North Front Range Metropolitan Planning Organization

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda
September 3, 2026
In-Person: Milliken Meeting House, 1201 Broad Street, Milliken, CO 80543

Virtual: Join the meeting now **Meeting ID:** 214 353 252 766 84 **Passcode:** 6zW2JG6P

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

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – August 6, 2026	Kristin Stephens	9	6:10
	Federal Performance Measures (PM): FHWA PM3 System Performance Updates ***Resolution 2026-20***	Becky Karasko, Transportation Planning Director	18	
	2026 Quarter 1 Unaudited Financials	Tonja Burshek, Controller	21	

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written Report	Handout	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:20
7	Regional Air Quality Council (RAQC)	Kristin Stephens	Handout	-

Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Kristin Stephens	-	6:30
9	Executive Director Report	Elizabeth Relford, Executive Director	30	6:35
10	Colorado Transportation Investment Office (CTIO)	Tricia Canonico, CTIO Director	34	6:45
11	Front Range Passenger Rail District	Tricia Canonico, FRPR Director Jon Mallo, FRPR Director	Handout	6:50
12	Finance Committee	Written	37	-
13	August 2026 TAC Executive Summary	Written	39	-
14	Freight Survey Results Report	Written	40	-
15	Mobility Program Updates	Written	Handout	-

Discussion Item

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
16	FY2027 NFRMPO Budget	Tonja Burshek, Controller	54	7:00

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
17	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	7:30
18	STAC Report	Kristin Stephens, NFRMPO STAC Representative	60	-
19	Host Council Member Report	Michael Orcutt, Mayor Pro Tem Town of Milliken	-	7:40

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO Council Meeting: October 1, 2026 – City of Fort Collins

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.

Rev. 2/2016

GLOSSARY

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

Revised 3/17/2026

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)

MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Transportation and Mitigation Options Funds (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAPME	Nonattainment Area Air Pollution Mitigation Enterprise
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NCMC	Northern Colorado Mobility Committee
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O_3	Ozone
OIM	Office of Innovative Mobility, division of CDOT
PACOG	Pueblo Area Council of Governments
PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPACG	Pikes Peak Area Council of Governments (Colorado Springs)
PPB	Parts per billion
PPM	Parts per million
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RATC	Regional Active Transportation Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTDM	Regional Travel Demand Model (of the NFRMPO)
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)

Revised 3/17/2026

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

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

August 6, 2026

Hybrid Meeting in Eaton, CO

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid- Vice Chair	-Eaton
Nicholas Bashford	-Johnstown
Julie Cline	-Windsor
Paula Cochran	-LaSalle
Jessica Ferko	-CDPHE-APCD
Matt Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Scott James	-Weld County
Bill Jenkins	-Timnath
Will Karspeck	-Berthoud
Patrick McFall	-Loveland
Johnny Olson	-Greeley
Michael Orcutt	-Milliken

Voting Members Absent:

Mark Clark	-Evans
Chris Conway	-Fort Collins

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Jonathan Stockburger, Transportation Planner I; Lisa Joyner, Mobility Specialist.

In Attendance: Bill Becker; Brad Buckman; Amanda Cabot; Rich Christy; Jim Eussen; Hanna Feldmann; Jason Hallett; Will Jones; Jacob Kershner; Chris La May; Wesley LaVanchy; Joshua Ma; Jon Mallo; Heather Paddock; Darius Pakbaz; Evan Pinkham; Will Sander; Denise Staley; Justin Stone; Eric Tracy; Dena Wojtach.

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

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

Jessica Ferko, APCD, provided a brief update on the written report provided.

NFRMPO Air Quality Program Updates

Dena Wojtach, Two Roads Environmental, announced the Ozone Exchange Conference contract with AQE is in place. She discussed the new conference website, with registration details, hotel information, and scholarship opportunities, will be live next week. She also discussed registration fees for the conference of $300 for government/nonprofit/community, $400 for private industry, and $500 for late registration. Scholarships will be available on a first-come, first-served basis. She detailed the conference will include sessions on transportation planning's role in air quality, challenges in air quality planning, vehicle emission budgets, and conformity lapses.

Wojtach reported several ozone monitors observed 8-hour average values above 70 ppb this summer, including at: Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld counties. The Fossil Creek and the Timnath monitors have observed 4th max 8-hour ozone values of 79 and 76 ppb monitors. The remaining certified ozone monitors in Larimer and Weld counties all have 4th max 8-hour ozone values ranging from 73-75 ppb, all exceeding the 70 ppb 8-Hour Ozone National Ambient Air Quality Standard. Remote ozone monitors in Rocky Mountain National Park and Gunnison (Gothic) monitors have also experienced high ozone levels. Rocky Mountain National Park and Gothic have 4th max 8-hour averages of 71 ppb and 69 ppb, respectively.

She provided updates on Air Quality Control Commission (AQCC) rulemakings, including an October 2026 rulemaking to streamline transportation conformity and a November 2026 rulemaking on proposed revisions to the existing Lawn and Garden Equipment Emissions Reductions, expanding requirements to commercial operations. Additionally, the AQCC adopted revisions to their Manufacturing Sector GHG Emission Standards.

Wojtach discussed the July RAQC Board meeting where the RAQC Board was briefed on background ozone, a public health impacts assessment, future ozone impacts and a related Excel tool to project ozone benefits of control strategies at the monitors. She discussed a briefing the Board received on an "Ozone in the Denver Metro North Front Range: A Health Impact Assessment" completed by the Colorado School of Public Health for the RAQC. Health burdens of adverse health outcomes were assessed for the 9-county ozone nonattainment area for three scenarios: 1) the area's 8 hour daily maximum value was 65 ppb; 2) the area's 8-hour daily maximum value was 70 ppb; and 3) the area's 8-hour daily maximum value increased by 10 ppb over the previous five-year period. The assessment looks at asthma emergency department visits, respiratory hospitalizations, minor restricted activity days, school loss day and non-accidental mortality in the nine-county nonattainment area and then associated economic impacts per category per scenario. The study also estimated annualized costs of ozone-related health outcomes in the nine-county nonattainment area to range from $211M to $1.94B, depending on ozone levels. She also discussed the RAQC Staff's presentation on their Future Ozone Impact Analysis (FOIA) for the Denver Metro/North Front Range Ozone Nonattainment Area and the related Future Ozone Impacts Estimator (FOZIE).

RAQC and APCD staff collaborated to develop the FOIA to estimate emission reduction potentials for each control strategy listed in the RAQC's Blueprint. These estimates are best case estimates that have not yet taken into account technical feasibility or economic reasonability, which is anticipated to occur at some point in the future. These reduction potentials were incorporated into the FOZIE Tool, allowing users to evaluate the ozone benefits at ozone monitors associated with one or more control strategies for future years 2030, 2035, and beyond 2035. It was discussed that, assuming all control strategy potentials were collectively realized, the FOZIE Tool predicted the nonattainment area would still fail to attain. Wojtach then walked the Council through the FOZIE tool, developed by the RAQC, which allows users to model the ozone reduction potential of various control strategies.

Jenkins asked about the reduction strategies in FOZIE, and if implementation of all the strategies in the model the ozone reductions would only be 0.5 ppb reduction and the cost of implementation of the strategies and stated this highlights the need for the upcoming Ozone Exchange Conference. James asked, does this tool show that even if the region implements all the strategies, the region will still not be in attainment. Wojtach responded that that is what the model indicates and predicts the nonattainment area would still not attain. James asked if this model removes background and non-native ozone from the equation. Wojtach stated it does not.

Wojtach then discussed recent and upcoming workshops focus on non-road and on-road emission sources, with topics including zero-emission forklifts, commercial cooking, and landscape equipment and suggested the Council members may want to submit comments. She stated the RAQC may use the recently published "Ozone in the Denver Metro North Front Range: A Health Impact Assessment" to justify the implementation of high-cost reduction strategies.

Finally, she discussed the recently published "Urban Ozone Non-Attainment Interconnected Challenges of the Western US" by several members of the Intermountain West MPO air quality group. This paper identified several locations where four non-attainment areas in Las Vegas, Salt Lake City, Phoenix, and Denver, are experiencing similar challenges related to meteorology, topography, fire, natural sources, transport, etc. It also then detailed that each of these non-attainment areas has its own unique challenges. It concluded with a recommendation for more process-informed and regionally-tailored ozone management strategies coupled with changes in monitoring approaches and a coordinated crossed air shed campaign, for example a monitoring campaign and analysis of that data. She stated this underscores the value of the upcoming Ozone Exchange Conference this fall.

Regional Air Quality Council (RAQC)

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

REPORTS:

Report of the Chair

Stephens stated she has been appointed Chair of the Transportation Committee of National Association of Counties and their focus will be on transportation reauthorization.

Executive Director Report

Relford discussed comments submitted on the Front Range Passenger Rail Service Development Plan by NFRMPO staff to the FRPR District Board. The FRPR Board adopted the SDP at their meeting on July 31. A press release on the Ozone Exchange Conference will be released next week. She then discussed the recent launch of the VanGo™ app, which will streamline NTD data collection. She discussed recent office space tours; senior staff participated in this week of office space options for the NFRMPO. Options will be presented by the NFRMPO's agent at the August Finance Committee meeting. She also stated the 2025 NFRMPO Audit was submitted on time. She also requested Council members provide her with any comments on the RAQC's strategies they would like staff to submit.

Colorado Transportation Investment Office (CTIO)

Gutierrez provided an update on the I-25 funding discussed at the Council meeting in November 2025, the TIFIA loan looks like it will be looked at favorably and discussions are moving forward. He discussed CTIO's plan to take over the back-office operations of E470. This should be in place in the next year. This will provide more information and data for CTIO. He discussed CTIO Board's discussion of Bustang funding. Requested CTIO provide an analysis of revenue streams to see what the revenues are and potential for funding Bustang.

James asked about the dataset used and the time period related to the Rental Car Fee. Gutierrez stated the study began in July 2025 and that the local usage of rental vehicles was higher than visitor usage.

Stephens asked about the increase in toll rates for I-25. Gutierrez discussed the formulas for the various costs for sections of I-25 and the inflationary increase. He stated the goal is to implement dynamic pricing on each corridor once they have the data to do so.

Front Range Passenger Rail District

Mallo discussed the comments from NFRMPO on the recently adopted Service Delivery Plan. He stated the Plan will be readopted at their August meeting. He discussed the July meeting and stated the Board unanimously adopted the Service Development Plan (SDP). He discussed key elements of the SDP, including the approval of the starter service in 2029, which includes three daily trips between Denver and Fort Collins. He noted this service does not require a vote and is funded. The expansion timeline for the service is five years from voter approval, which would add an additional two roundtrips and to extend the service south to Colorado Springs and Pueblo. The service operator will be Amtrak.

Mallo then discussed the ballot proposal for this fall would include a sales tax increase of one-third of one cent, or 0.33 cent sales tax. This measure would only be on the ballots for those residents living in the District in municipalities with a train stop. If it passes it is anticipated to raise $295M annually and would fund both the southward expansion and potential northward growth plans.

He discussed planned investment for Phase one, which is starting in 2029, is $332M and it is a combination of a variety of sources, including: RTD with $156M from the Fast Track Sales and Use Tax that Boulder County has been paying for quite some time; CTIO is contributing their car rental congestion impact fee; and CTE is contributing the oil and gas extraction fee. He stated the key feature to all this is for the first phase, there are no new taxes. He discussed the route will be using existing freight corridors with upgrades to passing sidings, track signals and stations. He also mentioned potential special event stations for the Denver Broncos and the Denver Summit Soccer Club are being contemplated. He added that a second North Colorado Springs station has been added due to the growth in population in North Colorado Springs.

Karspeck asked if the ballot measure fails and the starter service is implemented with the funding described, what is the plan for expansion of the service? Mallo replied if the ballot measure fails they will need to consider what the expansion plans for the north portion will be as the goal all along has been to include the entire Front Range in the service. Karspeck replied this is a great deal for the District and the starter service and expressed his hope that conversations on expanding the service and stops including communities who do not already have planned station locations to be added.

Olson asked what type of train engines will be used. Mallo responded the upcoming District meeting in August will be in Pueblo to test ride a hybrid train set, that is both electric and diesel powered. The cost and timeframe of receiving these trainsets is unknown.

Finance Committee

A written report was provided.

