



North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

August 6, 2026

In-Person: Eaton Town Board Room, 224 1st Street, Eaton, CO 80615

Virtual: [Join the meeting now](#)

Meeting ID: 226 279 019 470 95

Passcode: Hg2nn7KM

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

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – July 2, 2026	Kristin Stephens	10	6:10

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Jessica Ferko, CDPHE-APCD	Handout	6:15
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:20
7	Regional Air Quality Council (RAQC)	Kristin Stephens	Handout	-
8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	-



Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:30
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:35
11	Colorado Transportation Investment Office (CTIO)	Tricia Canonico, CTIO Director	17	6:45
12	Front Range Passenger Rail District	Tricia Canonico, FRPR Director Jon Mallo, FRPR Director	Handout	6:50
13	Finance Committee	Written	20	-
14	July 2026 TAC Executive Summary	Written	22	-
15	2026 Quarter 2 TIP Modifications	Written	24	-
16	Mobility Program Updates	Written	Handout	-

Presentation

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	US34 Corridor Preservation Study	Heather Paddock, CDOT Region 4 Director	25	7:00

Action Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	Transfort FFY26 Program of Projects (POP) Resolution 2026-17	Joshua Ma, Transfort	34	7:30
19	Transfort FFY25 Program of Projects (POP) – Revisions Resolution 2026-18	Joshua Ma	38	7:35
20	July 2026 TIP Amendment Resolution 2026-19	Jonathan Stockburger, Transportation Planner I	42	7:40

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Federal Performance Measures (PM): FHWA PM3 System Performance Updates	Jacob Kershner, CDOT Brittany Hanson, CDOT	45	7:45



Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
22	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:15
23	STAC Report	Kristin Stephens, NFRMPO STAC Representative	-	-
24	N I-25 Coalition	Scott James, Commissioner Coalition Chair	-	-
25	Host Council Member Report	Liz Heid, Mayor Pro Tem Town of Eaton	-	8:25

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: September 3, 2026 – Town of Milliken



MPO Planning Council

Larimer County

Kristin Stephens, Commissioner – Chair

Alternate- Jody Shadduck-McNally, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem – Vice Chair

Alternate- Will Sander, Trustee

City of Greeley and Regional Transit Representative

Johnny Olson, Councilmember – Past Chair

Alternate- Brian Rudy, Councilmember

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

City of Evans

Mark Clark, Mayor

City of Fort Collins

Chris Conway, Councilmember

Alternate- Anne Nelsen, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Nicholas Bashford, Councilmember

Town of LaSalle

Paula Cochran, Trustee

City of Loveland and Regional Transit Representative, Alternate

Patrick McFall, Mayor

Alternate- Laura Light-Kovacs, Councilor

Town of Milliken

Michael Orcutt, Mayor Pro Tem

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- Josh Ochs, Councilmember

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Jason Hallett, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Lynnette Peppler, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

GLOSSARY (cont'd)

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

GLOSSARY (cont'd)

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

Revised 3/17/2026

GLOSSARY (cont'd)

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

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

July 2, 2026

Hybrid Meeting in Johnstown, CO

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid- Vice Chair	-Eaton
Nicholas Bashford	-Johnstown
Julie Cline	-Windsor
Bill Jenkins	-Timnath
Patrick McFall	-Loveland
Josh Ochs	-Severance
	Alternate
Lynette Peppler	Weld County
	Alternate

Voting Members Absent:

Mark Clark	-Evans
Paula Cochran	-LaSalle
Chris Conway	-Fort Collins
Jessica Ferko	-CDPHE-APCD
Cecil Gutierrez	-Transportation Commission
Will Karspeck	-Berthoud
Johnny Olson	-Greeley
Michael Orcutt	-Milliken

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jerome Rouser, Transportation Planner II; Jonathan Stockburger, Transportation Planner I; Mykayla Graalum, Transportation Planner I, Aaron Hull, Mobility Planner.

In Attendance: Bill Becker; Brad Buckman; Tricia Canonico; Michelle Edgerley; Hanna Feldmann; Nicole Hahn; Meaghan Johnson; Will Jones; Evan Pinkham; Denise Staley; Justin Stone; Josie Thomas; Dena Wojtach.

Vice Chair Heid called the MPO Council meeting to order at 6:01 p.m.

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

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

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

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. The estimated total amount needed for the entire conference is \$700,000. She noted the newly awarded funding will be heavily dedicated toward funding travel costs of those presenting at the Exchange. She noted the current registration cost is estimated at \$300.

Wojtach also noted the extension of the call for abstracts, which closed on June 30th. She noted there were a total of 61 abstracts submitted from across Colorado and the Intermountain West. These abstracts will be used to create the conference agenda. She noted a rough agenda outline of the 3-day Exchange schedule. Day one will focus on air quality planning, day two will focus on air quality research, and day three will focus on air quality public health communications, research gaps, and next steps. She encouraged councilmembers to continue help spread the word about the conference. She noted two sponsorships have been secured, one from the Wasatch Front Regional Council and the other from Clark County, Nevada.

Jenkins asked if media representatives will be invited to the Exchange. Wojtach noted they have not been invited yet, but that will be considered.

Wojtach noted several ozone monitors within the region exceeded 70 parts per billion (ppb) in June, with most exceeding in the past week. 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 a smoke impact tool. She noted the correction no longer identifies that the RAQC provided that update. She noted the overall discussion about smoke impacts on the region remains the same. Wojtach explained the EPA's proposed Ozone Reclassification State Implementation Rule, 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, Wojtach recommended monitoring the situation rather than submitting Council comments at this time.

Regional Air Quality Council (RAQC)

A written report was provided

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Report of the Vice 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. She noted the comments from the Intermountain West MPOs are largely aligned with the comments from the Association of Metropolitan Planning Organizations (AMPO). 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 the Office of Management and Budget (OMB) Uniform Guidance, including new federal authority to terminate grants mid-cycle, the appointment of a federal liaison who would review and have the power to veto regional funding, stricter compliance requirements for subrecipients, neutral speech policies against not speaking supportively of the federal government, putting financial guarantor liability onto MPOs, and reducing the minimum dollar threshold of contracts to \$250,000. This guidance would also have impacts on the financial departments of communities of all sizes. 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. Relford noted the contents of the current letter, which includes supporting transparency and efficiency in federal financial assistance and shared goals of responsible stewardship of federal transportation funds, and streamlining grants and reducing the burden of contracting. However, to ensure the rule supports those implementations, the letter encourages OMB to either extend the comment window or pause the rulemaking to thoroughly evaluate its impacts. She noted there have already been over 40,000 comments submitted regarding the rulemaking. She noted this Guidance has never been changed this drastically and the NFRMPO only learned about it on June 18, 2026. OMB wants this rulemaking effective on October 1, 2026. Council supported signing the letter.

Heid asked the letter to be forwarded to each councilmember so it can be sent forward to community's finance directors so communities can formulate further comments. Jenkins described the rulemaking as pollical control over funding, which could be abused by any pollical party.

Relford noted NFRMPO staff finished developing core values for the organization.

Front Range Passenger Rail District

Canonico noted the Commissioners reports focused on the ballot rollout schedule. She noted there will be a public branding rollout on July 13, 2026. She noted this rollout will include a new website, a branding event, and a launch party. She noted the District has already completed 20 town halls and there will be an additional 10 across the next month. She noted there will be a town hall in Fort Collins on July 29, 2026, and one in Loveland on July 30, 2026. She noted on July 24, 2026, the District will be approving the Final Delivery Plan. On August 28, 2026, the District will meet in Pueblo and vote on whether to include Front Range Passenger Rail on the ballot for the 2026 voting cycle. The District will also be touring the Siemens Arrow Rolling Stock, which the District hopes to use for Front Range Passenger Rail. Board actions for the previous meeting included contracts of service for the Ballot Access Plan and the extension of the deadline of the Local Return Program, which helps communities build out their station

areas. Also, Fort Collins and Loveland have applied for federal FTA funding for transit-oriented development planning. Additionally, they discussed how they should price fares and which groups should receive reduced fares. Heid asked if there will be discounts for Military. Canonico responded that it was not discussed but is a good one to keep in mind. She also noted the rail will have special event pricing and used Broncos games as an example. She noted there has been an additional station added to North Colorado Springs, with a possibility of it being on ground of the United States Air Force Academy.

Colorado Transportation Investment Office (CTIO)

Canonico noted discussion about increasing tolling costs at the May CTIO meeting. Initially, the increase was going to be 4.5 percent based on the consumer price index. She noted CTIO pushed back on that percentage, and now it is down to 3.6 percent. She also noted CTIO is going to look at N I-25 tolls on Segments 6, 7, and 8 in the fall since there is currently not enough data. She noted that on N I-25 segment 2, the speeds are not where they should be as federally mandated, so the toll rate credits and additional dollars are being adjusted by a dollar. She noted an amendment to the 2026 to 2027 Budget for previously unanticipated costs, including the new CDOT Central Service Cost Allocation Plan, the Pikes Peak Area Council of Governments toll lane feasibility analysis, the Courtesy Patrol Sponsorship Program along I-70, the starter services for the Front Range Passenger Rail, and Granby's Laver Work Facility.

