: Apply 5% Buffer

Scale forecasts down by 5% to ensure targets remain realistic despite potential project delays or cost shifts.

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Steps 1 & 2: Historical Data Collection (2018-2024)



Step 1: Collect Historical Reductions

Total daily reductions for pollutants (VOC, NOx, and PM10) are measured for projects from 2018 to 2024.



Step 2: Identify Annual Funding

The CMAQ funding spent to achieve those past reductions is identified to determine the benefit per dollar.

Historical Emissions Reduction & CMAQ Funding

Year	VOC (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	CMAQ Funding
2018	103	354	34	\$46,390,130
2019	89	266	19	\$37,905,056
2020	37	55	3	\$64,735,633
2021	223	304	6	\$50,499,336
2022	213	361	272	\$60,519,003
2023	42	72	31	\$48,150,802
2024	460	359	69	\$33,267,421

Data Adjustment Note:

The raw 2024 data included the East Colfax Bus Rapid Transit project, which generated exponentially higher emissions reductions than typical annual investments. This outlier was removed from the 2024 totals so that the historical baseline accurately reflects the expected return on investment.

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Steps 3 & 4: Calculating and Forecasting Future Reductions



Step 3: Calculate the Multiplier

A historical "Average Benefit per Dollar" was established to determine the daily pollution reduction per \$1 invested.

Year / Metric	CMAQ Funding	VOC(kg/day)	NOx(kg/day)	PM10(kg/day)
(Benefit per \$1)	<i>Multiplier</i>	0.00000397	0.00000568	0.00000121
2026	\$62,014,380	246	352	75
2027	\$49,633,478	197	282	60
2028	\$57,200,000	227	325	69
2029	\$58,400,000	232	332	71



Step 4: Generate the Forecast

Historical averages were multiplied by anticipated CMAQ funding programmed in the FY 2026-2029 STIP to generate annual projections.

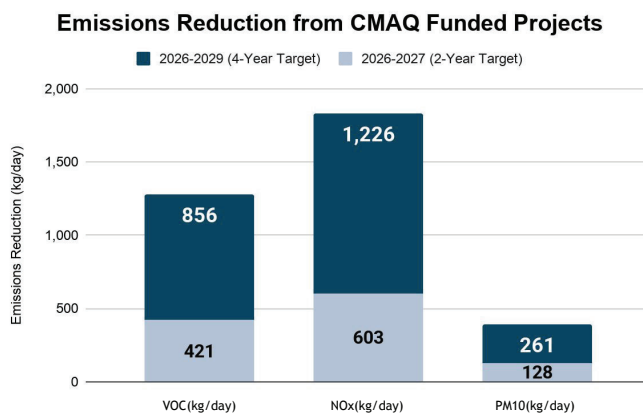
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Step 5: Finalizing Targets with a Safety Buffer



The 5% Safety Buffer: The forecasted predictions are scaled down by 5%. This buffer ensures the targets remain realistic and achievable regardless of project delays or shifting costs.



2026-27 Targets (2-Year Target)

VOC: 421 kg/day

NOx: 603 kg/day

PM10: 128 kg/day

2026-29 Targets (4-Year Target)

VOC: 856 kg/day

NOx: 1,226 kg/day

PM10: 261 kg/day

Note: The 2-year target (2027) represents the sum of benefits from 2026-2027, and the 4-year target (2029) represents the sum from 2026-2029.

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Questions?

For questions or comments on this presentation please contact:

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Resources:

- [FHWA Transportation Performance Management](#)
- [CDOT National Performance Measure Targets](#)
- [MPO Data Package](#)
- [CDOT National Performance Measures Dashboard](#)
- [CDOT Data & Dashboards](#)



Grant Funding Matrix

NFRMPO Mobility Program | RideNoCo Funding Summary

Total Requested \$501,166.20	Total Awarded \$495,166.20	Funding Secured 98.8%	Difference -\$6,000.00
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Overview: The Mobility Program has applied for \$501,166.20 across six grant opportunities and has been awarded \$495,166.20, representing an overall funding success rate of approximately 98.8%. These awards support RideNoCo technology improvements, closed-loop referral development, outreach, planning, and regional mobility coordination priorities.

Grant / Funding Source	Amount Requested	Amount Awarded	Difference	Percent Funded	Status
CDOT Capital Grant	\$75,000.00	\$72,000.00	-\$3,000.00	96.0%	Awarded
AARP Community Connections	\$15,000.00	\$15,000.00	\$0.00	100.0%	Awarded
AARP Walk Audit	\$2,500.00	\$2,500.00	\$0.00	100.0%	Awarded
OeHI Grant	\$47,000.00	\$47,000.00	\$0.00	100.0%	Awarded
SIPA Grant	\$144,000.00	\$141,000.00	-\$3,000.00	97.9%	Awarded
CDLE Grant	\$217,666.20	\$217,666.20	\$0.00	100.0%	Awarded
Total	\$501,166.20	\$495,166.20	-\$6,000.00	98.8%	Awarded

Key Funding Highlights

- Total amount requested: \$501,166.20
- Total amount awarded: \$495,166.20
- Overall funding secured: 98.8%
- Total difference between requested and awarded funding: \$6,000.00
- All listed grant applications received awards.

Impact

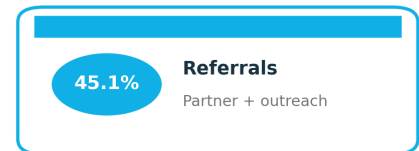
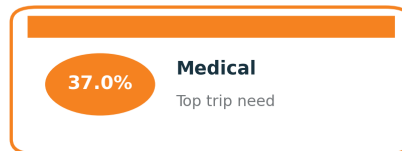
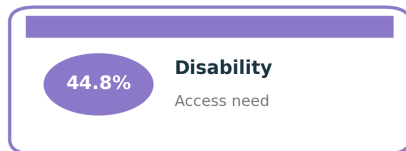
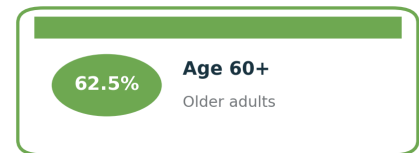
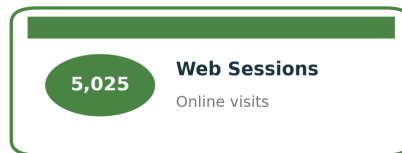
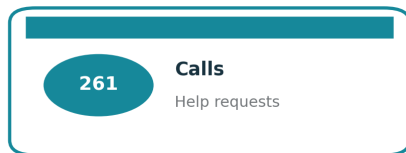
Collectively, these grant awards strengthen the Mobility Program's ability to advance RideNoCo, improve regional mobility coordination, support technology and automation needs, and expand access to transportation resources for communities across the North Front Range.