July 2026 TAC Executive Summary

A written report was provided.

2026 Quarter 2 TIP Modifications

A written report was provided.

Mobility Program Updates

A written report was provided.

PRESENTATION:

US34 Corridor Preservation Study

Heather Paddock, CDOT Region 4 RTD, provided an update on the US34 Corridor Preservation Study. She stated the Study aims to proactively preserve right-of-way (ROW) along US 34 to accommodate future growth, transit, and utility needs. She discussed the US34 Planning and Environmental Linkages (PEL) Study, completed in 2019. As a part of the PEL, the Access Control Plan (ACP) was updated.
She highlighted the variety of land uses and developments along the US34 corridor and stated the corridor cannot be everything to everyone and this study is preserved ROW and to look at parallel

corridors as well. She discussed the rapid development of the US34 Corridor and the need for ROW preservation; funding constraints and the need to leverage partnerships and collaboration with private developers to secure contributions, impact fees, or cost-sharing agreements; and network integration and the evaluation of parallel routes and ensuring the corridor projects simultaneously enhance the local network.

She then highlighted the US34 corridor vision which emphasizes reliability, multimodal integration, safety, and effective access management, requiring coordinated commitment from all local agencies. Paddock also discussed the US34 Mini TAC and its role in establishing a footprint for long term corridor preservation through coordinated local and regional partnerships ensuring consistent design, access, and mobility standards. She discussed the goals of the study and measures of effectiveness, including reliability, multimodal, improving safety, access, and implementation. She then discussed the existing ACP for the corridor and access management. She stated rapid development along the corridor poses challenges for preserving ROW and implementing the planned corridor vision.

Paddock stated the project is in phase one, with ongoing traffic analysis, stakeholder engagement, and scenario evaluation. She discussed the upcoming phase two, which will include the definition of the ultimate ROW along US34 including conceptual design, utility corridor, and regional detention. Additionally, the ACP will be revised and new intergovernmental agreements (IGAs) as needed, and ensuring all stakeholders remain aligned on the corridor's vision and requirements. She discussed the project in the US34 PEL that have been completed to date.

James stated funding is the key to getting improvements to US34 completed. Relford asked if what is being proposed in the study match what is currently in the ACP? Paddock responded that yes, and ACP calls for an interchange every mile along the corridor and that is not something CDOT cannot fund and stated Centerra Parkway and Rocky Mountain Avenue are too close to I-25 and would require a large realignment and rebuild to accomplish this. Olson stated US36 was in a similar condition prior to the express lanes being added and the ultimate vision for US34 should include and express lane and that a current lack of funding should not keep the region from thinking big and about what is needed by 2050. He stated the region needs an active group like Commuting Solutions did for US36 and even if it would have to occur in steps and phases, the region should not shortchange itself. Paddock voiced her agreement and stated that is the reason behind and the goal of this preservation study. There was discussion among the Council members on ensuring the outcomes of the study would be incorporated in the ACP and IGA updates to memorialize them and to ensure the ROW is not developed.

Relford discussed the NFRMPO's Regional Travel Demand Model and the 2055 RTP update and stated US34 east of I-25 will be modeled as a 4-lane facility only and not a 6-lane based on the requirement that the RTP be fiscally constrained. James asked if US34 is included in CDOT's 10-Year Plan. Paddock responded that a large portion of the Region 4 funding is on US34. James discussed the Regional Transit Authority (RTA) in Colorado Springs and suggested the same model should be applied in the North Front Range. Gutierrez agreed and stated that a local solution is needed.

ACTION ITEMS:

Transfort FFY26 Program of Projects (POP), *Resolution 2026-17*

Joshua Ma, Transfort, stated 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. Ma provided specific apportionment figures for FY26: $4.5M for § 5307, $355,000 for §5339, and $46,000 for §5310, with City of Loveland Transit programming its allocation as a direct recipient.

James **moved** to approve *RESOLUTION 2026-17 REVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR FFY26.* The motion was **seconded** by Jenkins and **passed** unanimously.

Transfort FFY25 Program of Projects (POP)—Revisions, *Resolution 2026-18*

Ma noted 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 is amending 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.

James **moved** to approve *RESOLUTION 2026-18 EVISING THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING THE REVISED FTA §5307, §5310, §5339 FORT COLLINS URBANIZED AREA (UZA) PROGRAM OF PROJECTS FOR FFY25.* The motion was **seconded** by Bashford and **passed** unanimously.

July 2026 TIP Amendment, *Resolution 2026-19*

Stockburger presented the July 2026 Transportation Improvement Program (TIP) Amendment, which includes two project additions. includes a new NFRMPO project *RideNoCo Expansion* with $72,000 State FASTER funding and $18,000 Local funding in FY27 and a new Good Samaritan Society project *GSS Vehicle Purchase* with $95,000 State SB228 funding and $24,000 Local funding in FY27. Stockburger reported the public comment period for the Amendment opened on July 10, 2026, and will close on August 10, 2026. Approval of the Amendment is contingent upon the receipt of no public comments during the comment period.

James **moved** to approve *RESOLUTION 2026-19 APPROVING THE JULY 2026 AMENDMENT TO THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).* The motion was **seconded** by Heid and **passed** unanimously.

DISCUSSION ITEM:

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

Jacob Kershner, CDOT, provided an over of the Federal Performances Measures and 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. He outlined the performance measure approval process. CDOT and the NFRMPO must set joint targets for the Peak Hour Excessive Delay (PHED) and percent of non-SOV travel performance measures. Kershner noted these performance measures only apply to the Fort Collins Urbanized Area. He outlined the target setting methodology for both performance measures. The proposed joint targets for the PHED 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 also 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.

Jenkins asked if any data validates the journey to work American Community Survey (ACS) data used in the development of models. Kershner responded that FHWA requires the use of ACS data for the development of the measures. Jenkins asked if there is a way to validate the survey data. Relford responded ACS is Census data. Darius Pakbaz, CDOT DTD Director, stated ACS data is updated in 5-year sets every year and the recently completed statewide household survey data is a good comparison tool for the federal data. He stated the statewide household survey data is in the process of being analyzed and compared to the ACS data.

Stephens asked NFRMPO staff if they recommended joint targets or supporting the state's target. Relford stated this would be an action item next month. Karasko stated the NFRMPO supported the state's CMAQ targets in the previous reporting period and worked with CDOT staff to develop the joint targets.

COUNCIL REPORTS:

Transportation Commission

Gutierrez discussed the July Commission meeting, specifically the budget workshop and the impact of 2026 legislation on the budgets. With HB26-1398 that went into effect July 1, the annual General Fund transfer of $10.5M to MMOF was eliminated. And for fiscal years 27, 28, and 29. He stated the legislation also included the split that was before at 85 percent to locals and 15 percent to CDOT. This elimination created some additional problems for Bustang funding, due to MMOF funding providing $4M to Bustang. With the budget reductions, only $2M was available for Bustang. of that MMOF. And the way to make up for that loss was for HB 26-1398 to change the spit from 85/15 to 70/30. This did not increase the funding for Bustang, but will provide $4.8M and brings the total local MMOF reduction to $11.3M. The legislature's rationale for this reduction was the passage of SB-230 to make up for the loss of funds.

STAC Report

Stephens reported on the August STAC meeting and discussed the Bridge and Tunnel Enterprise presentation on the additional powers given to the enterprise from the state legislature. She mentioned Heather Paddock's presentation on Region 4 as well as the Scenic Byways presentation. She discussed the Continuing Resolution and the proposed transportation bills introduced in Congress. She also discussed proposed state legislation potentially being introduced in 2027.

I-25 Coalition

James noted the Coalition met last night and discussed the 10-year plan and segments 4 and 3a. He stated he reached out to both gubernatorial campaigns to have them come present at a futures Coalition meeting.

Host Council Member Report

Heid provided updates for the Town of Eaton. She highlighted a paving project on 1st Street and Juniper. She also discussed a crosswalk ramps project completed with CDBG funding. She also discussed the Town's enforcement of speed limits for e-bikes as well as overall safety discussions led by the Police Chief with students as the school year starts. Lastly, she discussed a $5M transportation bond to cover a variety of repairs to roadways within Eaton that will be on the ballot in November.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 8:23 p.m.

Meeting minutes submitted by: Becky Karasko, NFRMPO Staff

MEMORANDUM

To: NFRMPO Planning Council

From: Becky Karasko

Date: September 3, 2026

Re: **Consent**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

TAC members recommend Planning Council approve the proposed Joint CDOT-MPO PM3 Targets.

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

North Front Range Metropolitan Planning Organization

RESOLUTION NO. 2026-20
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO SET THE NON-SINGLE OCCUPANT VEHICLE TRAVEL AND PEAK HOURS EXCESSIVE DELAY (PHED) FOR THE SYSTEM PERFORMANCE: CMAQ TRAFFIC CONGESTION PERFORMANCE MEASURES FOR THE 3RD PERFORMANCE PERIOD

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

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the Federal Highway Administration (FHWA) established regulations (23 CFR 490.703) states the CMAQ Traffic Congestion performance measures are appliable to all urbanized areas that include NHS mileage and with a population of over one million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone, carbon monoxide, or particulate matter National Ambient Air Quality Standards (NAAQS); and

WHEREAS, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set joint targets for 2-and 4-year reporting periods and adjustments to the targets are to be included in the 3rd Performance Period (January 1, 2026 through December 31, 2029); and

WHEREAS, the Colorado Department of Transportation (CDOT) and the NFRMPO used a data-driven and collaborative approach to set the following 2-year and 4-year joint targets:

- Annual Hours of Peak Hours Excessive Delay (PHED)
  - 2-Year: 3.3
  - 4-Year: 3.3
- Non-Single Occupant Vehicle (SOV) Travel
  - 2-Year: 34.0%
  - 4-Year: 35.0%
- CMAQ Traffic Congestion Performance Measures
  - 2-Year:
    - VOC: 421 kg/day
    - NO_X: 603 kg/day
    - PM10: 128 kg/day
  - 4-Year: 35.0%
    - VOC: 856 kg/day
    - NO_X: 1,226 kg/day
    - PM10: 261 kg/day

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require each urbanized area where the measure applies, the State DOTs and MPOs in that area must establish and report a single, unified target;

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set target the 2-year and 4-year targets for PHED, Non-SOV Travel, and the CMAQ Traffic Congestion Performance Measures and agrees to plan and program projects to contribute toward the accomplishment of the targets. Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of September 2026.

____
Kristin Stephens, Chair

ATTEST:

____
Elizabeth Relford, Executive Director

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan
Statement of Net Position
As of March 31, 2026

		MPO	VanGo	Total NFRMPO	Notes
Assets					
Current Assets					
	Cash & Cash Equivalents	1,739,099.95	4,916,534.09	6,655,634.04	
	Account Receivable	398,660.90	-2,007.50	396,653.40	1
	Prepaid Expenses	8,286.48	23,902.50	32,188.98	
	Due from Related	2,951,255.01	4,568,191.89	7,519,446.90	
Total Current Assets		**5,097,302.34**	**9,506,620.98**	**14,603,923.32**	
	Property, Plant and Equipment	80,911.92	1,064,910.11	1,145,822.03	
	Accumulated Depreciation	-80,206.06	-694,327.99	-774,534.05	
	Other Fixed Assets	693,214.88		693,214.88	
Total Assets		**5,791,223.08**	**9,877,203.10**	**15,668,426.18**	
Liabilities					
Current Liabilities					
	Accounts Payable	52,430.32	-7,229.34	45,200.98	2
	PCard Clearing	1,677.32		1,677.32	3
	Due to Related	4,568,191.89	2,951,255.01	7,519,446.90	
	Accrued Leave - ST	73,549.87	14,908.69	88,458.56	
	Other Current liabilities	4,645.18		4,645.18	
Total Current Liabilities		**4,700,494.58**	**2,958,934.36**	**7,659,428.94**	
	GASB 87 Lease	756,631.36		756,631.36	
	Accrued Leave - LT	14,949.61	5,156.93	20,106.54	
Total Liabilities		**5,472,075.55**	**2,964,091.29**	**8,436,166.84**	3
Fund Balance					
	GASB Conversion Fund	-49,791.00		-49,791.00	
	Investment in General Fixed Asset	747.00	467,959.30	468,706.30	
	Fund Balance- Retained Earnings	325,853.00	6,518,299.06	6,844,152.06	
	Fund Balance Unreserved	-45,645.03	14,837.01	-30,808.02	
	Current Year Revenue Over	87,983.56	-87,983.56	0.00	
Total Fund Balance		**319,147.53**	**6,913,111.81**	**7,232,259.34**	
Total Liabilities and Fund Balance		**5,791,223.08**	**9,877,203.10**	**15,668,426.18**	

1 Negative balance due to 2025 audit adjustment recorded in January of 2026
2 Negative balance due to invoice paid in March but not recorded in the system until April
3 Pcard clearing is an Acumatica module that does not exist in GP. Records Credit card transactions in the month of charge and payoff accurately in the month paid.