Finance Committee

A written report was provided. Jenkins added that due to funding increases, the NFRMPO's trust fund is not going to decrease.

June 2026 TAC Executive Summary

A written report was provided.

Mobility Program Updates

A written report was provided.

DISCUSSION ITEMS:

2026 Federal Planning Certification Review Report

Karasko provided an overview of the 2026 Federal Planning Certification Review. She discussed background on the review, noting that it takes place every four years. The Review includes the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and local transit agencies. 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, which is effective from June 14, 2026, through 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, including aligning the TIP Amendment process showing differences between the online and paper versions, making sure inflation rate calculations are included in the TIP and RTP, changes to naming in the Travel Demand Model, and simplifications of the United Planning Work Program funding tables. Karasko noted the NFRMPO should be able to implement all changes within the next 18 months.

Relford noted a funding award of \$30,000 to the NFRMPO from CDOT which will go towards implementing an E-TIP software. She noted the changes that will happen to the TIP Narrative once the E-TIP is implemented.

Connected Communities 2055: 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 RSCs, which included various additions. He started with RSCs, noting the criteria includes all interstates and highways, roads eligible for federal funding, crosses more than one jurisdiction, connects to an activity center, serves regional traffic, and will be complete by 2055. He walked through the list of current RSCs. He also noted the proposed 2055 RSCs, noting the largest addition being 1st St / LCR20E in Loveland and Johnstown. He noted other minor updates to the RSCs. He then noted the list and map of the RATCs and noted they remain unchanged after two discussions with TAC.

Jenkins asked about WCR 74 and Harmony Rd not being included on the map of RATCs. Rouser said that route was discussed, although it did not make it in the end due to surrounding communities not including the same amount of active transportation planning along that corridor.

He noted the list and map for the RTCs and noted there were two modifications from the 2050 RTP, including SH 402 and WCR 74. 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 noted that being an RTC does not guarantee transit service, just that it is feasibly possible by 2055. 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, with Planning Council requesting the dashboard to be made in early 2025. She noted the Dashboard's creation process, which includes a lot of coordination with communities and CDOT, which all provide different ways of tracking their crashes. Before this Dashboard, the easiest way to see crashes was CDOT sending a spreadsheet, providing a difficult user experience with no visual element. The overarching goal of the Dashboard is to provide improved access to transportation safety data, assist with regional safety initiatives, and align with the NFRMPO's Safety Vision Plan adopted in 2020. She noted the final version of the Dashboard largely resembles the Denver Regional Council of Governments Safety Dashboard. She also thanked NFRMPO's intern John Meyer for his work on the Dashboard. She described the dashboard's features, which includes interactive maps, charts, graphs, and summary statistics. She noted CDOT's data was enhanced for the Dashboard by including RSCs and looking at crashes within a quarter-mile of a school.

Cline asked where the data comes from and how the data will be updated. Graalum responded that the Dashboard only includes CDOT data due to data collecting discrepancies from local communities. She noted the Dashboard currently includes all 2022 – 2024 data and noted plans for annual fall updates to support regional safety planning.

Jenkins asked if CDOT gets their data from Colorado State Patrol. Graalum responded that local agencies fill out information on the crashes with then gets submitted the Colorado's Department of Revenue, which is the state's official recordkeeper. After checking the data, the information gets sent to CDOT for continued cleaning. She noted that process is why getting updated crash data from the state takes a long time. Jenkins added that this makes it difficult to make informed, data-driven decisions. Bashford asked how often Graalum would like to see updated data in an ideal world. Graalum responded that twice a year would be nice. Jenkins noted that Timnath does not do their own crash investigations, they instead have a separate investigation team that comes in when needed.

Graalum provided a demonstration with various use cases of different data for the dashboard, showcasing its various filters and visual mediums. Graalum and Relford requested feedback.

Connected Communities 2055: Vision Statement and Goals, Objectives, and Performance Measures (GOPM)

Rouser noted the differences from the approved 2050 RTP Vision Statement and the draft 2055 RTP Vision Statement. The 2055 RTP Vision Statement is: "Connect Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region's quality of life and long-term economic vitality." He walked through the definitions for Goals, Objectives, Performance Measures, and Targets (GOPMT). G is for Goals, which address key desired outcomes for the region and are the first step in supporting the vision statement. O is for Objectives, which are needed to support and accomplish the goals. P and M are for Performance Measures, which is an expression used to establish targets and access progress towards achievements of goals and objectives. Lastly, T is for Targets, which is a quantifiable value to be achieved.

Rouser noted the five Goal Areas, which include Safety, Health and Environment, Transportation Choice, Operations and Efficiency, and Economic Development. The objective of Safety is to improve safety for all users of the transportation system and working towards the elimination of fatalities and serious injuries. The objective of Health and Environment is to reduce the transportation system's impact on air quality with sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure. The objective of Transportation Choice is to provide safe and convenient access to a variety of transportation options that meet the needs of all users. The objective of Operations and Efficiency is to optimize system performance through coordinated planning, data-driven decision making, and the integration of smart technologies to reduce congestion and improve travel reliability. The objective of Economic Development is to support economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

He noted the background and importance of Regional Performance Measures (RPMs). These were first adopted with the 2040 RTP. They are designed to reflect regional priorities that are not covered in the Federal Performance Measures. He noted that RPMs are not required federally and the new iteration being presented is based on the 2050 RTP and a discussion with the NFRMPO's Technical Advisory Committee. He walked through the 2050 RTP RPMs, which includes population within Paratransit and Demand Response service area, fixed-route revenue hours, non-motorized facility miles, percent of non-

single occupant vehicle trips, daily vehicle miles traveled, projects requiring more than one extension, Travel Time Index, and percent of devices connected by fiber. He noted the proposed changes for the 2055 RTP, which include adding percent of Regional Active Transportation Corridor network built out, projects not requiring any delays, and Truck Travel Time Reliability. Also included is serious injury and fatality measures for vehicles, motorcycles, bicycles, pedestrians, and total crashes. Rouser noted this will be a discussion again at a later Planning Council meeting. He noted the NFRMPO will also be looking into how to incorporate the data into the planning processes.

Graalum added that transit ridership per capita was added because it was a performance measure in the congestion management process.

COUNCIL REPORTS:

Transportation Commission

No report provided.

STAC Report

A written report was provided.

US34 Coalition

Cline noted Relford provided a presentation to the US34 Coalition. Cline noted the importance of coordinating developments with the NFRMPO. She also noted an update from the new director of the GoNoCo US34 TMO. Relford added that Heather Paddock will be providing a presentation to the Planning Council next month.

Host Council Member Report

Bashford provided updates for the Town of Johnstown. He noted a realignment project on High Plains Boulevard from Ronald Reagan Blvd to US34. This project includes working with Union Pacific on their preferred crossing design. He noted an IGA with Windsor, Greeley, Weld County, and Johnstown to construct a new interchange at US34 and Weld County Road 17. He noted Colorado Blvd will be updated and realigned at WCR 50 with a roundabout. He noted a devolution agreement with the state which will dedicate the I-25 frontage road to Johnstown. He noted a new 70,000 sq ft entertainment facility is being built in Johnstown. He noted construction continues for a \$85 million water treatment expansion to increase capacity. He noted a groundbreaking for a new senior center in September. He noted the construction of new trail segments will be one of the high-priority items on the Town's updated budget.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:05 p.m.

Meeting minutes submitted by: Jonathan Stockburger, NFRMPO Staff



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

Held: Wednesday, June 17, 2026, 11:00 a.m.

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

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

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

Roll Call Regular Meeting

All board members, with the exception of Director Canonico and Director Sacripanti, were present. The meeting began at 11:01 a.m.

Public Comment

The CTIO Board did not receive any public comment. However, Chair Gutierrez noted that the Transportation Commission (TC) had received public comments regarding the Central 70 Express Lanes' ingress and egress points.

Comments from Directors

There were no comments from CTIO Directors.

Director's Report

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

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

- Mini board retreats: a survey has been circulated to the board on possible dates in July, September, and October for mini retreats to cover topics that require more time than regular board meetings can accommodate.
- Pikes Peak Area Council of Governments (PPACG) request: a meeting with PPACG staff is scheduled for later this month to discuss the traffic and revenue study they have requested, and that has been discussed previously with the board.
- Staffing update: applications for a new maintenance technician have been received, and interviews will be set up soon. An operations manager for the Express Lanes team has been hired.

Consent Agenda

ACTION: Upon a motion by Director Hart, seconded by Director Cook, a vote was held, and Resolution #497, May 20th, 2026, minutes, was unanimously approved.

Communications Update

Tim Hoover, Deputy Director of Communications at CDOT, presented to the board on communications and outreach efforts. The presentation included information on the following:

- A look back at 2025
 - Market-wide Enforcement
 - Grassroots communications efforts
 - Additional outreach
 - Total impressions
- I-25: Berthoud to Fort Collins tolling start and Safety and Toll Enforcement Program (STEP) rollout
 - Campaign timeline
 - Earned media
 - Paid media
- Q1 2026 STEP Report
 - Daily mailed violations
 - June - December 2026 outreach
 - Multi-Year goal
 - 2026 media plan framework
 - Tactics - paid media
 - Tactics - grassroots

Discussion:

- CTIO board members and staff discussed:
 - How members of the public from outside the Denver metro area are targeted so they will understand the Express Lanes rules and how to avoid a fine. CTIO staff agreed to look into data on the percentage of outreach that reaches this group to consider whether and how to adjust.
 - How rental car companies deal with STEP fines and whether users can rent a transponder for a fee.
 - Budget for communications and outreach.