RideNoCo 2026 Mid-Year Impact Report



RideNoCo Mid-Year Impact Snapshot

January-June 2026 | Final report summary

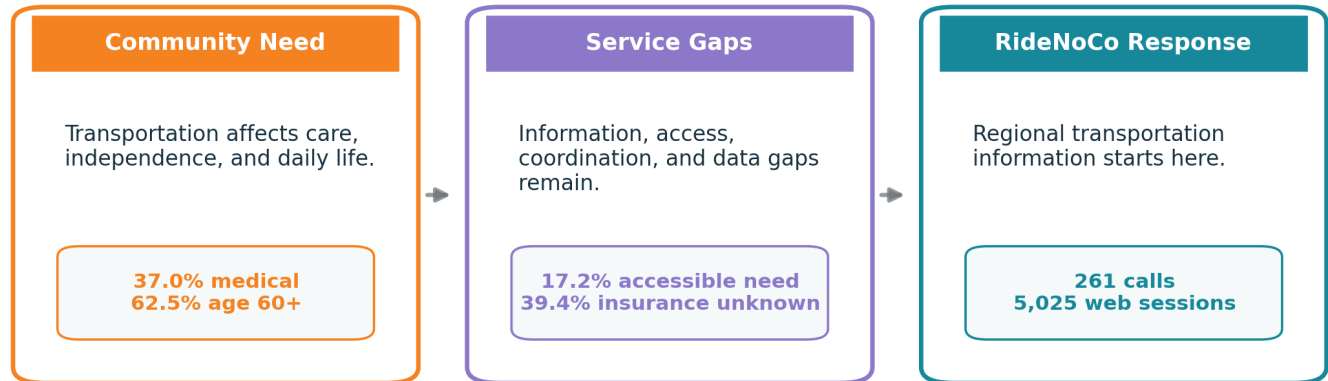


RideNoCo helps residents, caregivers, and partners navigate transportation for health, independence, and access.

Program Impact Summary

RideNoCo's mid-year data show strong demand for transportation information across both direct assistance and digital access points. The program is reaching residents who are more likely to experience mobility barriers, including older adults, individuals reporting disabilities, and people seeking medical transportation. By combining a one-call/one-click access model with trusted partner referrals, RideNoCo helps reduce confusion, strengthen regional coordination, and connect residents to transportation options that support health, independence, and daily life. These findings demonstrate a clear need for continued investment in mobility coordination, referral tracking, and platform automation so RideNoCo can close information, accessibility, coordination, and data gaps while strengthening follow-through with partner agencies.

Program Impact Framework



Key Metrics at a Glance		
Metric	Value	Program Meaning
Calls	261	Residents continue to seek direct transportation assistance.
Website sessions	5,025	Digital self-service is a high-use access point.
Age 60+	62.5%	RideNoCo is reaching older adults.
Disability reported	44.8%	Accessibility-related needs are a major part of the service story.
Medical trip purpose	37.0%	Transportation support is directly connected to health access.
Partner + outreach referrals	45.1%	Trusted pathways are expanding access to RideNoCo.

Executive Summary

Regional Mobility Access and Program Impact

RideNoCo's 2026 mid-year data show a practical regional mobility response. Residents, caregivers, and partner organizations are using RideNoCo because transportation information can be fragmented, eligibility can be confusing, accessibility needs can be individualized, and service options can vary by geography. RideNoCo provides a centralized place to start through direct assistance, online self-service tools, and trusted referral pathways. The result is a mobility access model that connects transportation information to health care, independence, aging in place, and community connection.

Key Data Points: The following metrics support this section of the report.

Data Point	Report Significance
261 direct calls	Residents continue to seek personalized transportation assistance.
5,025 website sessions	Digital self-service is a high-use access point.
62.5% age 60+	RideNoCo is reaching older adults.
44.8% reported disability	Accessibility-related needs are a major part of the service story.
37.0% medical trip purpose	Transportation support is directly connected to health access.

Community Transportation Need

Transportation Barriers and Health Access

Transportation barriers become most visible when residents need to reach medical appointments, maintain treatment, access essential services, or remain connected to daily life. For older adults, individuals with disabilities, and residents using public health coverage or fixed incomes, the transportation challenge is rarely limited to whether a ride exists. The more complex problem is knowing which service is appropriate, whether the rider is eligible, whether the option can meet accessibility needs, and how to navigate service boundaries. RideNoCo responds to this need by giving residents and referral partners a reliable place to begin.

Key Data Points:

Data Point	Report Significance
37.0% medical trip purpose	Medical transportation is the leading identified need.
62.5% age 60+	Transportation information supports aging in place.
51.7% Medicare/Medicaid	Known insurance responses signal health-connected and cost-sensitive needs.
10.9% personal trip purpose	Transportation also supports daily life beyond medical care.

Identified Service Gaps

Information, Accessibility, Coordination, and Data Gaps

The data points to several gaps that RideNoCo helps address. Residents may not know which providers serve a location, when services operate, what eligibility requirements apply, or how to compare transportation options. Wheelchair-accessible needs and unknown accessibility responses show the importance of accurate provider information and consistent intake questions. Unknown values in categories such as insurance, referral source, wheelchair accessibility, and city also provide a roadmap for improving intake, referral tracking, and future data quality.