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization
Statement of Activities
As of March 31, 2026
MPO

	Period-to-Date	Year-to-Date	YTD Budget	% Complete	Annual Budget	Notes
REVENUE						
CPG	103,737.95	297,940.08	326,493	91%	1,305,970	
STBG			62,500		250,000	
SPR	0.00	0.00	30,000	%	120,000	
MMOF	12,420.92	44,145.34	32,500	136%	130,000	
5310 Rural	6,846.00	19,684.00	9,797	201%	39,188	
5304 FTA		2,160.50				
CDPHE	12,705.00	12,705.00	8,750	145%	35,000	
Total Grants	**135,709.87**	**376,634.92**	**470,040**		**1,880,158**	
Local Match	14,132.69	50,544.79	47,942	105%	191,766	
Fort Collins Exchange			4,901		19,603	
Program Revenue	0.00	0.00			0	
Total Revenue	**149,842.56**	**427,179.71**	**522,882**		**2,091,527**	
Revenue Less Discounts	**149,842.56**	**427,179.71**	**522,882**		**2,091,527**	
EXPENSES						
Salaries, Benefits and Taxes	103,924.00	262,770.22	328,062	80%	1,312,243	
Payroll Fees	393.26	2,627.22	2,989	88%	11,957	
Employee Expense	**104,317.26**	**265,397.44**	**331,051**	**80%**	**1,324,200**	
Bank/Merchant Fees and Collections	10.00	164.32	63	261%	250	
Insurance			2,014		8,057	
Office and Supplies	2,446.05	4,862.61	19,180	25%	76,721	
Advertising - Employment			625		2,500	
Rent and CAM	16,252.87	64,426.28	48,539	133%	194,157	1
Professional Expenses	47,013.87	92,425.64	114,680	81%	458,721	
Events/Meetings	207.98	859.48	453	190%	1,810	
Outreach/Promotions	2,777.49	4,359.74	6,330	69%	25,320	
Software, Website and IT	37,228.97	74,837.47	29,961	250%	119,843	
Dues and Subscriptions		4,873.46	2,582	189%	10,326	
Travel	759.84	5,750.79	7,988	72%	31,950	
Other Expenses		-31,357.07				2
Total Operating Expenses	**211,014.33**	**486,600.16**	**563,105**		**2,253,855**	
EBITDA	**-61,171.77**	**-59,420.45**	**-40,223**		**-162,328**	
Depreciation and Amortization						
Net Interest Expense/Income	4,722.37	13,775.42	15,000		60,000	
Net Income (Loss)	**-56,449.40**	**-45,645.03**	**-25,223**		**-102,328**	

1 Rent paid for 4 months, budget covers 3
2 Benefits invoices paid in January but checks returned by vendor. Funds credited to bank in April. Invoices erroneously VOID in system.

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization
Statement of Activities
As of March 31, 2026
VGO

	Period-to-Date	Year-to-Date	YTD Budget	% Complete	Annual Budget
REVENUE					
Fort Collins Exchange			67,932		271,728.00
Program Revenue	11,309.00	33,072.00	81,250	41%	325,000.00
Total Revenue	**11,309.00**	**33,072.00**	**149,182**		**596,728.00**
Discounts	-840.00	-2,520.00			
Revenue Less Discounts	**10,469.00**	**30,552.00**	**149,182**		**596,728.00**
EXPENSES					
Salaries, Benefits and Taxes	11,549.10	27,197.56	41,120	66%	164,481.00
Payroll Fees			26		104.00
Employee Expense	**11,549.10**	**27,197.56**	**41,146**	**66%**	**164,585.00**
Fleet	10,086.35	34,124.00	40,221	85%	160,885.00
Incentives/Guaranteed Ride	100.00	325.00	380	86%	1,520.00
Bank/Merchant Fees and Collections	445.49	1,908.59	1,500	127%	6,000.00
Office and Supplies	6.81	22.79	41	55%	165.00
Professional Expenses			12,057		48,226.00
Outreach/Promotions	166.24	249.35	8,013	3%	32,050.00
Software, Website and IT	41.72	278.48	8,488	3%	33,950.00
Dues and Subscriptions			323		1,290.00
Travel		65.73	938	7%	3,750.00
Vehicles - Capitalized			62,500		250,000.00
Other Expenses		-4,851.44			
Total Operating Expenses	**22,395.71**	**59,320.06**	**175,606**		**702,421.00**
EBITDA	**-11,926.71**	**-28,768.06**	**-26,424**		**-105,693.00**
Depreciation and Amortization					
Net Interest Expense/Income	15,434.10	43,605.07	47,500		190,000.00
Net Income (Loss)	**3,507.39**	**14,837.01**	**21,076**		**84,307.00**

ASSETS	
Cash and Cash Equivalents	$255,773
Cash-Savings	
Investments	1,483,327
Receivables	398,661
Prepaids	8,286
Due From Other Funds	2,951,255
Capital Assets, net	706
Long Term Liabilities	693,215
Total Assets	5,791,223
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Acrued Liabilities	803,636
Deferred Revenue	10,071
Advances From Other Funds	4,568,192
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	88,499
Total Liabilities	5,470,398
FUND BALANCE	
Unreserved	276,809
Current Year Revenue over (under) Expenditures	44,016
Total Fund Balance	320,825
Total Liabilities and Fund Balance	5,791,223

Difference of $1,677.32 due to different processing of Credit Card transactions

ASSETS	
Cash and Cash Equivalents	$68,580
Investments	4,847,954
Receivables	(2,008)
Advances to Other Funds	4,568,192
Prepaids	23,903
Capital Assets, net	370,582
Total Assets	9,877,203
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	(7,229)
Due to Other Funds	2,951,255
Accumuled Leave - Due in less than one year	14,909
Long-Term Liabilities	
Accumulated Leave - Due in more than one year	5,157
Total Liabilities	2,964,091
FUND BALANCE	
Unreserved	6,986,258
Current Year Revenue over (under) Expenditures	(73,147)
Total Fund Balance	6,913,112
Total Liabilities and Fund Balance	9,877,203

METROPOLITAN PLANNING ORGANIZATION
Statement of Activities
For the Three Months Ending March 31, 2026

	2026	2026	2026		%
	3	Year to Date	Budget	Variance	Complete
REVENUE					
FHWA-Federal Income-CPG	103,738	297,940	326,493	28,553	91.25%
FHWA-Federal Income-STBG			62,499	62,499	0.00%
FTA-Federal Income-5310	6,846	19,684	9,798	(9,886)	200.90%
State Funds_MMOF	12,421	46,306	32,499	(13,807)	142.48%
State Planning Funds			30,000	30,000	0.00%
State-CDPHE	12,705	12,705	8,751	(3,954)	145.18%
Subtotal Grant Revenue	*135,710*	*376,635*	*470,040*	*93,405*	*80.13%*
Local Match-Member Entities	14,133	50,545	15,441	(35,104)	327.34%
Subtotal Local - All Sources	*14,133*	*50,545*	*15,441*	*(35,104)*	*327.34%*
City of Fort Collins Funds			4,902	4,902	0.00%
Subtotal Revenue from Other Sources			*4,902*	*4,902*	*0.00%*
Interest Earned	4,722	13,775	15,000	1,225	91.84%
Use of Reserves			32,499	32,499	0.00%
Suspense		29,688		(29,688)	0.00%
Subtotal Other Revenue Sources	*4,722*	*43,463*	*47,499*	*4,036*	*91.50%*
Total Revenue- Combined Sources	**154,565**	**470,643**	**537,882**	**67,239**	**87.50%**
		listed below on ACM	$15,000 listed below on ACM		
EXPENDITURES/EXPENSES					
Administration	15,322	41,971	57,780	15,809	72.64%
Transportation Planning	82,194	206,531	261,039	54,508	79.12%
Mobility Management	6,801	16,895	12,240	(4,655)	138.03%
Subtotal Payroll Expense	*104,317*	*265,397*	*331,059*	*65,662*	*80.17%*
Professional Services & Consulting	47,014	92,426	114,681	22,255	80.59%
Subtotal professional Services & Consulting	47,014	92,426	114,681	22,255	80.59%
Insurance Expense			2,013	2,013	0.00%
Office Furniture/Equipment (non-cap)	542	542	3,429	2,888	15.79%
Office Supplies		68	258	190	26.26%
Communications (phone/data/fax)	661	2,098	10,359	8,261	20.26%
Postage	63	44	144	100	30.40%
Rent	16,253	64,426	48,540	(15,886)	132.73%
Other Office Operating (Facility, Repairs, Furn, etc.)		118	1,593	1,475	7.42%
Dues, Licensing, Subscriptions and IT Backups	555	6,538	4,191	(2,347)	156.00%
Maintenance Contracts & Website Hosting	594	1,981	7,977	5,996	24.83%
Software maintenance	35,842	71,765	24,403	(47,363)	294.09%
Outreach	2,664	4,247	6,330	2,083	67.09%
Other Operating Costs	10	164	63	(101)	260.83%
Event/Meeting Expense	208	860	93	(767)	924.73%
Indirect Costs		(1,669)		1,669	0.00%
Travel/Conference/Training Expense	760	5,751	7,988	2,237	72.00%
Subtotal Other Expenses	*58,151*	*156,932*	*117,380*	*(39,552)*	*133.70%*
Total Expenditures/Expenses	**209,482**	**514,755**	**563,120**	**48,365**	**91.41%**
Excess(Deficiency of Revenue over Expenditures)	(54,916)	(44,112)	(25,238)	18,874	174.78%

	2026 3	2026 Year to Date	2026 Budget	Variance	% Complete
REVENUE					
Program Revenue - Fares	10,469	30,552	43,749	13,197	69.83%
Sale of Vehicles			37,500	37,500	0.00%
City of Fort Collins Funds			67,932	67,932	0.00%
Subtotal VanGo Revenue-All Sources	*10,469*	*30,552*	*149,181*	*118,629*	*20.48%*
Interest Earned	15,434	43,605	47,499	3,894	91.80%
Gain on Sale of Fixed Assets					
Suspense		6,521		(6,521)	0.00%
Subtotal Other Revenue Sources	*15,434*	*50,126*	*47,499*	*(2,627)*	*105.53%*
Total Revenue- Combined Sources	**25,903**	**80,678**	**196,680**	**116,002**	**41.02%**
EXPENDITURES/EXPENSES					
Fleet Insurance		13,523	13,251	(272)	102.06%
Fleet Motor Fuel & Oil	3,299	8,425	13,500	5,075	62.41%
Fleet Repairs & Maintenance	6,618	12,024	11,376	(648)	105.69%
Fleet Repairs & Maintenance- Insurance Deductible			999	999	0.00%
Guaranteed Ride Home			57	57	0.00%
Fleet Other	229	476	1,419	984	30.69%
Depreciation					
Subtotal Fleet Expense	*10,146* *59.65*	*34,448*	*40,602*	*6,194*	*84.75%*
VanGo Payroll	11,549	27,198	41,148	13,950	66.10%
Professional Services and Consulting			12,057	12,057	0.00%
Postage			15	15	0.00%
Credit Card Fees	445	1,909	1,500	(409)	127.24%
Dues, Licensing, Subscriptions & IT Backups	21	42	8,812	8,770	0.47%
Maintenance Contracts & Website Hosting	7	239	24	(215)	994.54%
Bad Debt					
Rideshare Promotion	83	166	8,012	7,846	2.07%
Indirect Costs		1,669		(1,669)	0.00%
Travel/Conference/ Training		66	938	872	7.01%
Capitalized Equipment/Vehicles			62,499	62,499	0.00%
Subtotal Other Expenses	*556*	*4,090*	*81,800*	*77,709*	*5.00%*
Total Expenditures/Expenses	**22,251**	**65,696**	**175,607**	**109,910**	**37.41%**
Excess(Deficiency of Revenue over Expenditures)	3,652	14,982	21,074	6,092	71.09%