Toll Rate Adjustment Approval

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

- Overview of the revised toll rate adjustment
- Speed degradation and dynamic pricing
- Proposed CTIO-specific toll index
- Next steps

Discussion

- CTIO board members expressed appreciation to the staff for reducing the toll rate adjustment percentage and conducting a thorough review of the process and factors for these types of changes in the future.

Fiscal Year 2026-27 First Budget Amendment

Meredith Moon, Deputy Director, and Sam Foster, Budget and Policy Analyst, presented the budget amendment to the board, which included information on the following:

- Central Services Cost Allocation Plan
- Pikes Peak Area Council of Governments (PPACG) Feasibility Analysis
- Courtesy Patrol Sponsorship
- Joint Service Initial Design
- Granby Layover Facility

Discussion

- CTIO board members, CTIO, and CDOT staff discussed:
 - The reason for the increase in budget required for the Granby Layover Facility.
 - How CTIO staff allocate funding to reserve accounts to ensure financing is available for long-term operations and maintenance costs.

Adjournment

The CTIO Board adjourned at 11:57 a.m.

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

July 16, 2026
3:00 p.m.
Microsoft Teams

Members	Staff
Liz Heid	Elizabeth Relford
Bill Jenkins	Tonja Burshek
Matthew Fries	Becky Karasko
	Michelle Edgerley
	Barbara Bills

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

Approval of Minutes:

Jenkins moved to approve the minutes of the June 18 and May 21 meetings. Fries seconded, and it passed by acclimation.

Transportation Updates:

Karasko updated the group on the SPR funding request to CDOT, noting an award of \$150,000 (short of the requested \$160,200), and outlined plans for an electronic TIP system to streamline project requests and updates for local sponsors and staff.

Mobility Update:

As Tujillo-Martinez was unable to attend the meeting, Burshek informed the Committee that the mobility program received a grant from OeHI, the Office of eHealth Innovation, in the amount of \$47,000.

Financial Updates:

Burshek described the tedious process of reconciling Great Plains and Acumatica due to the payroll/benefits adjustments and the incompatibilities between the bank reconciliation module and the general ledger, necessitating manual spreadsheet reconciliation.

She reported completion of March reconciliation and anticipated finishing April soon, with the goal of running quarter one reports from both systems to ensure consistency.

Burshek outlined plans to present quarters one and two reports from both systems at the August Finance Committee meeting, with Council review scheduled for September.

She confirmed receipt of the CDPHE contract for 2026-2027, effective in July, in the amount of \$35,000.

The CDOT reimbursement billing is completed through March.

Auditors are in the process of entering our audit report and the SEFA onto the clearinghouse site for our review.

Burshek requested the 2027 budget be presented at the September Council without first presenting to the Committee again for review. The Council agreed.

Organizational Updates:

The Office of Management and Budget, OMB, proposed a sweeping overhaul of 2 CFR Part 200. The administrative rule elevates the guidance to a binding regulation, requiring pre-issuance reviews by political appointees to align with the presidential priorities, and expands agency power to terminate grants. Following the public comment period that closed July 13th, the OMB aims to finalize the rule to take effect on October 1, 2026. The MPO submitted our comment letter on July 8th.

As reported before, the Employers Council contract amendment will take effect on August 1st.

Burshek identified a mismatch in federal tax withholding between iSolved and Acumatica, tested calculations using external payroll systems, and found Acumatica's results matched independent checks while iSolved differed. She traced the discrepancy to the 'spouse works' box on the W-4 form, affecting withholding amounts for many employees.

Options for office lease renewal, including evaluating new spaces, negotiating terms, addressing conflict of interest concerns with Cushman & Wakefield, and initiating the RFP process to gather cost comparisons and recommendations were discussed. Relford discussed signing a Representative Agreement with Cushman & Wakefield, as well as a non-binding RFP to initiate the discussions of lease renewal with the existing Landlord.

Relford provided an update on the upcoming ozone conference, reporting receipt of 61 high-quality abstracts, ongoing contract finalization, plans for registration launch in August, and the creation of a dedicated website for publishing conference materials.

The meeting was adjourned at 3:42 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
July 15, 2026**

Approval of the June 17, 2026 TAC Meeting Minutes – Pearson moved to approve the June 17, 2026 TAC Meeting Minutes. Wakefield seconded the motion, which was approved unanimously.

ACTION ITEMS

Transfort FFY26 Program of Projects – Joshua Ma, Fort Collins, stated there was a public meeting held on July 1, with a virtual attendance option. Ma noted the FY2026 Transfort POP includes FTA \$ 5307, 5310, and 5339 apportionments for the Fort Collins TMA.

Pearson moved to recommend Planning Council approve the Transfort FFY26 Program of Projects. Wakefield seconded the motion, which was approved unanimously.

Transfort FFY25 Program of Projects- Revisions – Ma noted The City of Fort Collins, Transfort is revising its Program of Projects (POP) for its FFY 2025 Federal Transit Administration (FTA) \$ 5307 formula grant as well as its FFY2021 American Rescue Plan (ARP) 5307 grant for the Fort Collins TMA. Transfort will amend its FY2021 ARP \$ 5307 Grant and program its FY2025 \$ 5307 Grant to exchange eligible project activities between the two awards. This item also includes revisions to Transfort’s FFY2025 POP for \$ 5307, 5310, and 5339 to reflect final FTA awards.

Phillips moved to recommend Planning Council approve the Transfort FFY25 Program of Projects Revisions. Wakefield seconded the motion, which was approved unanimously.

July 2026 TIP Amendment – Stockburger stated the amendment includes a NFRMPO new project *RideNoCo Expansion* with \$72,000 State FASTER funding and \$18,000 Local funding in FY27 and a Good Samaritan Society new project *GSS Vehicle Purchase* with \$95,000 State **SB228** funding and \$24,000 Local funding in FY27.

Wakefield moved to recommend Planning Council approve the July 2026 TIP Amendment. Pearson seconded the motion, which was approved unanimously.

PRESENTATION

CDPHE E-Mobility Analysis for Larimer and Weld County – Reagan Chiaverini, CDPHE, presented an analysis of e-mobility injury trends in Larimer and Weld counties. Chiaverini explained the methodology for collecting hospital and crash data, including keyword searches and ICD-10-CM codes, and noted limitations such as suppressed counts, bicycle misclassification, and lack of e-bike classification or ownership information. The analysis showed increasing trends in e-bike and e-scooter injuries, with e-bikes injuries disproportionately affecting men between the age of 25-34. E-scooter injuries disproportionately impacted those between the ages of 5-15 years old. Chiaverini noted that 42 percent of e-bike riders involved in crashes wore helmets, compared to 12 percent of e-scooter riders involved in crashes.

DISCUSSION ITEMS

Federal Performance Measures (PM): FHWA PM3 System Performance Updates – Jacob Kershner, CDOT, noted each state is required to set targets for and report on the progress of performance metrics related to the surface transportation system and outlined the three federal performance measures. Kershner outlined the performance measure approval process. CDOT and the NFRMPO must set joint targets for the following

performance measures: Peak Hour Excessive Delay and percent of non-SOV travel. Kershner noted these performance measures only apply to the Fort Collins Urbanized Area. Kershner outlined the target setting methodology for both performance measures. The proposed joint targets for the Peak Hour Excessive Delay performance measures are 3.3 for both 2027 and 2029. For the percent of non-SOV travel performance measure, the proposed joint targets are 34 percent in 2027 and 35 percent in 2029. Kershner stated the NFRMPO is required to set targets for the CMAQ Total Emission Reduction performance measure. This performance measure is for the entire MPO area and is not a joint target. The NFRMPO could either support the State's targets or set regionally-specific targets. The proposed CMAQ targets for the 2026-2027 two-year performance period are 421 kg/day VOC reduction, 603 kg/day NOx reduction, and 128 kg/day PM10 reduction. For the 2026-2029 four-year period, the proposed targets are 856 kg/day VOC reduction, 1,226 kg/day NOx reduction, and 261 kg/day PM10 reduction.

Connected Communities 2055: RSCs – Rouser outlined the CDOT Region 4 US-34 Corridor Preservation Project. As part of this project, CDOT created a map outlining different roadway scenarios to see how expanding the regional roadway network along US34 between Boise Avenue and 65th Avenue will impact US34's performance. NFRMPO staff compared CDOT's roadway map with the proposed Regionally Significant Corridors (RSCs). Rouser asked TAC members to provide comment on proposed RSC alignments in comparison with the US34 preservation project map. Rouser discussed an opportunity to extend the RSC 29 (4th Street) eastward towards Centerra Parkway in Loveland. TAC expressed support for investigating the viability of extending RSC 29. Rouser will review the roadway classification of the existing roadway segments west of 4th Street and will bring an alignment proposal for TAC's review at a future meeting.