Key Data Points:

Data Point	Report Significance
17.2% wheelchair-accessible need	A measurable share of users need accessible transportation options.
32.6% wheelchair-accessibility unknown	Improved intake can better identify accessibility needs.
39.4% insurance unknown	More complete data can strengthen equity reporting.
27.4% referral source unknown	Referral tracking can better show which pathways are working.
13.5% city unknown	Improved location capture can support geographic planning.

RideNoCo Service Model

One-Call/One-Click Transportation Information Access

RideNoCo responds to these needs and gaps by providing a centralized regional access point for transportation information. Direct assistance gives residents a place to ask questions, talk through eligibility or accessibility needs, and identify possible transportation pathways. The website expands access by allowing residents, caregivers, providers, and partners to search independently. Together, these channels create a flexible service model: residents who need personal help can call, while those who are comfortable self-navigating can use the online platform.

Key Data Points:

Data Point	Report Significance
261 calls	Direct assistance remains a core service channel.
5,025 website sessions	The website is functioning as a high-volume self-service resource.
69 January calls	January was the highest call month in the available data.
1,308 January website sessions	January also showed strong digital engagement.
1,141 April website sessions	Website use remained strong into spring.

Referral Network and Community Partnerships

Trusted Pathways into RideNoCo

RideNoCo's reach is strengthened by trusted community pathways. Partner referrals and outreach represent a significant portion of referral activity, confirming that visibility, relationship-building, and partner education are essential elements of mobility management. When healthcare providers, human service agencies, older adult organizations, disability-serving partners, local governments, and community navigators know where to refer residents, RideNoCo becomes part of the region's access infrastructure.

Key Data Points:

Data Point	Report Significance
25.0% partner referral	Partners are a major pathway into RideNoCo.
20.1% outreach/marketing	Outreach is translating into customer connections.
45.1% partner + outreach combined	Nearly half of referral pathways reflect intentional visibility and relationships.
9.1% medical provider referral	Healthcare partners are already part of the referral ecosystem.
14.6% outside source referral	Other external sources also contribute to access.

Future Program Direction

Closed-Loop Referrals, Automation, and Improved Reporting

The same data that show RideNoCo's value also points to the next stage of program maturity. Unknown values across several categories show where improved intake, referral tracking, and automation can produce stronger reporting. The closed-loop referral system and SIPA-funded automation work can help shift RideNoCo from information and referral toward stronger follow-through, clearer partner handoffs, and more measurable outcomes.

Key Data Points:

Data Point	Report Significance
Multiple unknown categories	Unknown data identifies where workflows can improve.
27.4% referral source unknown	Closed-loop referral workflows can improve referral-source tracking.
32.6% wheelchair-accessibility unknown	Enhanced intake can better capture accessibility needs.
39.4% insurance unknown	More complete intake can improve health and equity reporting.
45.1% partner + outreach pathways	Existing relationships create a strong foundation for closed-loop coordination.

Conclusion

Regional Mobility Impact and Continued Investment

Overall, the mid-year data show that RideNoCo is addressing a real and ongoing regional need. Residents use the program because transportation information is fragmented, eligibility can be confusing, accessibility needs are individualized, and service options vary by geography. RideNoCo provides a practical and human-centered response: a trusted place to start, a digital tool for self-service exploration, and a partner-facing referral pathway that strengthens the regional mobility network. Continued investment in RideNoCo will help Northern Colorado connect more residents to rides, care, essential services, independence, and community life.

Key Data Points:

Data Point	Report Significance
261 calls + 5,025 website sessions	Demand exists across both direct and digital channels.
62.5% age 60+ and 44.8% disability reported	RideNoCo is aligned with high-need mobility populations.
37.0% medical trip purpose	Transportation information supports healthcare access.
52.5% Larimer and 29.1% Weld	The data show regional reach across the primary counties represented.
Fort Collins 22.4%, Loveland 18.8%, Greeley 15.1%	Visible demand is concentrated in major community centers.

Program Impact

Continued Program Investment and Impact

RideNoCo's mid-year data show strong demand for transportation information across both direct assistance and digital access points. The program is reaching residents who are more likely to experience mobility barriers, including older adults, individuals reporting disabilities, and people seeking medical transportation. By combining a one-call/one-click access model with trusted partner referrals, RideNoCo helps reduce confusion, strengthen regional coordination, and connect residents to transportation options that support health, independence, and daily life. These findings demonstrate a clear need for continued investment in mobility coordination, referral tracking, and platform automation so RideNoCo can close information, accessibility, coordination, and data gaps while strengthening follow-through with partner agencies.

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
July 2, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Dena Wojtach, Two Roads Environmental, provided an update on the 2026 Intermountain West Ozone Exchange Conference, including an additional funding award of \$200,000 from the Air Quality Enterprise (AQE). The total AQE funding amount for the Exchange is \$300,000. Wojtach also noted the extension of the call for abstracts, which went on until June 30th. She noted there were a total of 61 abstracts submitted, and they will be used to create the agenda. She noted a rough agenda outline of the 3-day Exchange schedule. She noted two sponsorships have been secured, one from the Wasatch Front Regional Council and the other from Clark County, Nevada.

Wojtach noted several ozone monitors within the region exceeded 70 parts per billion (ppb) in June. She noted those exceedances are likely due to the wildfires occurring across the state and country. She provided a correction from the May RAQC report regarding smoke impact on ozone monitors. Wojtach explained the EPA's proposed Ozone Reclassification State Improvement Program, which aims to reduce duplicative requirements for areas under multiple ozone standards but lacks concrete regulatory revisions. After consulting with the Air Pollution Control Division, Dena recommended monitoring the situation rather than submitting Council comments at this time.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA REPORTS:

Report of the Chair – Heid encouraged communities to ensure their alternates for the Planning Council have their paperwork filled out.

Executive Director Report – Relford described a unified letter from Intermountain West MPOs supporting the Build America 250 Act and advocating for the use of current population data in formula funding. The Council was asked for and gave approval for Relford to sign the letter on their behalf. Relford also outlined concerns with proposed changes to OMB Uniform Guidance, including new federal authority to terminate grants mid-cycle, the appointment of a federal liaison with veto power over regional funding, increased liability for MPOs, and stricter compliance requirements for subrecipients. The Council was urged to support a letter requesting an extension or pause in rulemaking and to encourage local finance directors to submit comments before the July 13th deadline. She noted NFRMPO staff finished putting together core values for the organization.