Net difference of $144
due to CC transactions
VGO Portion)

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization

Cash and Investments

As of March 31, 2026

	MPO	VanGo	Total NFRMPO
Chase Checking	211,379.14	68,579.63	279,958.77
Petty Cash	75.00	0.00	75.00
Total Cash on Hand	211,454.14	68,579.63	280,033.77
Colorado Trust	1,483,327.19	4,847,954.46	6,331,281.65
Total Cash and Investments	1,694,781.33	4,916,534.09	6,611,315.42
Interest Earned to Date	13,775.42	43,605.07	57,380.49

North Front Range Metropolitan Planning Organization

North Front Range Metropolitan Planning Organization

Grant Overview

As of March 31, 2026

	Expenses to Date	Revenue Received	Local Match	Amount Awarded	Outstanding Award
CPG (002)	269,529.98	297,940.08	0.00	1,305,970.00	1,008,029.92
CDPHE (005)	11,550.00	12,705.00	0.00	35,000.00	22,295.00
5304 (022)	2,699.50	2,160.50	540.00	3,042.00	341.50
MMOF (007)	79,134.00	44,145.34	44,145.31	260,000.00	171,709.35
5310R (011)	20,286.24	19,684.00	5,859.48	48,985.00	23,441.52
AARP (031)	0.00	0.00	0.00	17,500.00	17,500.00
OeHI (030)	0.00	0.00	0.00	47,000.00	47,000.00
STBG (003)	0.00	0.00	0.00	301,969.00	301,969.00

Foundational

Course

MPO 101 for Board Members

In this course, Metropolitan Planning Organization (MPO) board members will learn what MPOs are, how they came to be, how funding decisions are made, why regionalism matters, what decisions board members are responsible for, and how to be an effective and engaged board member. *Course content is up to date through September 2026.*

At the end of this course, you will be familiar with:

- What MPOs are, why they were created, and why regional transportation planning matters, including the distinction between TMAs and non-TMAs.
- The MPO's core products and responsibilities, including the UPWP, PPP, Metropolitan Transportation Plan, and TIP.
- The MPO Board's role and responsibilities, including the decisions and approvals that come before the Board and its regional perspective.
- How MPOs work with federal, state, local, transit, and other regional partners to plan and invest in the transportation system.
- How transportation funding works, including why federal funding flows through the MPO process, major funding sources and programs, and fiscal constraint.
- How to be an effective MPO Board member preparing for meetings, understanding what you are voting on, asking the right questions, and recognizing how your decisions shape the region's future.

Credentialing

Upon completion of this course, you will receive an MPO Institute Certificate; each course has a unique expiration date. Reference the Completion Rules at the bottom of the course content overview for the length of certificate.

$99.00 Close

MPO 101 for Board Members

a unique expiration date. Reference the Completion Rules at the bottom of the course content overview for the length of certificate.

AICP Planners may also claim credits through the APA for this course. This course qualifies for 2CM Credits.

Recommended Pacing | 2 Hours | Modules approx. 15-25 minutes each
This course is self-paced with 24/7 e-learning access, meaning you can take it at any time while the course is open. There are four modules in total, meaning this course can be covered in approximately two hours. Purposely designed for busy Board members.

Recommended Learners
This short course is primarily designed for board members but is open to anyone interested in metropolitan transportation planning. You do not need to work for or with an MPO to register for this course. However, this course is specifically built with the following audiences in mind:

- MPO Board members
- MPO Committee members
- MPO Planners and Admin staff who work directly with Board members

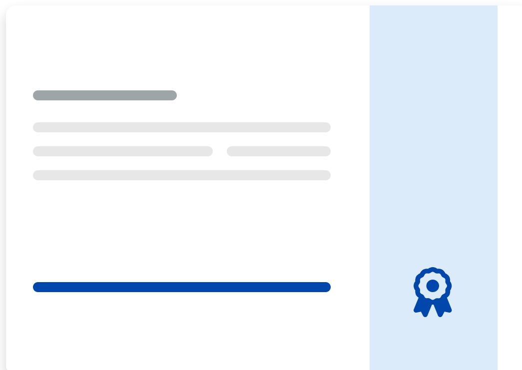
Disclosure
All purchases are final. You will have 180 days (~6 months) after registering to complete this course. If you do not complete it within that timeframe, you will automatically be unenrolled and lose access to materials. If you complete the course within that timeframe, you will receive your certificate upon completion and retain access to the course until the expiration of your certificate. The MPO Institute retains the right to deactivate a course periodically to administer content updates as needed and this may briefly interrupt your access or require you to complete new material.

View less

$99.00 Close

MPO 101 for Board Members

View less



This course awards a certificate!

Complete the course to acquire it.

Content Files All units must be completed

WELCOME TO MPO 101 FOR BOARD MEMBERS

Navigation Tutorial

Pre-Course Self-Assessment

LEARNING CONTENT

Module 1: Why MPOs Exist

Module 2: How MPOs Work

$99.00 Close

MPO 101 for Board Members

This course awards a certificate!

Complete the course to acquire it.

Content Files All units must be completed

WELCOME TO MPO 101 FOR BOARD MEMBERS

Navigation Tutorial

Pre-Course Self-Assessment

LEARNING CONTENT

Module 1: Why MPOs Exist

Module 2: How MPOs Work

Module 3: Federal Funding & Responsibilities

Module 4: How to be an Effective Board Member

ASSESSMENT

Post-Course Self-Assessment

$99.00 Close

COLORADO
Transportation
Investment Office

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

Held: Wednesday, July 15, 2026, 10:00 a.m.

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

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

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

Roll Call Regular Meeting

All board members were present. The meeting began at 10:01 a.m.

New Board Member

Laura Warren was sworn in as the board member representing the I-70 Mountain Corridor. Board members and staff welcomed Director Warren to the board.

Public Comment

The CTIO Board received public comment from Mike Rawluk related to wildlife crossings on State Highway 93 and the possible location of the West Metro Station.

[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

Comments from Directors

Director Sacripanti provided an update to the board on progress related to the Pikes Peak Area Council of Governments traffic and revenue analysis. There were no comments from other directors.

Director's Report

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

- Pikes Peak Area Council of Governments (PPACG) engagement: A meeting with PPACG staff was held to discuss the traffic and revenue study they requested. The work on this project will commence soon.
- Burnham Yard sale: The sale has gone through. However, CTIO still retains the title, which will be transferred to the buyer at a later date.
- Joint Service: A program manager position for the Joint Service Project is being discussed with the Joint Service Executive Oversight Committee to support the project's implementation. The position will be term-limited and housed within CTIO. More information will be brought to the board when the details of this position are finalized.

Discussion:
- CTIO board members and staff discussed:
  - Transfer of the Burnham Yard property title.

Consent Agenda

ACTION: Upon a motion by Vice-Chair Moran, seconded by Director Cook, a vote was held, and Resolution #500, June 17th, 2026 minutes, were unanimously approved.

Back Office Update

Jason McEldowney, CTIO Technical Program Manager, presented to the Board on the CTIO Commercial Back-Office System (CBOS) implementation. It included information on the following:

- Background: overview and goals
- Current status and key highlights
- E-470 and CTIO wind down
- Look ahead

Discussion:
- CTIO board members and staff discussed:
  - The interoperability of the new CBOS with other states. Future presentations on this topic were requested to include details (map) of the various hubs across the United States.

Senate Bill 24-184 Revenue and Project Analysis

Meredith Moon, Deputy Director, presented a financial analysis of Senate Bill 24-184, which included information on the following:

- Congestion Impact Fee overview
- Legislative reporting requirements
- Fee drivers
- Economic overview
- Car rental transaction and revenue history
- Fee projections
- Risk to revenue and project cost estimates
- Rail project cost estimates
- Bustang funding options
- Various project scenarios

Discussion

- CTIO board members, CTIO, and CDOT staff discussed:
    - Indirect costs, assumptions related to the Front Range Passenger Rail District ballot measure, possible impact on CTIO if Proposition 175 passes, possible Bustang funding scenarios, and the potential for legal questions the Board may want to pose to counsel.

Adjournment

The CTIO Board adjourned at 11:51 a.m.

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

August 20, 2026
3:00 p.m.
Microsoft Teams

Members	**Staff**	**Guest**
Liz Heid	Elizabeth Relford	Cole Herk-Cushman & Wakefield
Matthew Fries	Tonja Burshek	
	Becky Karasko	
	Michelle Edgerley	
	Tanya Trujillo-Martinez	
	Barbara Bills	

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

Approval of Minutes:

As there was no quorum, the approval of the July 16, 2026, minutes will be included in a special session.

Organizational Updates:

Relford gave an update on the option of moving our phone system from Nextiva to Teams. The Nextiva contract is on an automatic renewal and without staff approval, it renewed in 2025. Nextiva will charge us approximately $3000 to terminate the contract. We will do a cost comparison and determine next steps.

A new Communication Specialist position was proposed by Relford. She suggested converting the departing intern's part-time position into a full-time position that will concentrate outreach, accessibility, social media, and legislative communications. She explained that the 2027 budget would support the position.

Cole Herk with Cushman & Wakefield, presented the commercial real-estate analysis for the organization's possible move due to the current lease expiring in February 2027. The staff toured the best available options and selected the ones we felt were the best possibilities and an RFP was delivered. Staying in our current location or moving to 3540 JFK Parkway are the most viable choices.

Financial Updates:

Burshek reported progress on grant reimbursements and the transition from Great Plains to Acumatica.

It was determined that a special session would need to be scheduled so the 2027 budget and the unaudited Q1 financial reports could be reviewed, approved, and presented at the September Council meeting.

The meeting was adjourned at 4:00 p.m.

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

August 25, 2026
9:30 a.m.
Microsoft Teams

Members	Staff
Liz Heid	Elizabeth Relford
Matthew Fries	Tonja Burshek
Bill Jenkins	Becky Karasko
Chris Conway	Michelle Edgerley
Patrick McFall	Tanya Trujillo-Martinez
	Barbara Bills

The meeting was called to order at 9:32 a.m.

<u>Approval of Minutes</u>:

Fries moved to approve the minutes of the July 16 meeting. Jenkins seconded the motion, and it passed by acclimation.

<u>Action Items:</u>

Burshek presented the Quarter 1 Unaudited Financial Reports highlighting the differences between the reports provided by Great Plains and Acumatica.

Councilmember Jenkins asked staff how much time savings is anticipated with the new financial system? Burshek responded it saves her hours weekly.

The Finance Committee commented the new system appears to be a vast improvement to the previous financial system.

A motion was requested to include the Q1 unaudited financial reports on the September Council meeting agenda as an action item. Jenkins made the motion and McFall seconded. The motion passed unanimously.

The Committee discussed the proposed 2027 Budget, concentrating on the Payroll FTE, consultants, and software licenses as they constitute a large part of the budget. The Committee agreed that the 2027 Budget would be included on the September agenda as a discussion item.

The meeting was adjourned at 10:02 a.m.

EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 19, 2026

CONSENT AGENDA

Hornkohl moved to approve the Consent Agenda. Cunningham seconded the motion, which was approved unanimously.