Regional Transit Discussion Highlights– Karasko noted participants discussed regional transit and bus rapid transit (BRT) definitions, the US34 Transit Study, the proposed US34 transit service, and the Poudre Express Intergovernmental agreement (IGA). Karasko stated the City of Greeley will be meeting with the City of Fort Collins and the Town of Windsor in August to discuss the Poudre Express IGA. Rouser stated the group also discussed the pros and cons of creating a regional transportation authority (RTA). Craig Seacrest with the Clean Transit Enterprise will be presenting to Planning Council in December on RTAs.



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: August 6, 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.

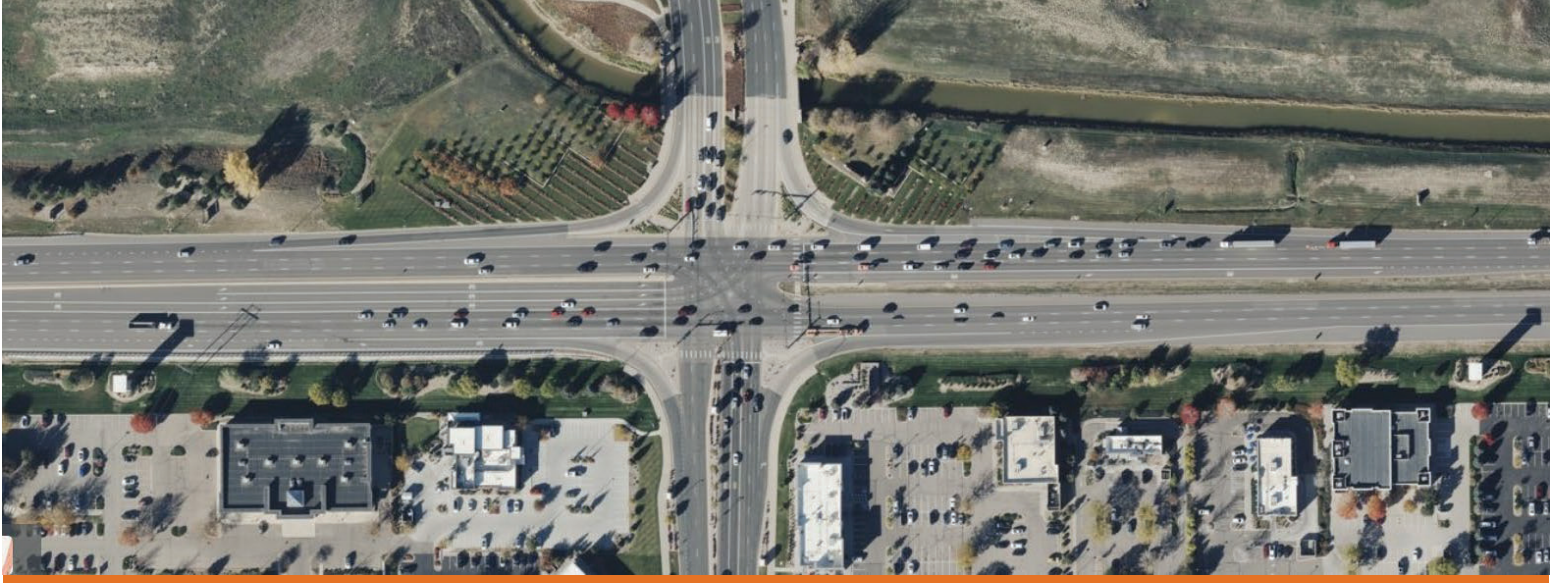
For any questions about the Q2 TIP Modifications please contact Jonathan Stockburger at jstockburger@nfrmpo.org.

Recommendation

None

Attachments

- None



COLORADO

Department of Transportation

US 34 Corridor ROW Preservation Project

Update to NFR MPO Board

August 6, 2026

1



Purpose

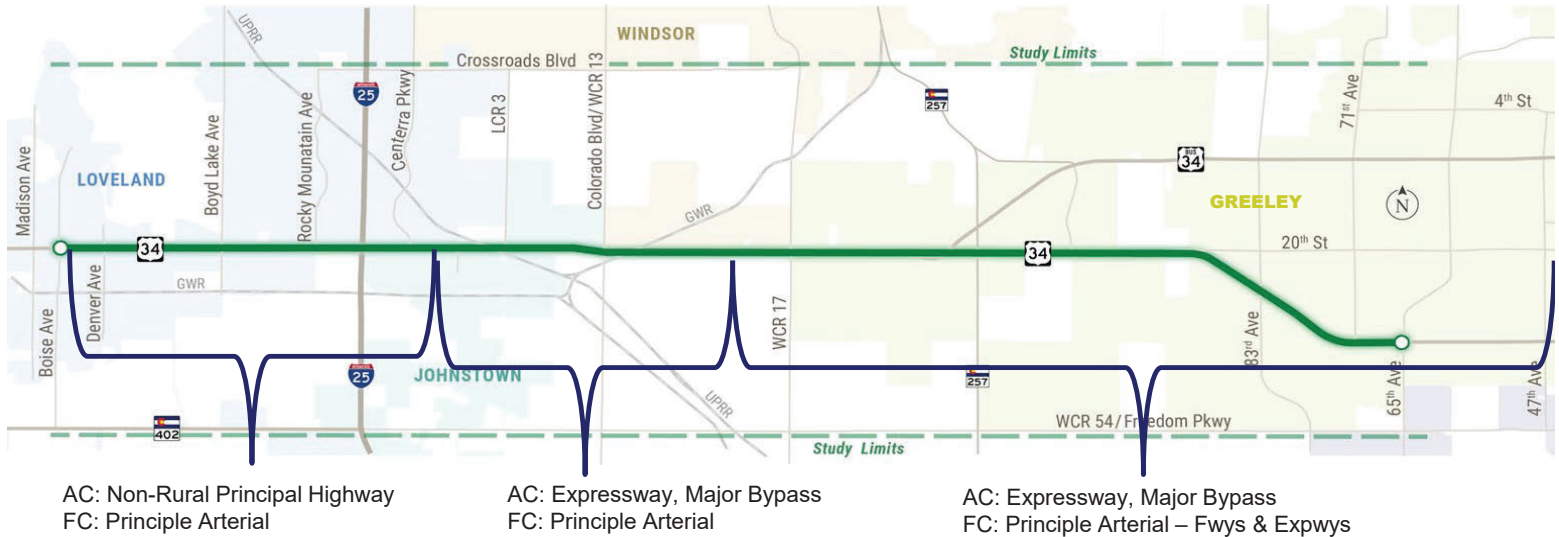
- ☐ Why the US 34 Corridor ROW Preservation Project
- ☐ Briefly discuss the importance of access
- ☐ Provide some background on US34 studies, including most recent PEL
- ☐ Request continued commitment to and participation in the US34 Access Control Plan (ACP)

Thank you to your staff for the continued engagement on the US34 TAC. Their involvement and knowledge of growth on the corridor is key to planning and ultimately constructing this regional route.