DISCUSSION ITEMS:

2026 Federal Planning Certification Review Report – Karasko provided an overview of the 2026 Federal Planning Certification Review. She noted the review was held on April 29, 2026, and the results of the review found the NFRMPO is compliant for Federal Planning Certification. She noted the certification was effective starting on June 14, 2026, and will be effective until June 14, 2030. She noted the NFRMPO received one commendation toward documenting standard operating procedures. She also noted the various recommendations received from the review.

Connected Communities 2055 RTP: RATCs, RTCs, and RSCs - Rouser noted the Regional Active Transportation Corridors (RATCs), Regional Transit Corridors (RTCs), and Regionally Significant Corridors (RSCs) that will be used as planning parameters for the 2055 RCSs, which included various additions. He noted the list and map of the RATCs and noted they remain unchanged after two discussions with TAC. He noted the list and map for the RTCs and noted there were two modifications from the 2050 RTP and he noted the North I-25 alignment for the Front Range Passenger Rail has been removed, but I-25 still includes Bustang transit service. He ended by noting that the approval of all corridors will be an action item at the September Planning Council meeting.

NFRMPO Regional Crash Dashboard – Graalum presented the new regional crash dashboard tool. She noted its background, creation process, and regional importance. She described the dashboard’s features, data sources, issues with data gathering and discrepancies across agencies, and plans for annual fall updates to support regional safety planning. She provided a demonstration with various use cases of different data for the dashboard.

Connected Communities 2055 RTP: Goals, Objectives, and Performance Measures – Rouser noted the differences from the approved 2050 RTP Vision Statement and the draft 2055 RTP Vision Statement. He walked through the definitions for Goals, Objectives, Performance Measures, and Targets (GOPMT). He noted the five Goal Areas, which include Safety, Health and Environment, Transportation Choice, Operations and Efficiency, and Economic Development. He noted the background and importance of Regional Performance Measures. He then compared the adopted 2050 RTP Performance Measures to the proposed 2055 RTP Performance Measures.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 6/29/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council, correcting information shared in TRE's June 3, 2026 report to Council for their July 2, 2026 meeting.

Summary:

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

Air Quality Activities:

Fall 2026 Intermountain West Ozone Exchange Conference:

Conference details can be found at: <https://nfrmpo.org/air-quality/ozone-exchange/>

Congratulations, twice over! Colorado's Air Quality Enterprise (AQE) voted to increase their award of grant funding to NFRMPO and PPACG to host the Ozone Exchange, awarding more than requested. AQE Board members voted to award a total of \$300,000.00 to partially fund this now 3-day conference. The total cost estimates to host this conference is estimated at \$667,645.00, and relies heavily upon donation of in-kind services in terms of staffing and venue discounts, along with the AQE's grant. AQE Administrator Neustifter has prioritized drafting this contract to award funding, and NFRMPO and PPACG expect the contract to be executed on July 1, giving immediate access to funding for conference needs. Notably, AQE's award ensures that registration costs will be reasonable and will promote attendance including by governmental and community organizations at \$300.

The open Call for Abstracts has been extended to 6/30, due to several inquiries regarding who is eligible to submit abstracts on Intermountain West ozone-related topics and availability of speaker stipends, seeking researchers and other presenters to present at the conference. To date, twenty-seven abstracts have been submitted, and several panel discussions have been suggested. TRE expects more to be submitted by June 30th. Respondents include EPA staff and prominent researchers, from AZ, CO, NV, UT and more, touching on important research as well as communication and innovative programs. NFRMPO and PPACG staff are actively planning a transportation related panel discussion as part of the conference program.

The following outlines our envisioned rough program:

Day 1 - air quality planning (legal requirements, realities and presentations from AZ, CO, NV and UT air quality planning agencies),

Day 2 - air quality research (completed and on-going), and

Day 3 - air quality public health communications, research gaps and next steps.

Ultimately, the final program will be based on selected abstracts and will be finalized in August.

A second Town Hall was held on June 3rd to provide information on the conference itself, identifying conference organizers and their intent in hosting the conference. The second Town Hall hosted 17 attendees (excluding our planning team). Attendees all had an air quality background, from Colorado, Arizona, Utah and Nevada. Town Hall recordings and materials have been posted on NFRMPO's Intermountain West 2026 Ozone Exchange [webpage](#).

2026 Ozone Season Monitoring Data:

As of June 22, 2026, several ozone monitors observed 8-hour average values above 70 ppb thus far in 2026, including at: Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld Counties.

Notably that the Greeley Weld, LaSalle Tower and Timnath monitors have already observed three exceedances of the 70 ppb standard. Based on current data, three-year average values (aka Design Values) that may be used in reference to the ozone standards, for all EPA certified ozone monitors in the Larimer and Weld Counties exceed the 70 ppb standard, ranging from 71-77 ppb. See the RAQC's summary table, attached to this report.¹ Also note that this data has not been certified and includes flagged data that may have been influenced by stratospheric intrusions.

Rocky Mountain National Park monitors have also experienced high ozone levels, ranging from 73-71 ppb.

AQCC Activities:

The AQCC adopted regulations adjusting emission and reporting fees to cover Air Pollution Control Division costs. Additionally, the RAQC's Mike Silverstein provided an update on their Blueprint, public health impacts of air quality report and funding status to the AQCC. Note that the public health impacts report is due out in July 2026.

APCD Activities:

The APCD held public stakeholder meetings on carbon management, air toxics reporting and separately on proposed oil and gas emission control updates (that include transportation conformity related revisions of interest to the NFRMPO). The conformity related revisions are being proposed as a streamlining effort that reduces/removes the requirement to take all transportation conformity actions before the AQCC, and rather delegates oversight to the APCD. These revisions are part of the larger rulemaking proposal being requested by the APCD in July and October AQCC rulemaking hearing.