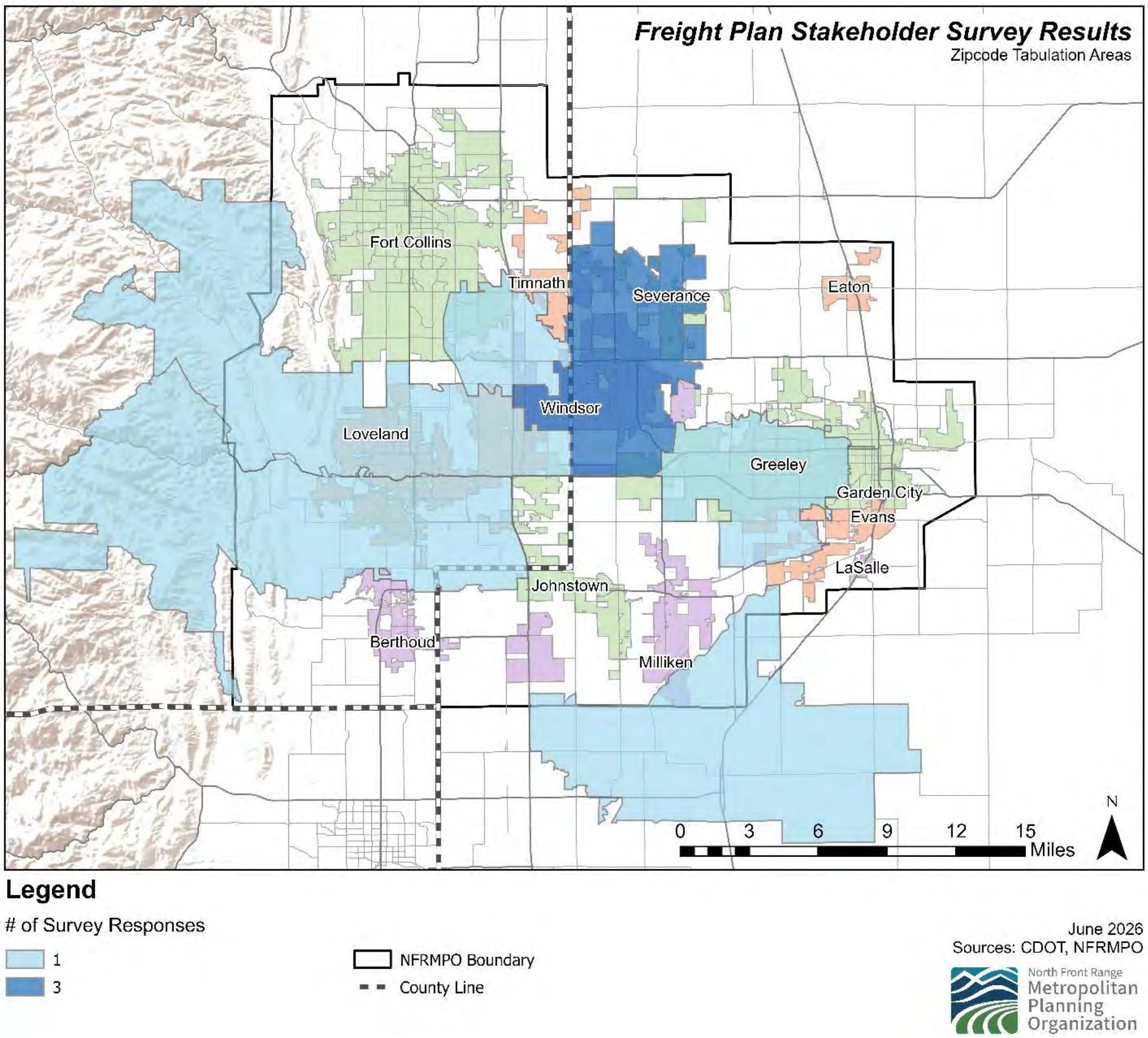
PRESENTATION

CDOT Transportation Alternatives Program (TAP) Call-for-Projects Presentation– Neysa Bermingham, CDOT Active Transportation Section, provided an overview of three upcoming CDOT funding opportunities: Safe Routes Activating Communities Program, Safe Routes to School (SRTS), and Transportation Alternatives Program (TAP). The new Safe Routes Activating Communities Program will provide technical assistance, peer learning, development of a Safe Routes Action Plan, and early-action funding primarily for smaller and lower-resource communities. Applications are due September 30, with awards anticipated by October 30 and the program beginning in November. Bermingham noted SRTS and TAP funding is dependent on the next federal surface transportation authorization and clarified the upcoming call will use CDOT's portion of statewide TAP funding. SRTS and TAP will use a single online application with common deadlines and fewer required attachments and data elements. She reviewed eligibility and scoring considerations, including co-eligible project categories, Neighborhood Centers, and Strategic Growth requirements associated with EO D 2025 011, and directed applicants to available dashboard resources for determining compliance.

RAQC Programs NAAPME Grant Award Presentation– Jacob LaBure, RAQC, provided an update on RAQC grant programs and air quality initiatives, highlighting expanded funding opportunities in Larimer and Weld counties through NAAPME funding. He discussed the Mow Down Pollution Program, including additional funding to support landscaping businesses transitioning from gasoline-powered to electric lawn and garden equipment, and the Engines Off Program, which provides grants of up to $20,000 to help food trucks and other mobile businesses transition to electric equipment. LaBure also highlighted the Accessible Bikes for Community (ABC) pilot program, which establishes e-bike libraries at affordable or income-restricted housing facilities, including discussions for a potential site in Loveland. Additional updates included the Clean Air Auto Repair, Clean Air Champions, and Simple Steps. Better Air. (SSBA) programs.

Stakeholder Survey Results

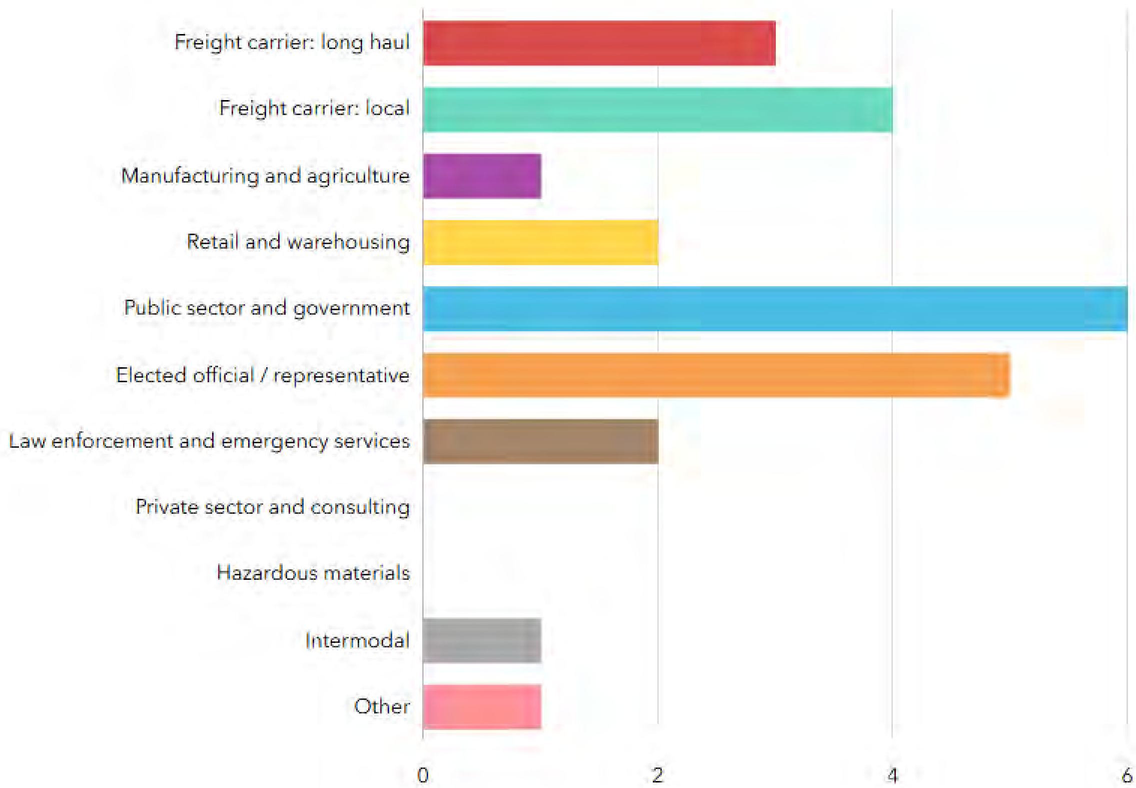
Zip code of responses received:



Name of company/agency/community:

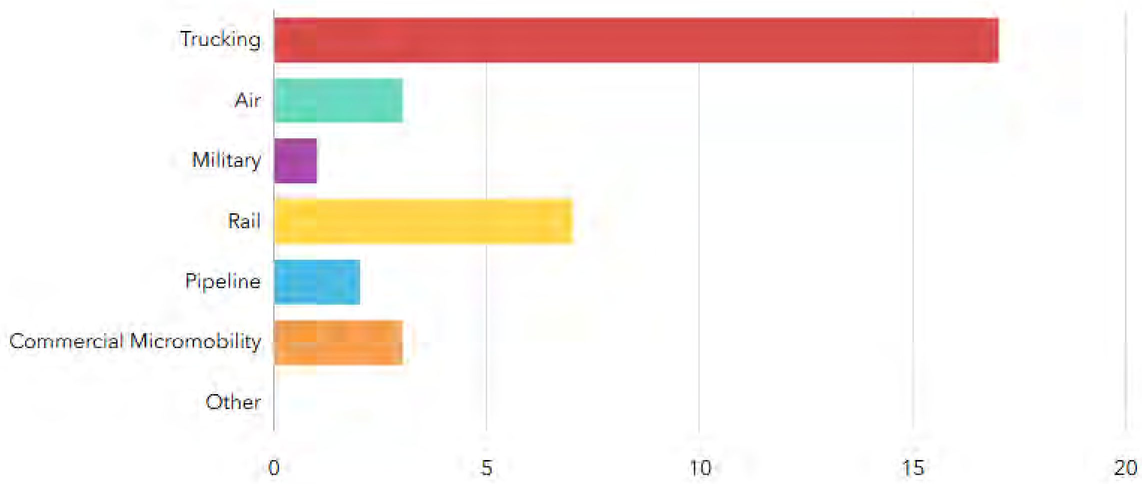
Acme Distribution, Burlington Northern Santa Fe (BNSF), City of Fort Collins, City of Loveland (2), Colorado Department of Transportation (2), Colorado State Patrol (2), Iron Woman Logistics Services, Larimer County, North Park Transportation, Regional Air Quality Council (RAQC), Town of Windsor (2), Walker Manufacturing Company, Weld County, Wyoming Department of Transportation.

Which of the following best describes your role in the freight industry?

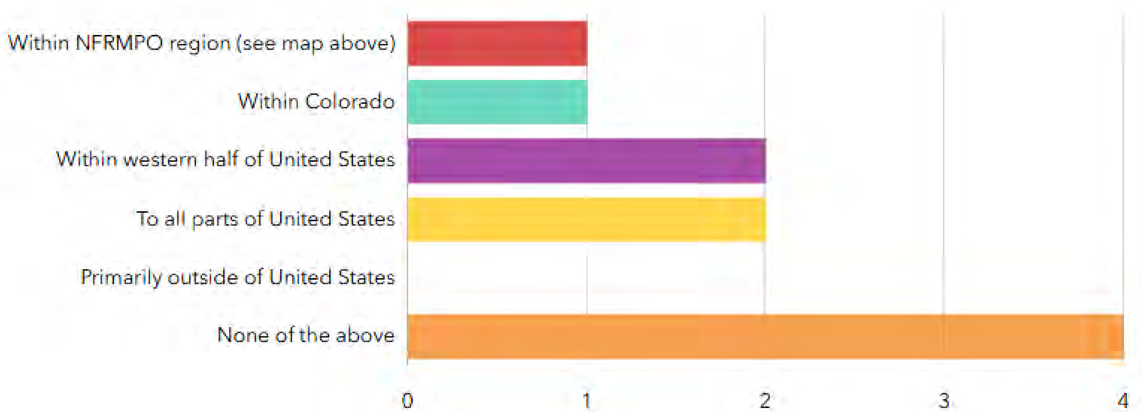


'Other' responses: Air quality evaluation and emission reduction programs

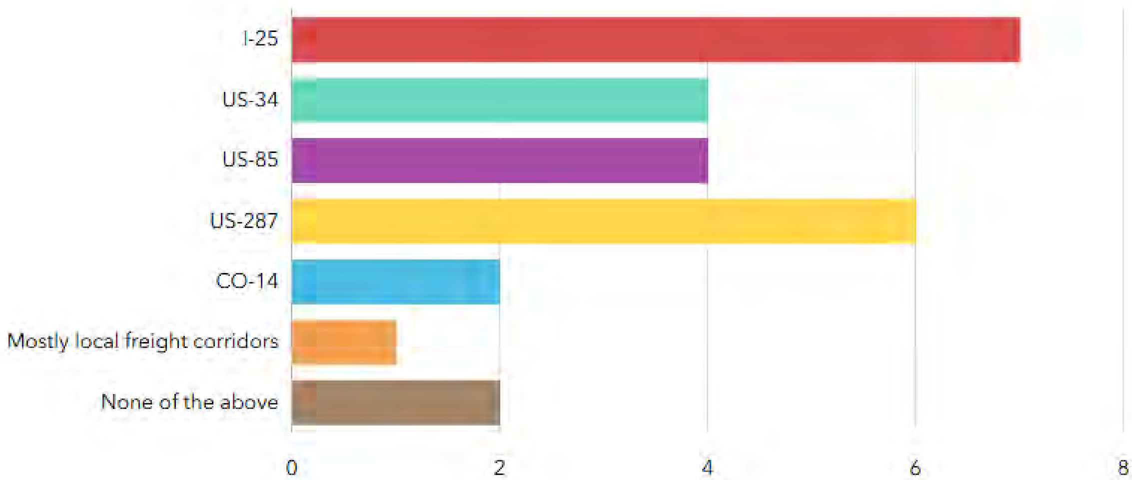
Which modes of freight does your company utilize/plan? Or, which types of freight movement are the most prominent in your jurisdiction?