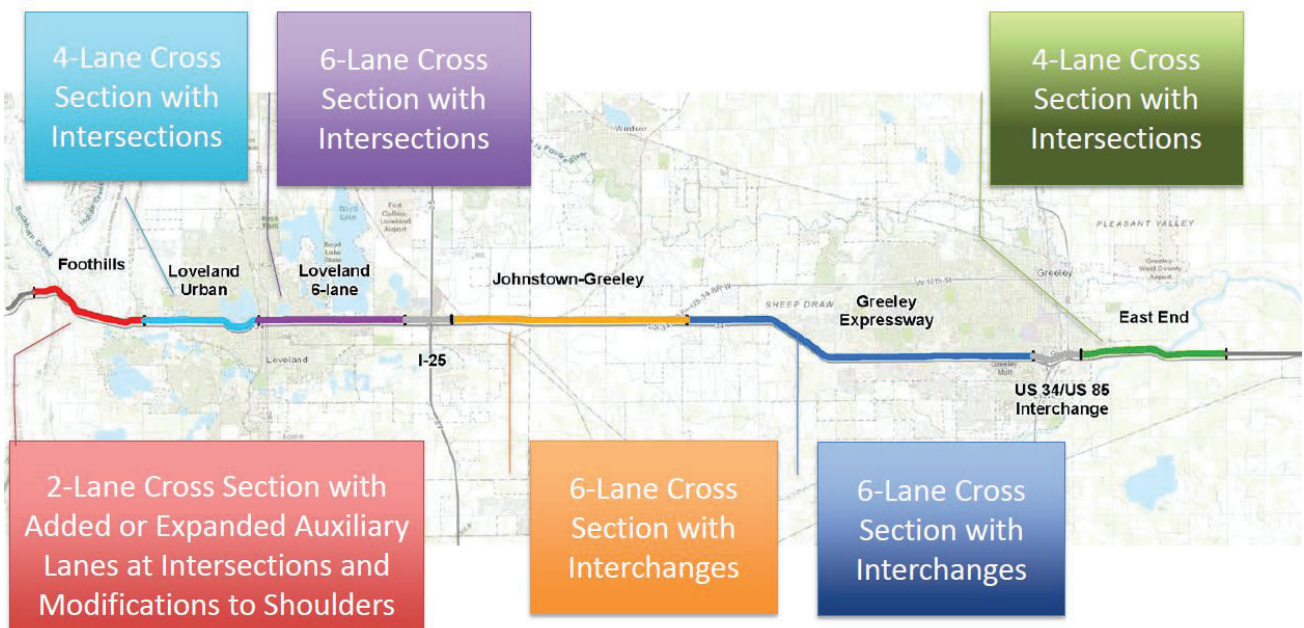




Existing access and functional roadway classification



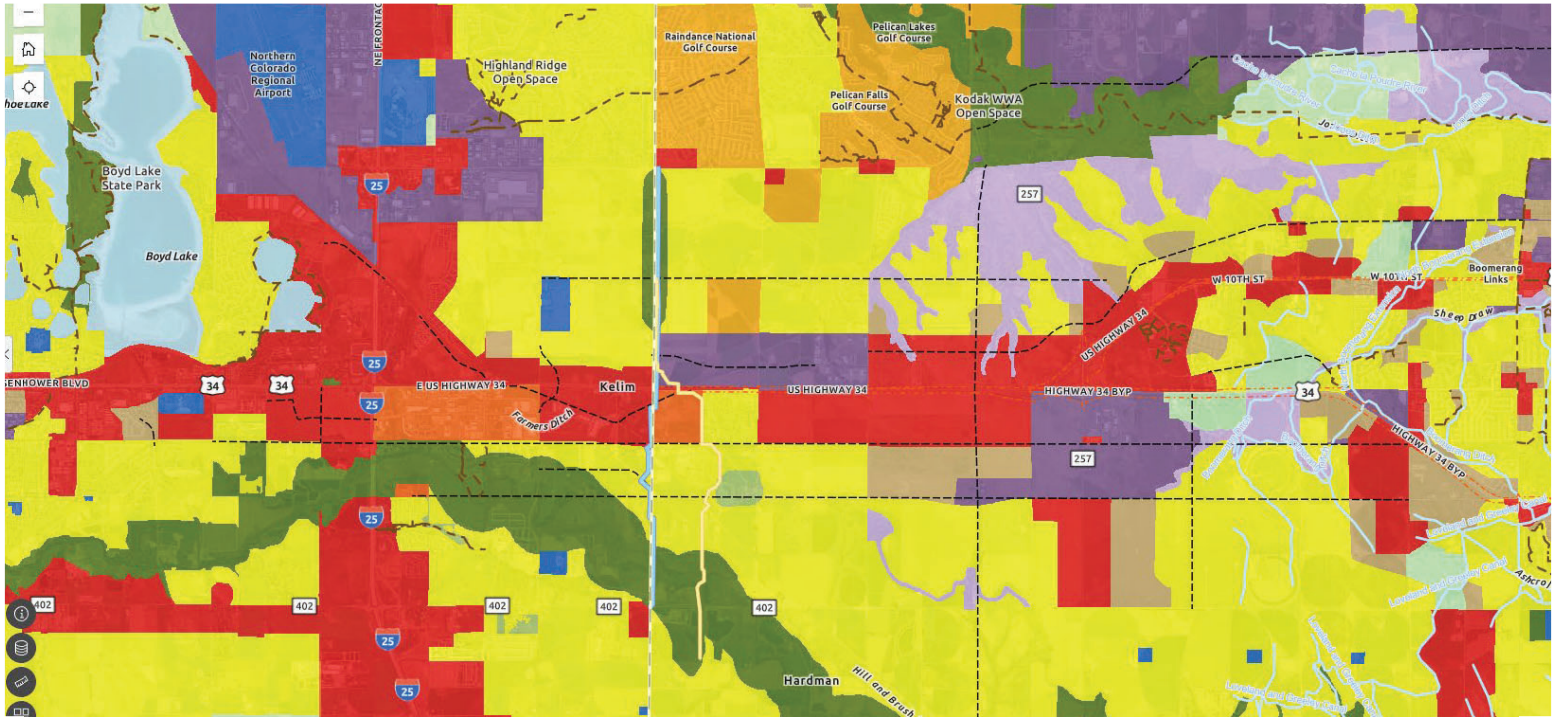
Planning Environmental and Linkage (PEL) Recommended Solution



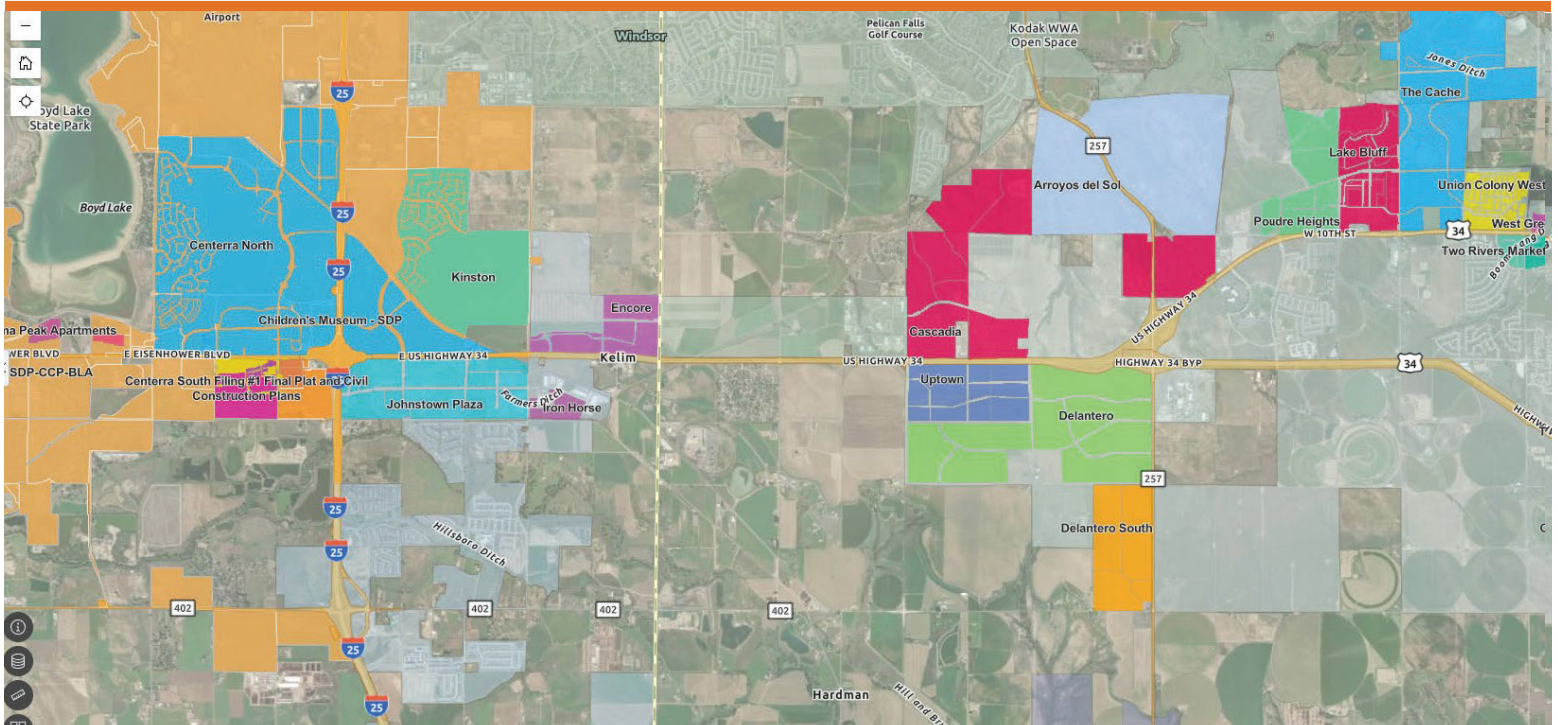


US34 is Rapidly Growing

Validate the vision supports the Land Use



Local Jurisdictions Known Developments





Today's Challenges & Needs

Rapid Corridor Development

- Proactively assess and establish Right-of-Way (ROW) along the corridor to safeguard future transit and utility capacity before land costs rise or constraints tighten.



Funding Constrains

- Leverage partnerships and collaborate directly with private developers to secure developer contributions, impact fees, or cost-sharing agreements.



Network Integration

- Evaluate parallel routes and ensure the corridor project simultaneously enhances the local network.



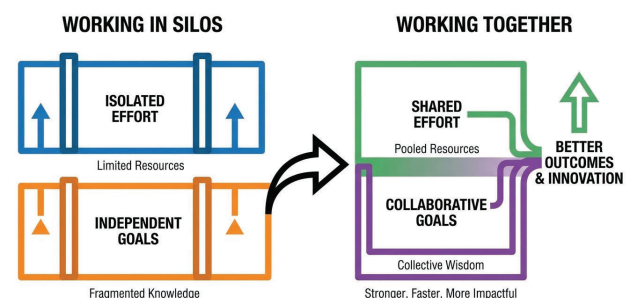
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US 34 Corridor Vision

US 34 Corridor Vision: The US 34 Corridor will be a reliable and resilient regional route that supports a multimodal transportation network for northern Colorado communities, prioritizing user safety and effective access management.