RAQC Activities

The RAQC Board met in May, and was briefed future Front Range Passenger Rail Train (aka Colorado Connector or "COCO"). Staff also provided an update on 2026 ozone values, and now includes "Smoke Impacts Probability" information associated with each listed ozone monitor (see Summary provided at the end of this report). The Board was briefed on numerous environmental regulatory "roll backs," creating a difficult landscape for air quality planning and management. Further, the Board was briefed on the 2026 Legislative Session,

¹ RAQC's Current 8-Hour Ozone Summary, "Denver Metro/North Front Range Area – 2026 8-Hour Ozone Summary through June 22nd, 2026", accessed 6/29/26 here: <https://raqc.org/current-8-hour-ozone-summary/>

TRE shared a **correction** to the May report with NFRMPO staff in late June: The RAQC Board's May meeting did NOT include a direct discussion of the RAQC's Smoke Impacts Assessment System (SIMAS) tool. However, TRE screened the RAQC's March 2026 report that assess probability of wildfire impacts on high ozone levels, of which the original tool has since been enhanced (aka SIMASv2). The SIMASv2 tool "...was applied to DM/NFR NAA ozone observations in 2020-2024 to develop alternative 2020-2024 ozone [baseline Design Values] that eliminate SIMASv2 projected High Probability and High and Moderate Probability site-days that were used to make [future Design Value] projections."²

Table 4-9 of the analysis indicates that by adjusting for wildfire impacts and stratospheric intrusions, future 2026 ozone projections still exceed the 75ppb ozone standard at CHAT and NREL monitors (see Table 4-9 below).³ Thus, area monitors were projected to still exceed ozone levels even when ozone values associated with significant wildfire impacts and stratospheric intrusions impacts were removed.

Table 4-9. Impact of Stratospheric Intrusions (ST), and High and Moderate Probability SIMASv2 outcomes on the projected 2026 ozone DVF at DM/NFR monitors.

Site ID	Site Name	Default DVF (ppb)	Exclude High WF + ST DVF	Difference From Default	Exclude High+Mod WF +ST DVF	Difference From Default
80013001	Welby	74.3	72.3	-2.0	71.6	-2.6
80050002	Highland Reservoir	74.9	72.6	-2.3	72.3	-2.6
80050006	Aurora East	72.4	69.1	-3.3	69.1	-3.3
80130014	Boulder Reservoir	73.8	71.2	-2.6	69.9	-3.9
80310002	Denver - CAMP	71.7	69.4	-2.3	68.4	-3.3
80310026	La Casa NCORE	74.0	72.0	-2.0	71.4	-2.6
80350004	Chatfield Park	79.5	76.9	-2.6	76.6	-2.9
80590006	Rocky Flats	79.4	76.4	-2.9	74.8	-4.6
80590011	Golden - NREL	79.3	76.4	-2.9	76.0	-3.3
80690007	Rocky Mountain NP	69.9	67.0	-3.0	65.0	-4.9
80690011	Fort Collins - West	74.6	73.3	-1.3	71.0	-3.6
80691004	Fort Collins - CSU	70.7	67.7	-3.0	67.4	-3.3
81230009	Greeley	71.0	69.7	-1.3	69.4	-1.6

On June 17, 2026, the RAQC held a Control Strategies Committee meeting. Staff shared a schedule for refining their Blueprint, announcing several workshops in July and August. Further, their report Public Health Effects from Air Quality specific to Colorado's Denver Metropolitan North Front Range Ozone Nonattainment Area. This report is anticipated to be made available in July/August 2026.

Dr. Collett provided a "2025 Front Range Ozone Experiment Initial Results" briefing during the CSC Meeting. Initial findings include: 1) general agreement between ground monitoring sites and satellite data; and 2) "ozone production in the northern part of the nonattainment area is more strongly driven by local emissions rather than transport from Denver metro."

² RAQC's "Smoke Impact Assessment System (SIMAS) version 2 report" March 2026, p. 17. Report posted as of 6/2/26 here: <https://raqc.egnyte.com/dl/76CgF798yFkP>

³ See RAQC's "Smoke Impact Assessment System (SIMAS) version 2 report" March 2026, Table 4-9 on p. 48. Report posted as of 6/2/26 here: <https://raqc.egnyte.com/dl/76CgF798yFkP>

Researchers are conducting their own source apportionment analysis, which differs from the RAQC's source apportionment, looking at pollutant categories that most significantly impact ozone monitors. Key takeaways thus far are listed below.

Key takeaways

- **Results shared today are preliminary and subject to refinement with continued analysis**
- Summer 2025 was a relatively **low ozone year**, reflecting favorable meteorology, limited smoke, and lower background influence; 23 NAAQS exceedance days were observed
- High ozone in Larimer Co. associated with **transport from SE** while **transport from NE** favors high ozone at Chatfield
- Source apportionment indicates varying mix of sources contribute to VOCs across non-attainment area with O&G contributions greater at northern sites and traffic & biogenic contributions greater at Denver Metro Sheridan site
- Long-term trend analysis suggests that ozone production is shifting towards **stronger NO_x-sensitivity**: continued NO_x emission reductions should be increasingly effective for ozone reduction
- Ongoing analysis will employ observationally-constrained box modeling to **ascertain O₃ sensitivity to NO_x and VOCs** and determine **source-specific impacts** on ozone production
- FROZÉ results will be used to help **test and improve photochemical grid modeling** used for regional O₃ simulations
- FROZÉ funded acquisition of additional NO_x and NO_y monitors that will be operated long-term by APCD

Thank you!

Jeff Collett: collett@colostate.edu

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Dr. Collett indicated an interest in submitting an abstract on this study for the Ozone Exchange.