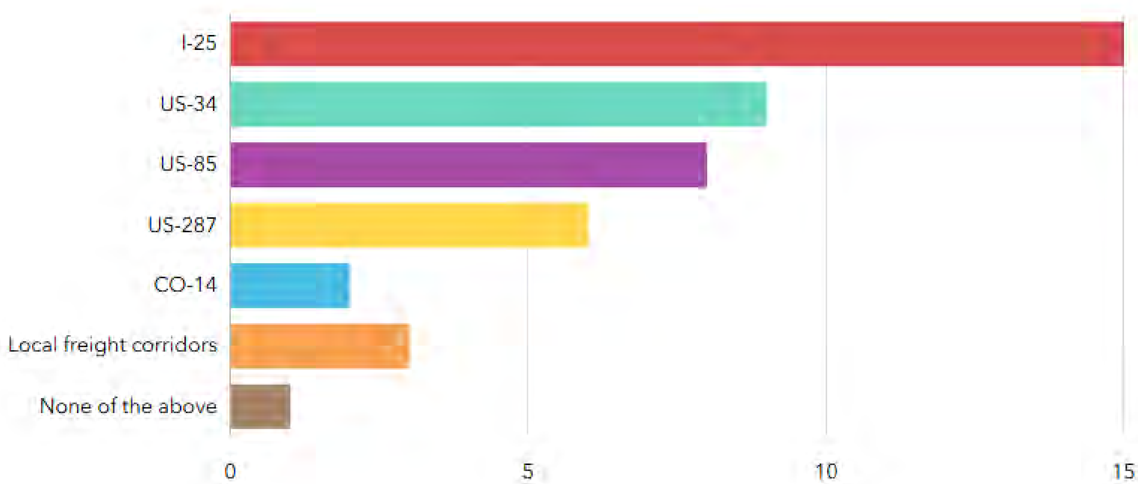
Where are your company's outgoing shipments most commonly sent? (Skip if public sector, government, consultant, law enforcement, or emergency services)



Which Freight Corridors in the NFRMPO region do you utilize most often? (Skip if public sector, government, consultant, law enforcement, or emergency services)



Which Freight Corridors in the NFRMPO region do you believe have the most freight-related issues?



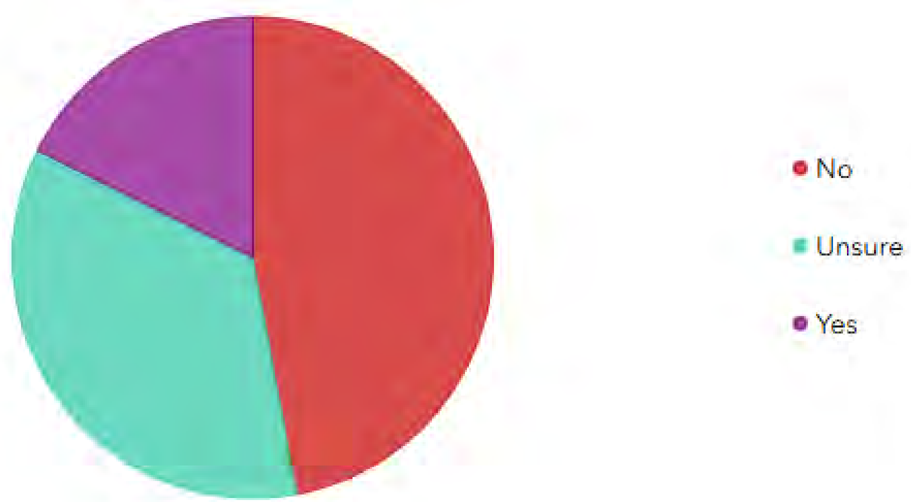
Are there any roads or highways you would like to see added as a freight corridor?

SH402, SH60, CO392 (3), Boyd Lake Avenue, Centerra/Fairgrounds, Owl Canyon (2), I-70

Are there any roads or highways you would like to see removed as a freight corridor?

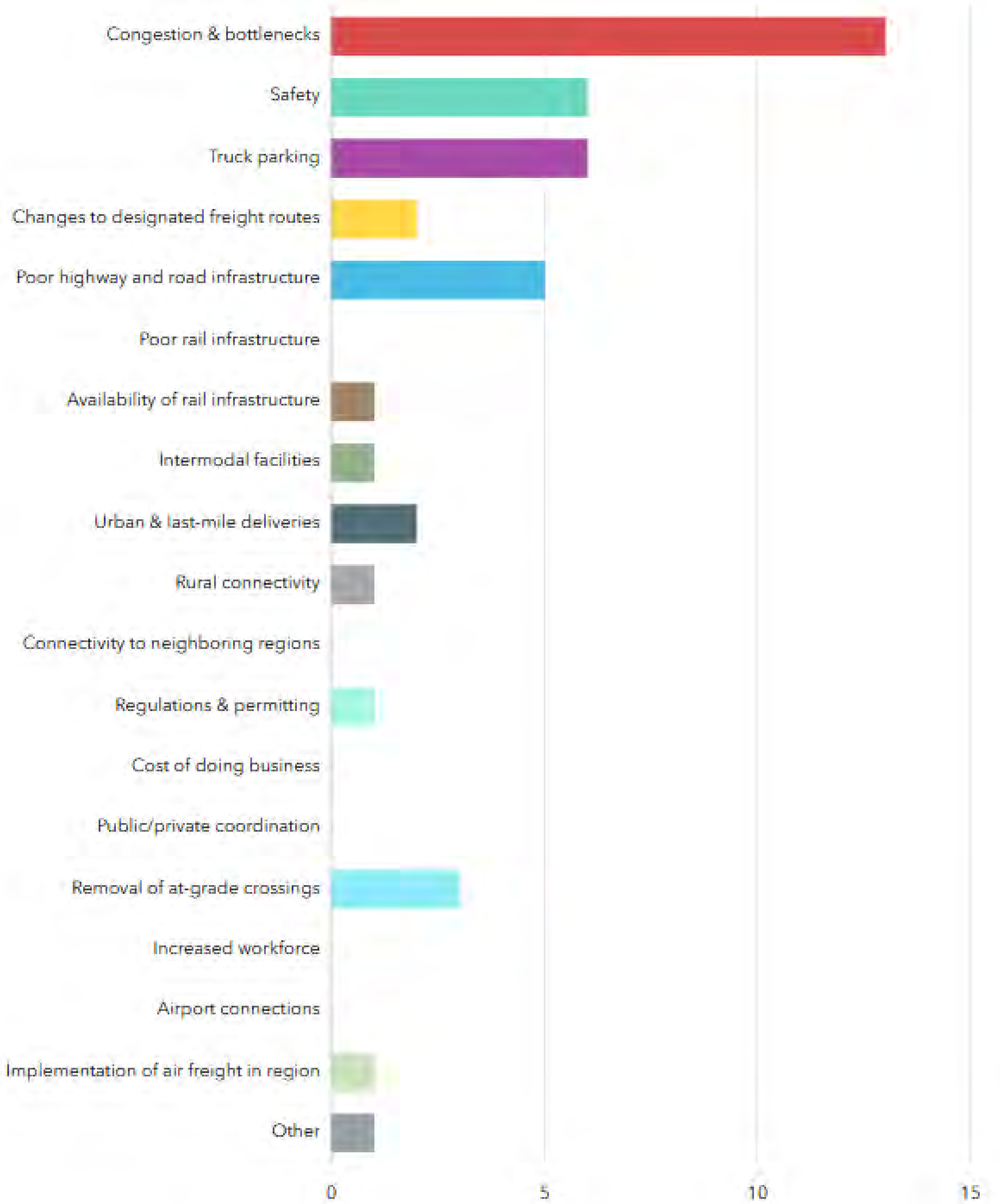
None

Do you believe the NFRMPO region has adequate truck parking?



How would you rate the entirety of the multimodal freight system in the NFRMPO region?

What specific areas of the NFRMPO region's freight system need the most work? (Please select a maximum of three responses)



'Other' responses: Air quality impacts of increased freight service in the NFRMPO region

What types of data, information, or research would be most helpful to include in the Plan?

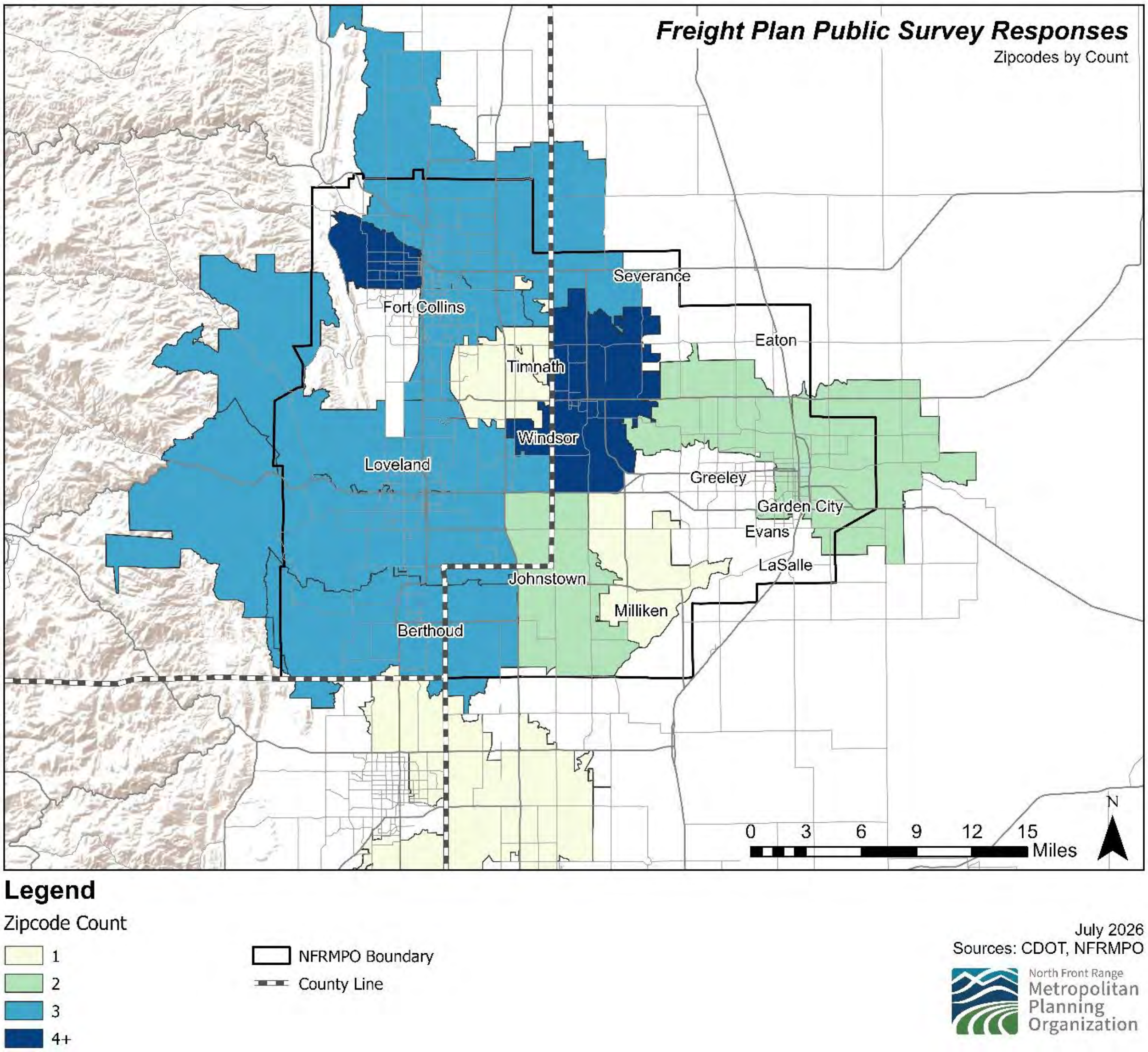
- Truck traffic patterns, trips per day, and weight loads
- Local weather trends; high-wind events, inclement weather-related roadway closures, traffic detours due to roadway incidents
- Closure Gates and Detour Routes
- Air quality modeling of freight scenarios

Do you have additional comments or suggestions for freight movement in the NFRMPO region?