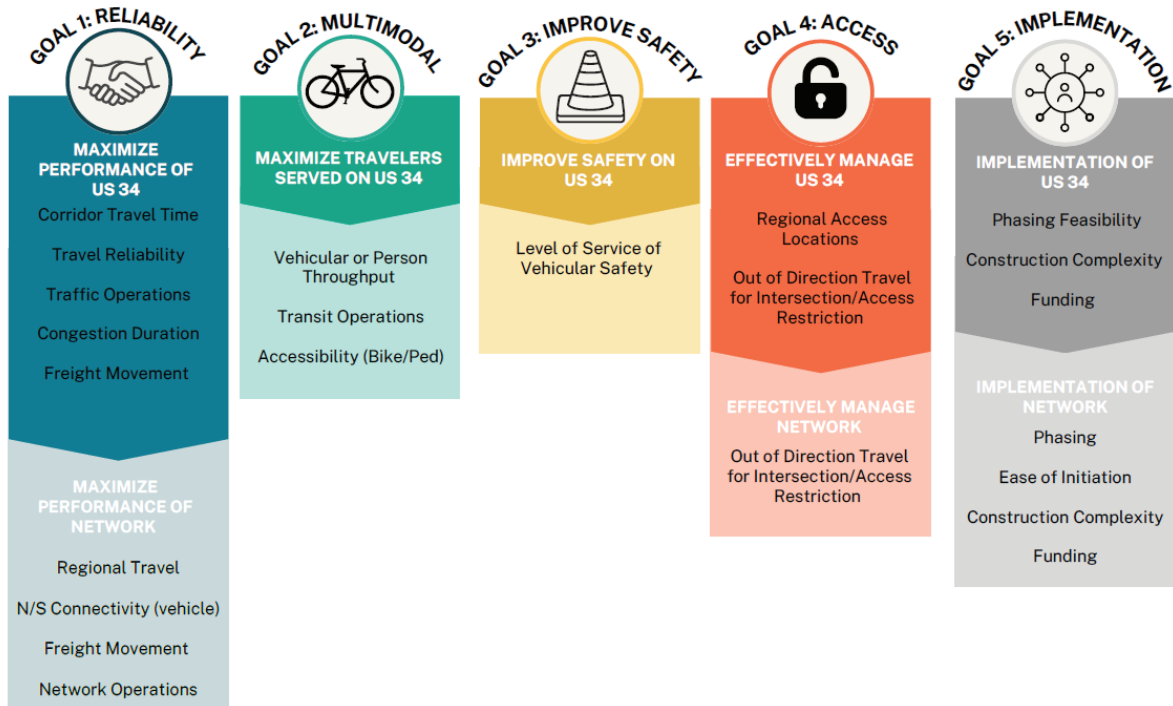
Objective of Mini TAC: Establish a footprint for long-term corridor preservation through coordinated local and regional partnerships, ensuring consistent design, access, and mobility standards.



8



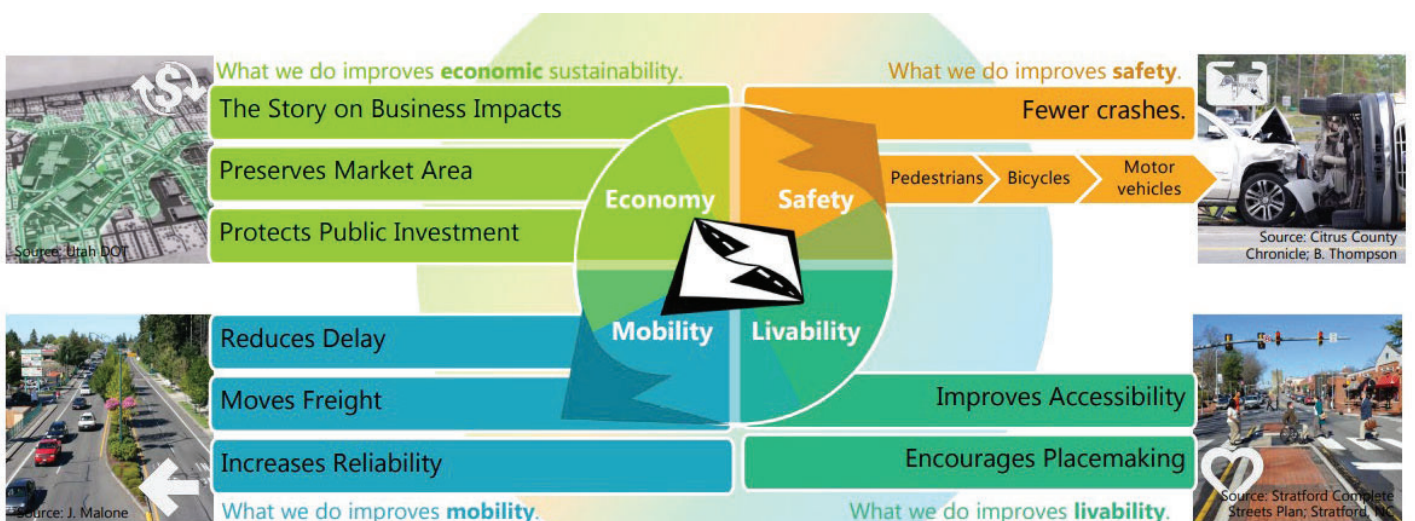
What are the Goals? Measurements of Effectiveness



9



Why should we care about Access?



These are crosscutting issues. Fewer and less severe crashes improve the economy, decrease delay and make communities more livable. Network connectivity makes businesses more accessible, sustainable, and supports placemaking. Medians expand market area, improve aesthetics, and support pedestrian mobility.



Chronological Timeline of US 34 Documents

February 2003	• IGA for the US 34 Corridor Access Control Plan (ACP) & Optimization Plan Finalized • Agencies included at Windsor, Loveland, Greeley, Weld County, and Larimer County
April 2007	• US 287 to LCR 3 Environmental Assessment (EA) Published
February 2015	• I-25 and US 34 Interchange Traffic Operation Report Submitted
March 2015	• I-25 and US 34 Interchange Value Engineering (VE) Study Completed
May 2017	• US 34 Planning and Environmental Linkages (PEL) Study Formally Initiated
August 16, 2017	• North I-25 Revised Record of Decision 1 (ROD1) Approved
January 2019	• US 34 PEL Study and Loveland US 34 Access Control Plan (ACP) Finalized
March 2019	• Intergovernmental Agreement (IGA) & Loveland ACP Adopted • Johnstown is amended into the IGA as a signatory Local Public Agency
July 1, 2021	• Regional Active Transportation Plan (ATP) Formally Adopted
October 2022	• LINKNoCo Premium Transit Study Final Report Published
September 2023	• 2050 Regional Transportation Plan (RTP) Formally Adopted
March 2026	• US 34 Railroad Crossing Elimination (RCE) Study Purpose and Need Document Created
Ongoing	• US 34 ROW Preservation Study between Loveland and Greeley

11

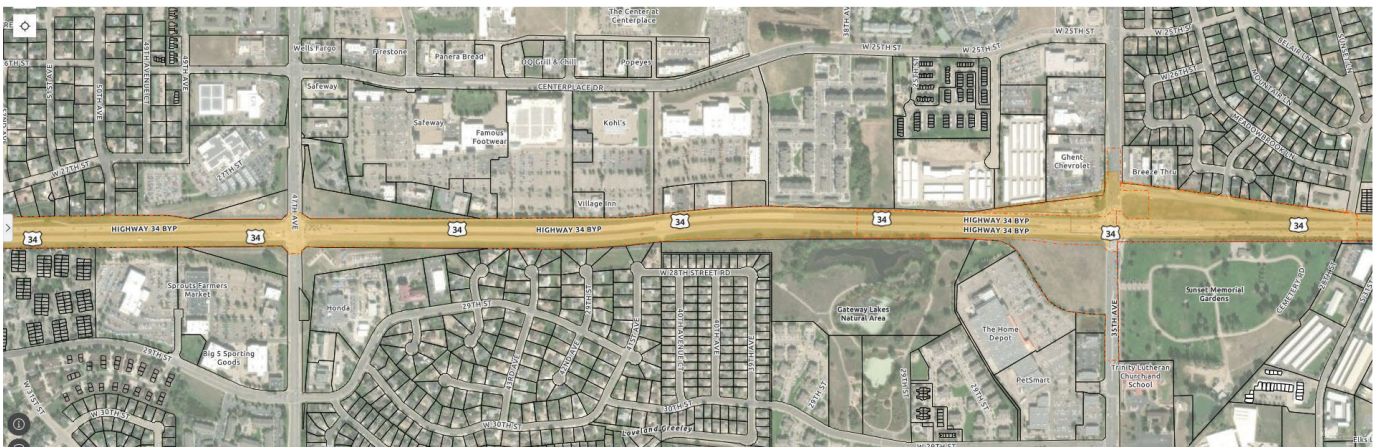


Why have and Access Control Plan?