Xcel also provided an Energy Update during the CSC Meeting, that included a discussion on data centers. All materials for the CSC Meeting are posted on the RAQC's webpage. ⁴

Other Air Quality Activities:

EPA proposed the "Ozone Reclassification State Implementation Rule," and a related Fact Sheet, proposing to issue an "Ozone Reclassification State Implementation Plan Rule."^{5,6} This proposal appears to address the challenges of different requirements and timing of nonattainment areas subject to more than one National Ambient Air Quality Standard for the same pollutant, by changing EPA's 2025 policy later codified into 40 CFR 51.1403. EPA's 2025

⁴ See RAQC's "Control Strategy Committee Meeting – June 17, 2026," website for materials, accessed 6/29/26, here: <https://raqc.org/event/control-strategy-committee-meeting-june-17-2026/>

⁵ See EPA's "Ozone Reclassification State Implementation Plan Rule," 91 Fed Reg 35639, June 12, 2026, here: <https://www.govinfo.gov/content/pkg/FR-2026-06-12/pdf/2026-11843.pdf>

⁶ See EPA's "Ozone Reclassification State Implementation Plan Rule" Fact Sheet, June 2026, here: <https://www.epa.gov/system/files/documents/2026-06/fact-sheet-proposed-rule-ozone-reclassification-state-implementation-plan-rule.pdf>

policy was referred to as the “leftover SIP elements policy.”⁷ The following excerpt from that fact sheet summarized proposed revisions:

Proposed Revisions

- The Trump EPA is proposing that under the best reading of Clean Air Act (CAA) sections 181 and 182, upon reclassification, an area’s only SIP planning obligations are those that are associated with the area’s current classification.
- The proposed changes are consistent with the CAA that states an area can only be subject to a single classification at a given time.
- Under this proposal, if a required SIP element for an area’s new classification level was previously satisfied when the area was at a lower classification, the requirement will be considered fulfilled and will not be due upon reclassification.

This action re-considers their 2025 Rule only on the position that SIP requirements are met under the preceding nonattainment classification, and are deemed to have been met and are not required to be re-analyzed with the new classification. Comments are due July 13, 2026. This action will be heavily litigated.

TRE has been tracking two bills that address Clean Air Act provisions relating to emissions outside of the state’s control introduced and progressing through 119th Congress: Representative Evans’ H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, and H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act. TRE will continue to track these bills.^{8,9} No movement has been reported in June.

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

- 7/10/26 RAQC Board Meeting
- 7/13/26 RAQC Public Workshop to Review Health Impact & FOIA Reports (register: <https://us02web.zoom.us/meeting/register/1aWL2VI4RpONdeg4OuAYLQ>)

⁷ See EPA’s “State Implementation Plan Submittal Deadlines and Implementation Requirements for Reclassified Nonattainment Areas Under the Ozone National Ambient Air Quality Standards,” 90 Fed Reg 5651, January 17, 2025. <https://www.govinfo.gov/content/pkg/FR-2025-01-17/pdf/2025-00336.pdf>

⁸ See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6387?locl=rga-bill>

⁹ See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6409>



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- 7/15/26 RAQC Public Workshop for Stationary Sources and Oil & Gas Strategies (register: <https://raqc.org/event/public-workshop-for-stationary-sources-and-oilgas-strategies/>)
 - 7/28/26 RAQC Public Workshop for Non-Road and Non-Point Strategies (register: <https://raqc.org/event/public-workshop-for-non-road-and-non-point-strategies/>)
 - here:

Other Anticipated Air Quality Activities

- Litigation on EPA's final action determining attainment for the Phoenix area under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed action determining attainment for the Wasatch Front in Utah under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed reconsideration of "leftover SIP provisions"
- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- Track litigation on EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona
- Track EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards
- Track Colorado's next steps addressing ozone, including:
 - RAQC's release of a report on public health impacts of ozone
 - Colorado's voluntary reclassification request
 - RAQC's air quality and public health report
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- Engage APCD in support of July 2026 revisions to conformity rules



TWO ROADS ENVIRONMENTAL

Denver Metro/North Front Range Area - 2026 8-Hour Ozone Summary* Through June 22nd, 2026

Monitor	1st Max 2026	2nd Max 2026	3rd Max 2026	4th Max			2024-2026 Estimated Average^
				2026	2025	2024	
Aurora East	78 05/11/26	77 04/29/26	75 05/18/26	73 06/11/26	70	81	74
Smoke Impact Probability	None	None	None	None			
Blackhawk	73 05/15/26	73 06/05/26	69 06/11/26	66 05/15/26	66	79	71
Smoke Impact Probability	None	None	None	None			
Boulder Reservoir	73 04/21/26	72 05/15/26	66 06/05/26	66 05/13/26	69	84	73
Smoke Impact Probability	None	None	None	None			
CAMP	70 05/15/26	69 06/13/26	69 06/18/26	66 05/15/26	69	79	72
Smoke Impact Probability	None	None	None	None			
La Casa	72 05/15/26	72 05/15/26	70 06/12/26	69 06/29/26	71	84	74
Smoke Impact Probability	None	None	None	None			
Chadfield	80 06/20/26	78 06/18/26	76 04/29/26	74 06/17/26	73	88	78
Smoke Impact Probability	None	None	None	None			
Evergreen	81 05/15/26	77 06/05/26	76 05/11/26	76 05/15/26	73	85	78
Smoke Impact Probability	None	None	None	None			
Fossil Crk	71 05/15/26	70 06/20/26	69 05/11/26	69 04/29/26	67	84	73
Smoke Impact Probability	None	None	None	None			
Fort Collins - CSU	73 05/15/26	69 05/11/26	69 04/29/26	69 06/29/26	67	82	72
Smoke Impact Probability	None	None	None	None			
Fort Collins West	73 05/15/26	69 05/11/26	68 04/29/26	67 06/29/26	72	83	74
Smoke Impact Probability	None	None	None	None			
Greeley Weld County	77 05/15/26	74 05/11/26	72 04/29/26	70 06/11/26	71	81	74
Smoke Impact Probability	None	None	None	None			
Highlands	80 06/20/26	78 06/18/26	74 06/18/26	72 05/18/26	80	73	68
Smoke Impact Probability	None	None	None	None			
NREL	82 05/15/26	78 06/13/26	76 06/05/26	75 05/15/26	71	86	77
Smoke Impact Probability	None	None	None	None			
Mehaffey Park	75 05/15/26	72 06/20/26	71 04/29/26	69 06/18/26	70	NA	NA
Smoke Impact Probability	None	None	None	None			
LaSalle Tower	75 05/15/26	74 05/11/26	71 04/29/26	70 05/18/26	69	79	72
Smoke Impact Probability	None	None	None	None			
Rocky Flats North	77 05/15/26	76 06/05/26	74 05/18/26	73 04/21/26	72	88	77
Smoke Impact Probability	None	None	None	None			
Timnath	78 05/15/26	73 05/11/26	71 06/29/26	71 04/29/26	73	78	74
Smoke Impact Probability	None	None	None	None			
Welby	73 05/15/26	72 06/18/26	72 05/11/26	70 06/29/26	69	83	74
Smoke Impact Probability	None	None	None	None			

* Based on 8-hour averages of raw 1-hour ozone data from the [Colorado Department of Public Health and Environment \(CDPHE\)](#) and consistent with [Data Recording and Handling Conventions outlined in 40 CFR Part 50 - Appendix P](#).