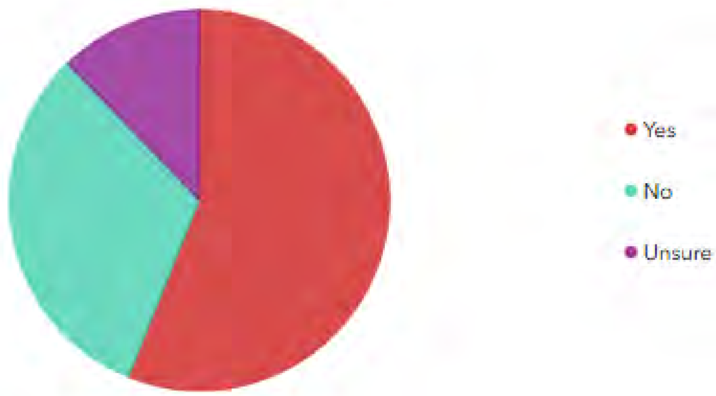
- Consider providing funds to separate multimodal use (i.e. bike and ped only, not bus) from freight routes. In other words, require and fund the construction of separated or barrier separated multimodal paths from existing roadways

Public Survey Results

Zip code of responses received:



Do you believe that existing truck freight routes are adequately integrated into the overall transportation network?



Hide table   Empty categories   Sort

Answers	Count	Percentage
Yes	23	56.1%
No	13	31.71%
Unsure	5	12.2%

Are there any highways/roads that you think should be added as a freight corridor?

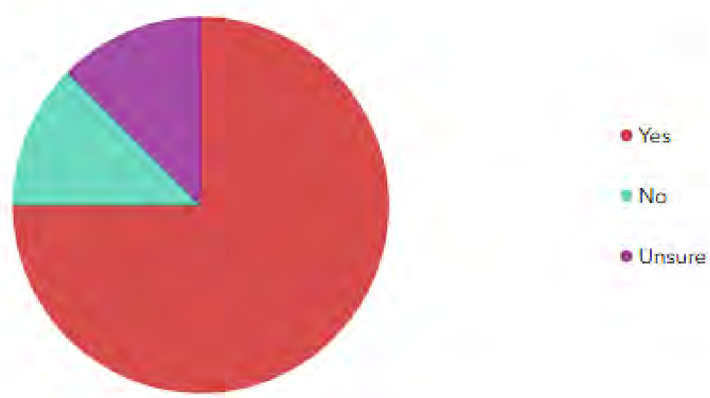
WCR 19 between 257 and Harmony	1
SH 60 to Bucees. What is the truck percentage on other State Highways as a comparison?	1
No.	1
New bypass around Windsor instead of 392 going through downtown	1
Expand 85 before building any more homes	1
Crossroads Blvd from I-25 to Highway 257	1
CR 52, between Colorado Blvd and I-25; CR 19 from Hwy 60 to CR 38; CR 38 from CR 19 to I-25; CR 44 between Colorado Blvd and I-25	1
CO 14 is dangerous for all traffic. Needs to be fully double/double lane with proper turn lanes, exit lanes the full length. CO392 should be added and improved. Both need to be proper double / double lane highways.	1
Boyd Lake Avenue, SH402, SH60, 392 W/O I25, Centerra/Fairgrounds	1
Between 287 and I-25, the 402, 392 and 56.	1

Are there any highways/roads that you think should be removed as a freight corridor?

The newly proposed section of 35th Ave, it's slated to become a large residential development. Existing residential on AA street.	1
Riverside/Jefferson in Fort Collins	1
Reducing stops on US-85 and US-34 would assist this greatly	1
None on this map.	1
None	1
No	1
Limited east/west routes identified in the region west of I-25. Do trucks only use US 34 and SH 14 in the region?	1
I would suggest removing Harmony Road. When it narrows to two, opposing lanes as you move east freight becomes an impediment and POVs often take risky chances to pass trucks moving at a more than 20mph difference in speed.	1
Highway 287	1

Express Lanes and HOV Lanes should be removed and allowed for traffic since it is too congested and only a lane for unsafe unenforced drivers and usually open.	1
Colorado Boulevard, Co Rd 13	1
CO14 should be removed, or improved. It is currently unacceptable, especially the West portions. HWY 14/I-25 intersection is way too busy.	1
392 through downtown/Main Street Windsor	1
392 from the Poudre River through downtown Windsor	1
392	1
287 through Fort Collins	1
287 inside Fort Collins.	1
287	1
257 between 392 and Harmony	1

Do you know any locations within the NFRMPO region that experience or have experienced any problems due to freight traffic?



Hide table

Empty categories Sort

Answers	Count	Percentage
Yes	30	73.17%
No	5	12.2%
Unsure	5	12.2%

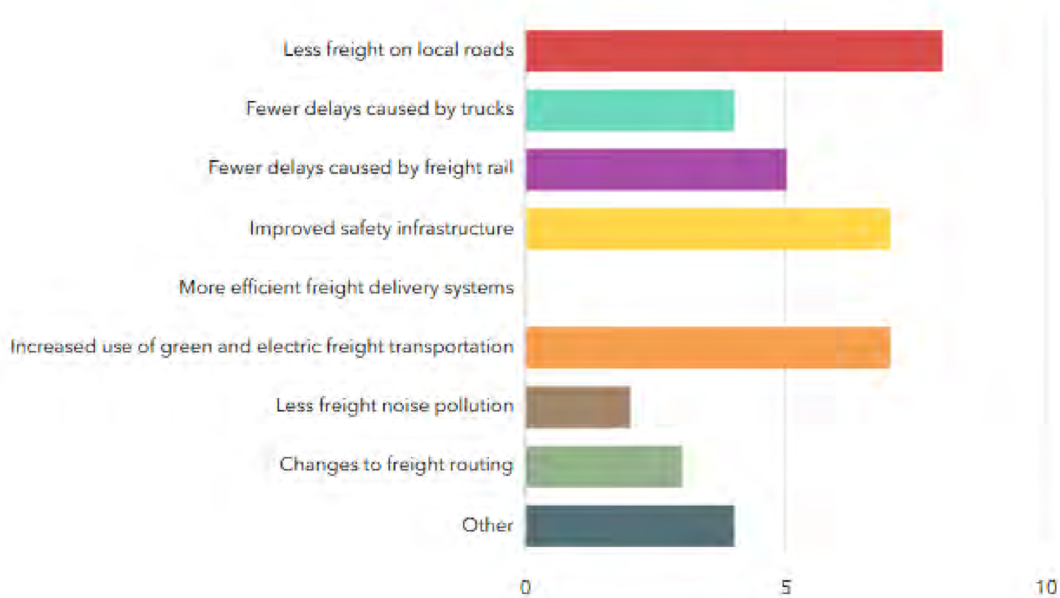
Have you experienced delays caused by freight transportation?

Hide table

Empty categories Sort

Answers	Count	Percentage
Yes	35	85.37%
No	5	12.2%
Unsure	0	0%

What changes would you most like to see in the way freight moves through your community?



'Other' responses: Update to infrastructure is needed to handle the growing population; This looks like a massive waste or money. Let's keep business and America moving; I would like to see new freight rail lines installed near I-25 freeing up current rail lines for commuter traffic. And my opinion freight should mainly move by rail saving trucking for deliveries of 500 mi or less; Get rid the toll lane on I25; Don't mandate electric trucks. High costs hurt independent operators, impairs safety; Avoid roundabouts if possible. They are slow, and often curb check and cross over the lane boundaries. Roundabouts are often not large enough for the trucks.

What changes would you most like to see in the way freight moves through your community?

- This looks like a massive waste or money. Let's keep business and America moving. Make it as easy and cost-effective to move freight here as possible.
- Thank you for your attention to this situation. I don't have any solutions, but it is obviously a problem.
- Not really. Not very informed on this situation. From my perspective the biggest issue is the freight train traffic that passes through populated areas without actually unloading for their benefit. Just seems to cause a lot of delays in Fort Collins especially
- More trains and green transport
- make RR crossings safer and less destructive to car suspension systems.
- Integrate FNL airport more
- Input from trucking industry is important for this process. Residents may have concerns with noise but may not understand how limiting freight routes impacts freight efficiency.
- Increase rail safety along 85 Hwy towns. Minimize new regs that increase costs to small operators. Costs are leading to safety problems with more companies using untrained drivers. Liability for reckless drivers costs all truckers thru insurance.
- In the same way there are dedicated freight movement lanes, we also should have certain road dedicated as POV movement corridors. Right now, there are safety challenges where the corridors narrow as you move east on major roads. POVs taking very risky chances to move around trucks on two lane roads. Also, a lot of individuals do not understand how to handle safely passing when moving into a lane with traffic allowed to move in opposite direction. Also, airports. The Loveland airport should be restricted to light aircraft alone and height restrictions and safety zoning should be implemented for any larger traffic to move in and out of the Greeley airport. There are inadequate safety zones surrounding the Loveland airport and noise is becoming a huge, disruptive issue. Let's learn from other areas with multi-airport networks about how to set things up correctly.
- If we must have freight going through the center of towns, these roads NEED to have 4 lanes. If the road is 2 lanes two-way traffic and unable to have additional lanes added, it needs to be removed as a freight route and an alternate bypass route designated instead.

- If the state is not going to continue to support capacity projects, should Colorado consider identifying the right travel lanes as a designated truck route to help reduce congestion delays?
- I would much prefer to reduce taxpayer burden on road repair, reduce traffic delays/congestion from semis, and reduce road damage by making it a NoCo goal to move as much freight by train as possible. And see fewer "big rigs" on the road.
- I would like to see new freight rail lines installed near I-25 freeing up current rail lines for commuter rail. In my opinion freight should mainly move by rail saving trucking for deliveries of 500 mi or less.
- I am a locomotive engineer for Union Pacific and our trains keep getting longer and longer so you must take that into account for home/business/emergency access.
- HWY 85 is a nightmare. Too many stop lights, too many speed changes. Avoiding trucks and driving safely is treacherous. Similarly, HWY 34 is wildly overused and only getting worse. I-25 should be 4/4 lanes all the way to Wellington. The glacial pace of construction and improvements is not keeping up with actual needs.
- As overall traffic continues to increase in northern Colorado, civilian drivers are increasingly impatient often speeding, knowing freight weighs more etc, their safety and overall safety is a concern. Especially for drivers who cannot read English safety signs (should be required to operate any motor vehicle, especially commercially).
- Advocate for efficiency and clean air, but also understand local context, polling should be targeted to residents and business along ocal corridors as much as possible, and without question on proposed local corridors 1
- I would love to see passenger rail in the region and think freight plans should incorporate this possibility for the future. I know it's outside your planning region, but Would love to see you advocate for improving freight on 66 north of Longmont. I live in Berthoud and am constantly delayed commuting to work by lyons concrete trucks.