Access Control Plan

- Intergovernmental agreement (regulatory document)
- Without ACP - CDOT would default to access code
- Participating agencies agreed to use the ACP as a formal guide for future transportation & land use decisions (**CDOT is NOT the land use authority**)
- Amendments require Two-Thirds Voting Rule of the Signatory Agencies





Current Status of US 34 ROW Preservation

CDOT US 34: Boise Ave. to 65th Ave

Phase 1

- Traffic Analysis w/ stakeholder engagement
- Reaffirm Corridor Vision (typical section, access control, multimodal integration) with TAC input

Phase 2

- Ultimate ROW along US 34
 - Conceptual design
 - Utility corridor
 - Regional detention
- **US 34 Access Control Plan Revision & New IGA**



15



Until ROW Project is complete:
PEL recommendations are still valid and being advanced

NO.	US 34 PEL RECOMMENDATIONS	CURRENT STATUS	NOTES
1	Widen US 34 from four to six lanes between Denver Avenue and Boyd Lake Avenue	COMPLETE	
2	Widen US 34 from four to six lanes between Boyd Lake Avenue and Rocky Mountain Avenue	COMPLETE	
3	Widen US 34 from four to six lanes from Centerra/Thompson Parkways to east of Larimer Parkway	PARTIAL	Complete in EB direction, Incomplete WB direction
4	Widen US 34 from four to six lanes on either side of the WCR 13 intersection and adjust timing to boost signalized intersection capacity	COMPLETE	
5	Construct an interchange at 35th Avenue and widen from four to six lanes to 47th Avenue	PARTIAL	MERGE Project - Greeley and CDOT delivering construction
6	Construct an interchange at WCR 17	PARTIAL	In Design Phase
7	Construct eastbound/westbound dual left turn lanes at the Lincoln Avenue/Cleveland Avenue intersections	PARTIAL	Loveland is currently in Design - CDOT providing financial support via IGA (10yr Plan)
8	Construct an interchange at 47th Avenue	PARTIAL	MERGE Project - Greeley and CDOT delivering construction
9	Widen US 34 from four to six lanes between WCR 17 and the US 34 Business interchange	INCOMPLETE	
10	Construct an interchange at 83rd Avenue	INCOMPLETE	
11	Construct an interchange at either 65th Avenue or 71st Avenue (interchange location to be determined by future project teams)	PARTIAL	Greeley is actively preserving ROW per the ACP with a developer at 65th Ave.
12	Widen US 34 from four to six lanes between Larimer Parkway and WCR 17	INCOMPLETE	
13	Complete remaining four to six lane widening where recommended	INCOMPLETE	
14	Complete remaining interchanges at Centerra/Thompson Parkway, Larimer Parkway, Weld County Road 3, Weld County Road 13, and Promontory Parkway; and overpass at 17th Avenue	INCOMPLETE	

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The need for a consistent approach along US 34:



Uphold the ACP

- The ACP is data-driven, legally vetted blueprint for US 34
- The ACP has decades of engineering and planning capital already invested in it



Hold Developers (and each other) Accountable

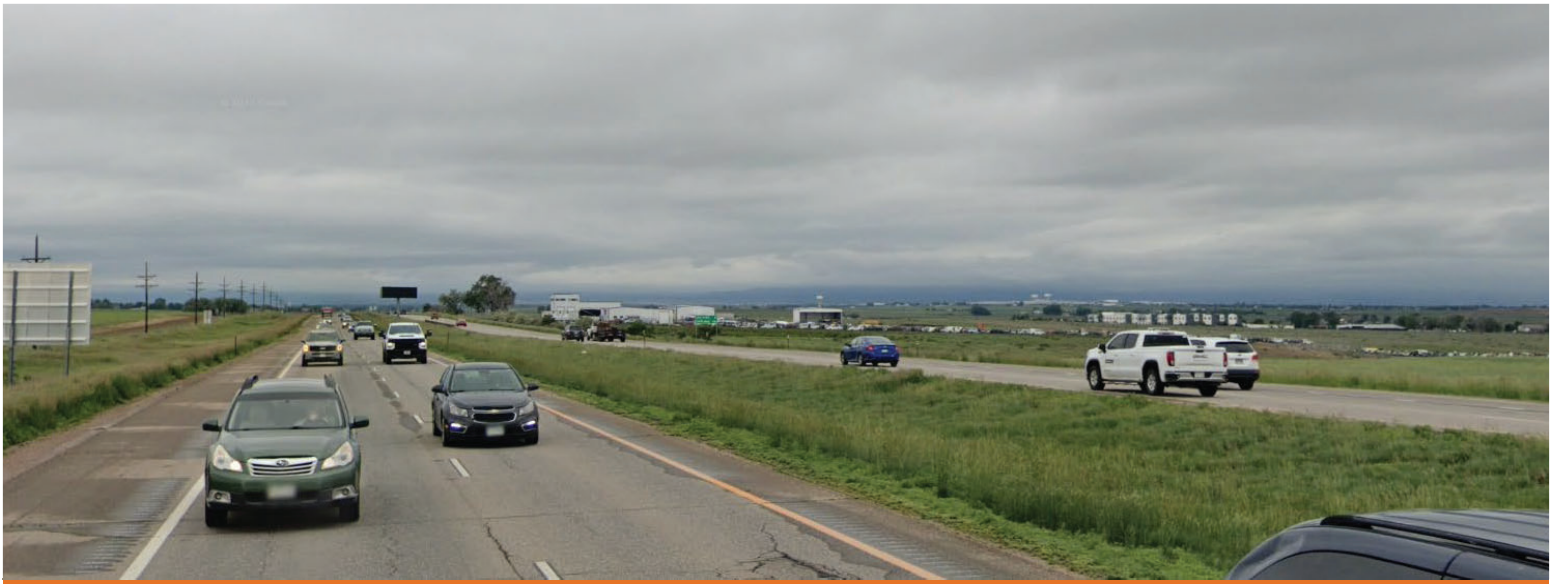
- By leveraging our partnerships, we can effectively coordinate with private developers to support our upcoming projects.
- A unified front from all agencies makes the future vision of US 34 more achievable



Partnerships and Transparency

- Agencies along US 34 have already agreed to the ACP
- The ACP is a tool that creates a clear and transparent framework for US 34

17



MEMORANDUM

To: NFRMPO Council

From: Joshua Ma, Transfort

Date: August 6, 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 requests and TAC recommends Planning Council approval of Transfort's FFY2026 Program of Projects (POP).

Attachments

- Transfort FFY 2026 Program of Projects
- *Resolution 2026-17*

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%			

RESOLUTION NO. 2026-17
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,
\$5310, \$5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR FFY26

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

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

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

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
 - FY26 Apportionment of \$4,558,977 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
 - FY26 Apportionment of \$354,937 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
 - FY26 Apportionment of \$446,514 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY26 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of August 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Joshua Ma, Transfort

Date: August 6, 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 and TAC recommends 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
- *Resolution 2026-18*

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%			

RESOLUTION NO. 2026-18
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING THE
REVISED FTA \$5307, \$5310, \$5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR
FFY25

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

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

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

WHEREAS, the Air Quality Conformity Finding conducted on the FY2024-2027 TIP was positive, and all projects in the FY2024-2027 TIP come from the conforming 2050 RTP and this revision does not change the positive conformity finding on the FY2024-2027 TIP;

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2024-2027 TIP updating the following transit projects and funding:

- FTA §5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
 - FY25 Apportionment of \$4,694,102 (Federal)
- FTA §5310 – Goods and Services for Seniors and Individuals with Disabilities
 - FY25 Apportionment of \$329,072 (Federal)
- FTA §5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
 - FY25 Apportionment of \$408,899 (Federal)

NOW, THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby adopts the revisions to the FFY25 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of August 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director



MEMORANDUM

To: NFRMPO Planning Council
From: Jonathan Stockburger
Date: August 6, 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 SB228 funding and \$24,000 Local funding in FY27.

The 30-day Public Comment period for the July 2026 TIP Amendment began on July 10, 2026 and will end on August 10, 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

RESOLUTION NO. 2026-19
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE JULY 2026 AMENDMENT TO THE
FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

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

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

WHEREAS, the FY2024-2027 TIP remains fiscally constrained.

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

- 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 SB228 funding and \$24,000 Local funding in FY27.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 6th day of August 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: August 6, 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).