***The Platteville Observatory was brought off line 2/6/24 and replaced by the La Salle Tower monitor on 2/14/24

***The Fossil Creek monitor was brought online 8/2/2024 for the non-attainment area

** Mehaf Park was brought online 6/5/2025

The form of the standard is in parts per million (ppm), however, values in this table are expressed in parts per billion (ppb) for simplicity. Data is synced monthly with Air Pollution Control Division (APCD) monthly ozone summary with final quality assurance conducted by APCD at end of ozone season.

^ The 2024-2026 value is an estimate based on certified monitor data from 2024 and 2025 and uncertified current data from 2026 and is the average of the 4th highest monitored data by site over 2024-2026.

**The smoke impact probability comes from the Smoke Impact Assessment System v2/prepared for the RAQC. It is designed to determine the retrospective probability that smoke is impacting ozone formation at each monitor in the non-attainment area. Observational data and modeling results are used to determine probability of smoke impact at each site, either none, low, moderate or high. The full report describing this project [here](#)

 = 8-hour average ozone value exceeds 75 ppb 2008 standard
 = 8-hour average ozone value exceeds 70 ppb 2015 standard
 = 8-hour average ozone value does not exceed 70 ppb 2015 standard

For 2026 Ozone Season Count of
calendar days exceeding:

0 = Days > 84 ppb

1 = Days > 80 ppb

8 = Days > 75 ppb

16 = Days > 70 ppb

33 = Days > 65 ppb

51 = Days > 60 ppb



MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Jonathan Stockburger
Date: July 15, 2026
Re: Report – Q2 2026 TIP Modifications

Summary

In the second quarter of 2026 (April - June), the NFRMPO processed three Administrative Modification to the FY2024-2027 Transportation Improvement Program (TIP). The modifications are listed and linked below.

- April 2026 TIP Modification - <http://nfrmpo.org/wp-content/uploads/2026-m4-tip-modification.pdf>
- May 2026 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2026-m5-tip-modification.pdf>
- June 2026 TIP Modification - <https://nfrmpo.org/wp-content/uploads/2026-m6-tip-modification.pdf>

The most recent TIP tables including all Policy Amendments and Administrative Modifications can be found at www.nfrmpo.org/tip.

For any questions about the Q2 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None

Weld County Mobility Committee (WCMC) Meeting Minutes

March 24th, 2026, 1:30 pm – 3:00 pm

Hybrid Location: The United Way of Weld County, 814 9th Street, Greeley, CO 80631

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Chair Adrianna Torres, VIA Mobility
- Vice-Chair Steve Teets, WAND
- Tyler Lamm, United Way Weld County
- Michelle Trevino, United Way Weld County
- Elnauz Buck, 60+ Ride
- Robin Upton, WAND
- Kayla Schram, VIA Transportation
- Carmin Haniz, GET
- NFRMPO Staff:
 - Tanya Trujillo Martinez, Mobility Director
 - Aaron Hull, Mobility Planner

Virtual:

- Trevor Trepanier, GET
- Anna Santos, VIA Transportation
- Min Ji, VIA Transportation
- Jennifer Neptune, After Sight
- Monica Wickstrom
- Celeste Ewert, Envision
- Nate Vander Brauk, GoNoCo34
- Denise Stayley
- NFRMPO Staff:
 - Elizabeth Relford, Executive Director

Introductions

Members introduced themselves and the agencies that they represent. Individuals who were in person went first, then those online.

Public Comment

There was no public comment.

Greeley Evans Transit (GET) Updates

Trevor Trepanier spoke about how GET will move forward with new branding and debut the fresh look at the July 4th Parade in Greeley. Trepanier also spoke about how there will be fare-free service this summer due to the loss of the CASTA grant funding and the lack of an alternative funding source, but hopes fare-free service will return in the next couple of years. Trepanier discussed how the previous fare-free program supported ozone-emission reduction goals. Vice-Chair Steve Teets mentioned that people will miss this free fare program and asked how much it costs for a summer, to which Trepanier answered that the program can cost approximately \$200,000. Vice-Chair Teets asked whether there are other grants available to assist, and a discussion ensued among the WCMC regarding collaboration and other possible funding streams. It is an important program that the community will miss.

WCMC Members Announcements & Updates

Vice-Chair Teets shared that he also serves on the NHP committee regarding the new statewide transportation broker and provided additional information about how the new Medicaid changes will take effect on July 1st. Vice-Chair Teets raised concerns about how the new state broker transition may affect riders, particularly given previous experiences with Medicaid transportation systems.

Vice-Chair Teets also discussed safety issues in Greeley related to the use of e-bikes and e-scooters, noting that they can pose hazards to older adults, pedestrians, and individuals with disabilities. Vice-Chair Teets described two dangerous encounters in which an e-bike nearly struck him.

Vice-Chair Teets mentioned that there have been disabled individuals asked to move on the bus, who have been separated from other individuals with mobility devices. Vice-Chair Teets mentioned he heard that a non-service animal was allowed on board and that a passenger almost got bitten. Discussion ensued amongst members about bus operations, rider safety concerns, seating practices, separation of individuals from mobility devices, ADA compliance concerns, non-service animal issues, and incidents on the bus.

Approval of March Minutes

Vice-Chair Teets noted that the March Minutes need to be updated to include Steve's comment at the end of the meeting regarding an individual who was improperly restrained on the bus, and that after working with Michelle Johnson, the Mobility Director at GET, the service animal of the man was "labeled" aggressive by Michelle Johnson and not by Vice-Chair Teets.

Vice-Chair Teets moved to approve the March 2026 WCMC meeting minutes, with the edits and corrections as noted, which Trevino seconded; the motion passed unanimously.

Mobility Program Updates:**RideNoCo Data & Outreach Updates**

Aaron Hull shared the RideNoCo year-to-date call center data, discussed call center trends, and gave outreach updates. Hull discussed that RideNoCo has reported approximately 250 calls and 5,025 website visits year-to-date, with most calls coming from Larimer County, followed by Weld County. Hull talked about how the key user groups include older adults, veterans, and individuals with disabilities, and that the main gaps in services identified through RideNoCo include cost barriers, last-minute trip needs, and exclusions from service areas. Hull mentioned that an emerging gap in service was the difficulty of traveling from rural areas to the Denver region. Hull discussed the upcoming outreach events the NFRMPO will participate in, such as Bike to Work Day events across the region, community fairs, and regional markets. Hull encouraged partners to suggest additional outreach opportunities, and if they need any presentations, to let NFRMPO staff know. Discussion ensued amongst members about the caller data and the trends for the year.

Mobility Leadership Updates

A written report was provided in the meeting handouts.

Mobility Planning Updates

A written report was provided in the meeting handouts.

NFRMPO Updates

A written report was provided in the meeting handouts.

Presentations

GET & Via Transportation Presentation

Kayla Schram, the Via Transportation Field manager, introduced herself and the organization that she is a part of, Via Transportation. Schram provided a presentation on their services and collaboration with GET. Schram talked about how they serve twenty communities across the state of Colorado with on-demand, ADA paratransit, and fixed routes. Schram talked about how they introduced the Greeley Paratransit app, which provides scheduling, real-time updates, tracking, and supports different accessibility needs, and that all these services can also be accessed by phone, on the website, or in person. Schram discussed how the Greeley services include scheduled paratransit rides with booking and call-and-ride/on-demand Sunday service. Schram mentioned that they allow for different payment options, such as cash, card, or account credit, but no change is provided for cash. Schram talked about two types of ADA-accessible vehicles they use: Ford Transit vans and Chrysler Pacificas. Schram noted that both are equipped with rear-loading ramps, and a discussion ensued about which ramps worked better and why they chose the ones they did. Schram noted that for customers far from them, the average satisfaction rating is 94.1%. Schram talked about how, so far, they have provided over 5,000 rides, have 149 active riders, an average trip duration of 14 minutes, and good customer service satisfaction. Discussion ensued about the key improvements they have heard so far, including better reliability, improved on-time performance, lower operating costs, and enhanced technology and trip management.

Vice-Chair Teets had questions about accessibility, and Jennifer Neptune offered that her organization, After Sight, could help convert any information into audio for the hard-of-seeing community. Neptune discussed how Aftersight (www.aftersight.org) is a nonprofit that produces audio newspapers, magazines, and podcasts for the blind and low-vision community and gave her email (jennifer@aftersight.org), as Aftersight is willing to put out PSAs on transportation information for the blind and low-vision community.

Discussion Items

Mobility Case Study

The WCMC discussed a mobility case study provided by Vice-Chair Teets involving a 72-year-old adult who needs transportation to medical appointments at the UCHHealth Greeley Clinic and faces challenges, including limited transit access near their residence, reliability issues, difficulty scheduling last-minute trips, and cost constraints.

The WCMC discussed how the individual could work with social workers and care management teams at local medical offices as an additional resource, and that the individual could connect with Via, depending on where they live. Discussion ensued about the individual reaching out to the American Cancer Society volunteer ride program, if appropriate, and encouraged the individual also to plan an earlier trip when possible to improve the likelihood of securing transportation. Discussion ensued on how expanded partnerships with volunteer-based transportation services could help, and on exploring future route restrictions or service expansion opportunities.

Wrap-Up

Next Meeting Agenda Suggestions

Vice-Chair Teets suggested adding a future agenda item to discuss safety concerns with E-Bikes and E-Scooters. Vice-Chair Teets suggested having a Sheriff from Jefferson or Weld County to discuss how they report dangerous behavior. WCMC members discussed inviting a Sheriff to a future meeting to discuss reporting practices as a possible model for documenting dangerous behavior involving e-bikes or e-scooters, with potential participants including representatives from the Greeley Police Department and emergency management partners. Discussion ensued on emergency preparedness, Via Mobility's role as a second responder, and the need to coordinate through official emergency management channels.

WCMC members discussed the NFRMPO emergency disaster response coordination and emergency preparedness tools, such as a postcard or card with name, disability, and other key information that could be shared with neighbors in an emergency. Megan Klizcak discussed how zTrip was noted as having transportation-related emergency management relationships with several counties. WCMC members discussed how each municipality is responsible for developing a safety plan, and that the MPO can support coordination, information sharing, and collaboration with community partners. WCMC members emphasized that transportation-related emergency preparedness information needs to be communicated more clearly.

Vice-Chair Teets mentioned that it would be helpful to have someone come in to talk about Medicaid and Medicare benefits, specifically transportation benefits.

Tyler Lamm mentioned that it would be a good idea to have a future discussion or presentation on the United Way programs, Ride United, and 211.

Meeting Adjournment

Teets moved to adjourn the meeting, seconded by Trevino at 2:52 pm.

Upcoming Meetings:

- Larimer County Mobility Committee: July 28th, 2026
- Northern Colorado Mobility Committee: August 25th, 2026
- Weld County Mobility Committee: September 22nd, 2026.

*Please note:

The NCMC, WCMC, and LCMC are **hybrid** meetings with a virtual option and in-person locations at the following:

- The NCMC in-person meeting location is the Windsor Community Recreation Center, Buckeye/Redwood Room, 250 11th St, Windsor, CO 80550.
- The WCMC in-person meeting location is The United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
- The LCMC in-person meeting location is the Loveland Youth Campus in United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537.