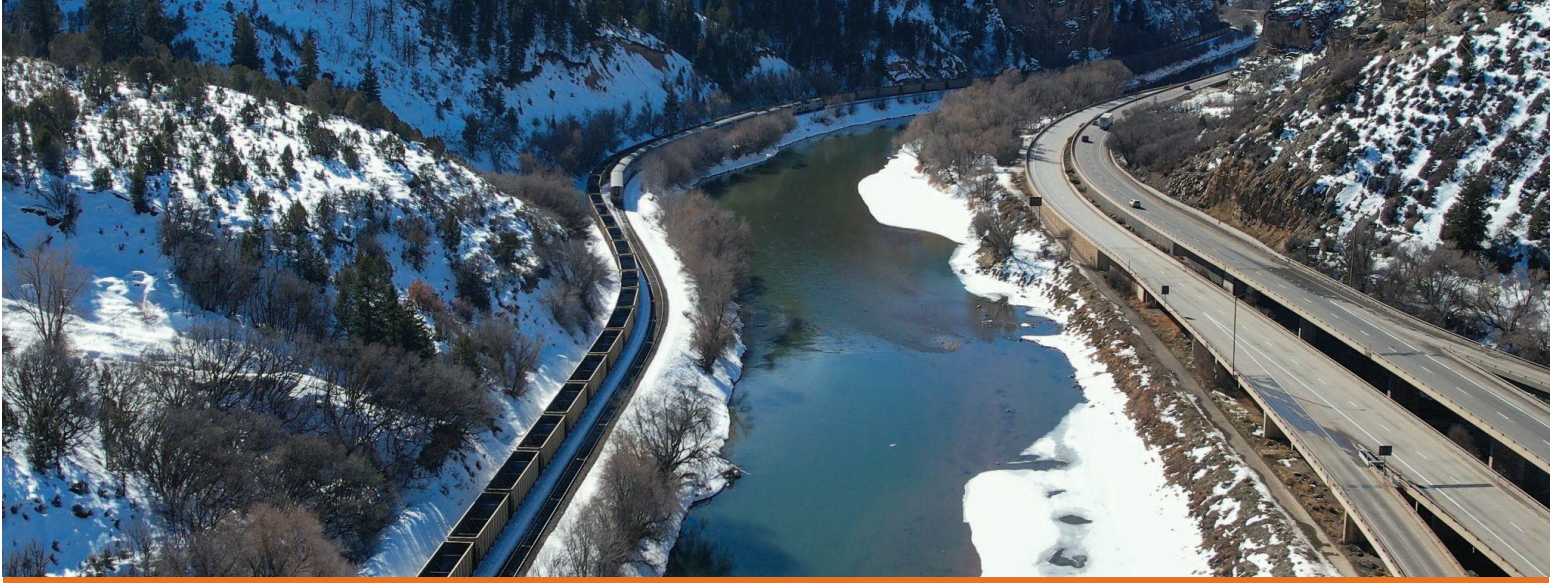
CDOT and the NFRMPO are required to set 2- and 4-year targets for PHED, Non-SOV Travel, and CMAQ Traffic Congestion Performance Measures. A data-driven and collaborative approach was used to set the joint targets for 2- and 4-year reporting periods. The following targets will be submitted by CDOT to 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 Planning Council 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 Planning Council - August 6, 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.*

4



Fort Collins Urbanized Area

Fort Collins, CO Urban Area

Urban Area in: [United States](#)

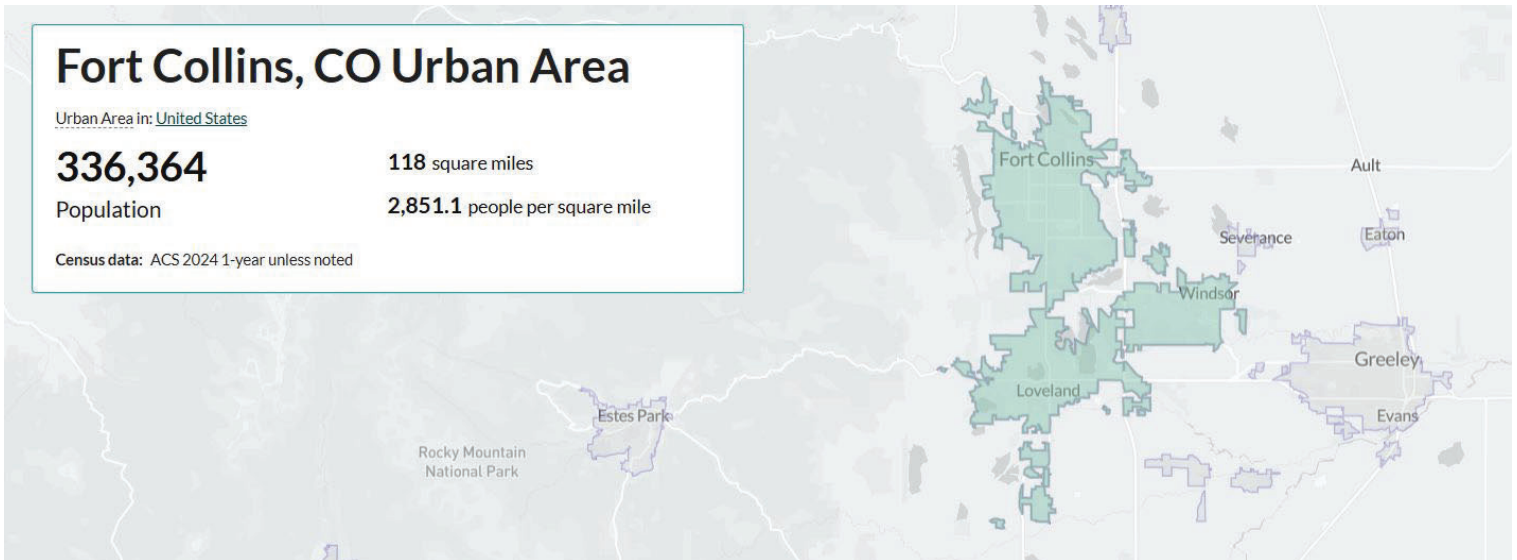
336,364

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):

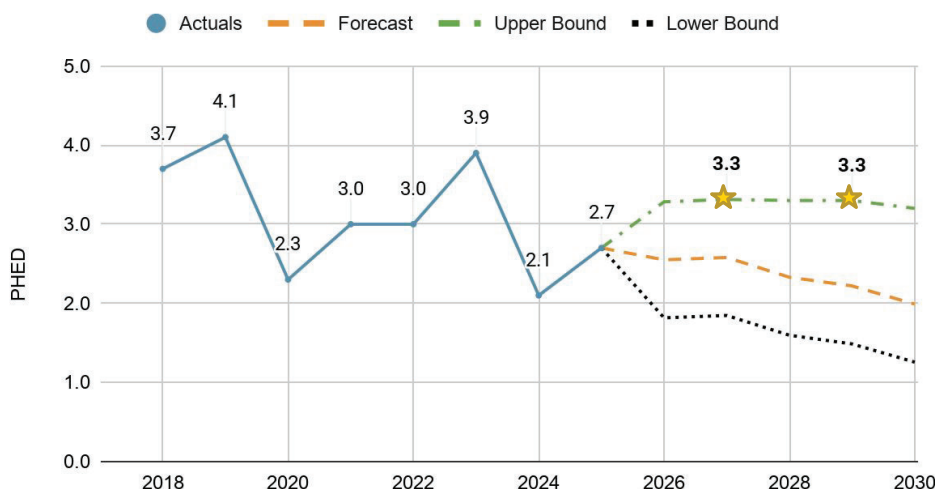
Specifically measures how long-distance recreational travel, tourism, and freight movement overlap with weekday rush hours. This compounding effect is a critical driver of congestion on key corridors like I-70 and I-25.

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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.

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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

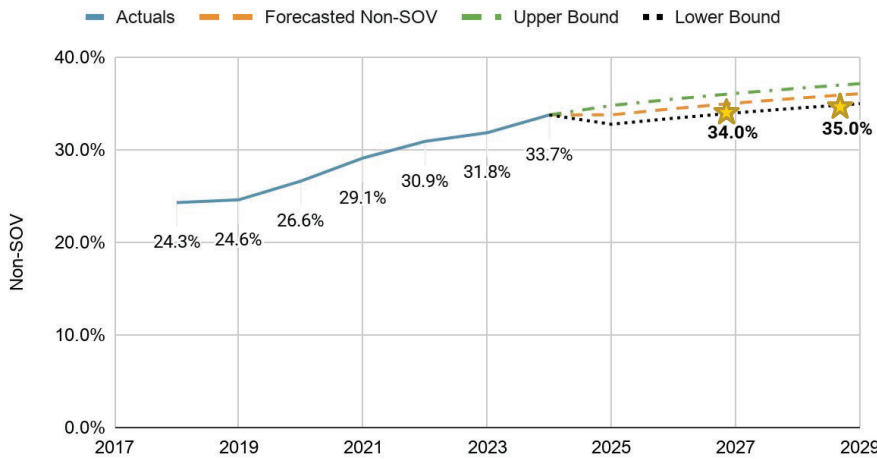
This ensures our future goals forecast a stabilizing commute pattern rather than an endless growth in teleworking.

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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.

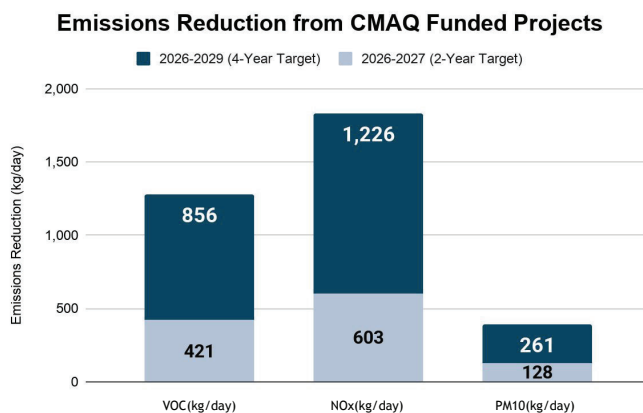
15



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:

- **Jacob Kershner**
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Colorado Department of Transportation
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brittany.hanson@state.co.us
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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](#)