NFRMPO
FY2027 Proposed Budget
Direct Costs

		2027 Projections			2026			2025 Actuals		
		MPO Budget	VanGo	MPO+VG	MPO Budget	004 (VanGo)	MPO+VG	MPO	VanGO	Total
7	Payroll FTE	11.5	1.5	13	11	1.5	12.5	10	1.5	11.5
8	Payroll	1,434,950	175,827	1,610,776	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
9	**((EAP Included in payroll line above))**	857	-	857						
10	**514010 FSA Fee**	3,322	-	3,322	3,225		3,225	3,144		3,144
11	**514015 Pension Fees**	1,030	-	1,030	1,000		1,000	750		750
12	**519000 Payroll Processing Fees**	5,768	-	5,768	5,600		5,600	5,404		5,404
13	**514020 Workers Comp**	1,339	-	1,339	1,300		1,300	1,283		1,283
14	**522000 Fleet Insurance**	-	63,600	63,600	-	53,000	53,000		44,399	44,399
15	**522020 Fleet Motor Fuel & Oil**	-	46,650	46,650	-	44,000	44,000		41,215	41,215
16	**522029 Fleet Repairs & Maintenance - Tires**	-	8,000	8,000	-	7,500	7,500		6,181	6,181
17	**522030 Fleet Repairs & Maintenance**	-	21,200	21,200	-	20,000	20,000		16,308	16,308
18	**522031 Fleet Repairs & Maintenance - Labor**	-	19,000	19,000	-	18,000	18,000		15,439	15,439
19	**522032 Insurance Deductible**	-	5,000	5,000	-	4,000	4,000		1,000	1,000
20	**522040 Total Fleet Other**	-	4,500	4,500	-	4,385	4,385		2,522	2,522
21	**522041 Guaranteed Ride Home**	-	250	250	-	225	225		148	148
22	**522042 Riders Incentive**	-	1,375	1,375	-	1,295	1,295		925	925
23	**524010 Total Dues and Subscriptions**	14,409	1,300	15,709	10,326	1,290	11,616	14,439	1,494	15,933
24	**524020 Insurance**	8,299	-	8,299	8,057	-	8,057	7,822		7,822
25	**524030 Total Office Equipment-Non Cap**	14,121	-	14,121	13,710	-	13,710	15,046		15,046
26	**524040 Office Supplies**	1,058	-	1,058	1,028	-	1,028	987		987
27	**524045 Office Equipment Lease Payments**	695	-	695	3,375	-	3,375	656		656
28	**524050 Phone**	11,772	-	11,772	41,433	-	41,433	10,517		10,517
29	**524055 Printing**	-	-	-						
30	**524060 Postage**	589	-	589	575	65	640	592	44	636
31	**524070 Total Rent**	196,010	-	196,010	194,157	-	194,157	190,955		190,955
32	**524080 Total Repairs & Maintenance**	-	75	75	-	-	-			-
33	**524090 Advertising-Employment**	2,575	-	2,575	2,500	-	2,500	8,331		8,331
34	**524100 Business Merchant Card Fees**	-	6,000	6,000	-	6,000	6,000		8,237	8,237
35	**524110 Total Other Office Expense**	515		515	500	-	500	1,140		1,140
36	**526005 Total Temporary Employees-Contract**	-		-	3,500	-	3,500			-
37	**526010 Total Consultants**	440,612	28,844	469,455	455,220	48,176	503,396	549,052	27,470	576,522
38	**526015 Professional Services**	-	100	100	-	50	50			-
39	**526020 Data Acquisitions-non capital**	-		-	-		-			-
40	**526030 Total Event/Meeting**	2,266		2,266	1,810	-	1,810	3,196		3,196
41	**526040 Total Maintenance Agreement contracts**	6,223	154	6,377	16,100	100	16,200	4,886	94	4,980
42	**526050 Total Outreach**	18,406	16,725	35,131	25,320	32,050	57,370	9,370	14,329	23,699
43	**526055 Total Software Licenses**	100,062	51,300	151,362	97,611	33,950	131,561	70,558	9,376	79,934
44	**526057 IT Backups**	6,625		6,625	6,432		6,432	6,245		6,245
45	**526060 Total Website Expense**	9,570		9,570	15,800	-	15,800	9,262		9,262
46	**526065 Total Other operating expenses**	275		275	250	-	250	2,548		2,548
47	**526070 Passthrough Funds**	-		-	-		-	2,548		2,548
48	**526080 Total Bad Debt Expense**	-		-	-	-	-			-
49	**527010 Total In state Travel**	13,250	583	13,833	9,150	550	9,700	11,126	391	11,517
50	**528000 Total Out of State Travel**	21,000	3,500	24,500	22,800	3,200	26,000	3,523	2,326	5,849
51	**611000 Total Capitalized Equipment**	7,830		7,830	-	-	-			-
52	**612000 Capitalized Vehicles**	-	275,000	275,000	-	250,000	250,000		159,684	159,684
53	**721000 Fund Reserve**	-		-	-		-			-
54	**Transfer to MPO**	-		-	-	-	-			
55	Loan Payment to VanGo Leasehold Imp	-		-	-		-			
56	Total Direct	887,621	553,156	1,440,777	940,779	527,836	1,468,615	933,380	351,582	1,284,962
57	Total Indirect	(44,638)	44,638	-	(42,512)	42,512	-	(44,160)	44,160	-
58	Salary	1,434,950	175,827	1,610,776	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
59	Total Expenses	2,277,933	773,620	3,051,553	2,211,342	734,932	2,946,275	2,216,202	526,521	2,742,723
60	Grants and Fares Revenue	2,461,288	716,307	3,177,595	2,026,027	596,728	2,622,755	1,768,749	397,465	2,166,214
61	CoTrust Interest earned revenue	60,000	190,000	250,000	60,000	190,000	250,000	62,229	194,481	256,710
62	Gain on Vehicle sale						-		87,000	87,000
63	CoTrust Transfer for MMOF Local Match				130,000	-	130,000			-
64	Total Revenue	2,521,288	906,307	3,427,595	2,216,027	786,728	3,002,755	1,830,978	678,946	2,509,924
65	Net Gain/Loss	243,355	132,687	376,042	4,685	51,796	56,480	(385,224)	152,425	(232,799)
66	Actual reserves estimated	-	-	-	-	-	-	(385,224)	-	(232,799)
67										
68	Current Colorado Trust Balance					8/14/2026	$ 6,118,494.57			$ 6,103,901.12

Job Description: Communications Specialist

Job Title	Communications Specialist		
Department	Administration		
EEO Classification	Professionals		
Direct Manager	Executive Director		
Employment Status	*Employment Work Status*	*Manages people*	
	Full-Time, Exempt	No	
Work Location	Hybrid	Travel (%)	20%
Date Updated	July 2026		

A Little About Us

The North Front Range Metropolitan Planning Organization (NFRMPO) is a public agency designated by the State of Colorado to support regional transportation and air quality planning across the North Front Range. Since 1988, the NFRMPO has brought together local governments and key partners, including CDOT, FHWA, FTA, and CDPHE, to build cooperative working relationships and financial partnerships that enhance mobility and improve air quality. Guided by its vision of "a resilient and connected region, grounded in strong community partnerships and multimodal transportation solutions," the NFRMPO works to cultivate a high quality of life by advancing multimodal transportation solutions, facilitating collaborative planning processes, and fostering partnerships that create a more connected and vibrant region. Funded primarily through federal and local sources, the NFRMPO helps allocate federal transportation dollars through periodic calls for projects, partnering with local sponsoring agencies to deliver impactful improvements for the region.

NFRMPO Core Values

About Your Role

The Communications Specialist is responsible for developing, directing, administering, and coordinating all communications, digital content, and public engagement efforts for the NFRMPO. This exempt position exercises discretion and independent judgment on matters of significance related to organizational communications strategy, digital accessibility compliance, stakeholder engagement, and legislative messaging. Working under the general direction of the Executive Director, the Communications Specialist consolidates communications functions across all programs into a single, focused role, advising leadership on messaging strategy and ensuring consistent, accessible, and high-quality public-facing communications.

Essential Duties and Major Responsibilities

Digital Content Development & Design – 40%

- Develop and execute the organization's content strategy across all social media platforms (Facebook, LinkedIn, Instagram, BlueSky, X), exercising independent judgment on messaging, timing, and audience engagement approach.
- Plan, produce, and manage organizational newsletters (quarterly external and internal), including the RideNoCo quarterly newsletter, making independent decisions on content priorities, editorial direction, and distribution methods.
- Evaluate and maintain the organization's website, determining content needs, recommending structural improvements, and ensuring information is current and aligned with agency messaging across all programs (transportation planning, VanGo, RideNoCo, and mobility services).
- Develop design standards and produce visual assets using Canva, Adobe Illustrator, and InDesign for outreach, reports, program promotion, and public-facing documents.
- Produce and edit video content for digital platforms and public engagement, determining format, messaging approach, and distribution strategy.
- Develop presentation materials that translate technical planning and program information into clear, audience-appropriate visuals and talking points for staff use at committee meetings, public meetings, and stakeholder presentations. Work with administration on providing accurate and responsive Colorado Open Records Act (CORA) requests.

Stakeholder Engagement and Public Involvement - 25%

- Serve as the organization's primary point of contact for public-facing media communications, exercising discretion and independent judgment in determining messaging priorities and coordination across all programs.
- Develop, recommend, and maintain a comprehensive communications plan, evaluating strategies for traditional media and digital engagement (owned and paid) and advising leadership on approach.
- Develop outreach and public involvement materials for community events, public meetings, and partner presentations; coordinate with planning and mobility staff who attend and conduct outreach activities.
- Coordinate with regional Transportation Management Agencies (TMAs) to develop promotional materials and support vanpool and mobility program outreach and rider placement efforts.
- Manage and coordinate responses to public inquiries, including CORA (Colorado Open Records Act) requests, exercising discretion in determining appropriate handling and compliance with agency policy.
- Assess organizational training needs and develop programs to support staff on communications tools, content creation best practices, and AI utilization; make recommendations on tools, standards, and resource allocation.

Digital Accessibility and Compliance - 20%

- Develop, implement, and maintain the organization's digital accessibility plan, exercising independent judgment on compliance strategies, priorities, and remediation approaches for all public-facing materials.
- Evaluate and manage accessibility software (CommonLook), determining testing protocols and conducting annual reviews and reporting with recommendations for improvement.
- Assess existing organizational documents, web pages, and digital resources; determine priorities and coordinate remediation to ensure equitable public access across all programs.
- Develop accessibility standards and provide training to staff on compliant content creation, document formatting, and digital publication requirements.
- Use accessibility software to ensure public facing documents and media comply with state and federal accessibility regulations.

Legislative Communications and Policy Support - 15%

- Monitor and analyze transportation-related legislative and policy developments at the state and federal level during session; exercise independent judgment in evaluating significance and determining communication priorities for leadership and staff.
- Conduct research and policy analysis; develop and recommend messaging strategies, talking points, and communications materials that align organizational positioning with legislative developments.
- Represent the organization in legislative or policy settings, exercising discretion in communications with lawmakers, staff, and stakeholders, including providing testimony at the Capitol when directed.
- Advise the Executive Director on communications implications of evolving policy positions, regulatory changes, and strategic decisions; recommend adjustments to organizational messaging accordingly.

Assist with other duties as assigned.

Education

- A bachelor’s degree in journalism, communications, public relations, marketing, or a closely related field is required.
- A master’s degree in communications, public relations, journalism, public policy, or a closely related field is preferred.

Type of Experience Needed to be Successful

- 1+ years of experience in a public agency or government setting with communications, public engagement, or media-related responsibilities is required.
- Experience developing digital content, managing social media platforms, or coordinating public-facing communications.

Specialized Skills

- Proficiency with Microsoft Office Suite (Word, Excel, PowerPoint, Outlook) and SharePoint for document management, collaboration, and organizational communications.
- Video creation and editing software skills, including the ability to produce and edit video content for digital platforms and public engagement.
- Journalism and research skills, including the ability to conduct research, analyze information, and develop plans, reports, and written content for public-facing communications.
- Design software and social media proficiency, including Canva (newsletters), Adobe Illustrator, InDesign, CommonLook (accessibility software), and management of social media platforms (Facebook, LinkedIn, Instagram, BlueSky, X).

- AI knowledge and training skills, including the ability to help staff understand the benefits of AI tools and support the development of organizational AI policies and practices.

Supervisory Expectations

The position has no regular responsibility for overseeing or supervising other team members' work.

Independence of Action

Results are defined, and existing practices are used as guidelines to determine specific work methods and carry out work activities independently; the supervisor/manager is available to resolve problems.

Physical Demands and Work Environment: (The phrases “occasionally,” “regularly,” and “frequently” correspond to the following definitions: “occasionally” means up to ⅓ of working time, “regularly” means between ⅓ and ⅔ of working time, and “frequently” means ⅔ and more of working time.)

- The work environment is hybrid. In the office environment, the employee must complete their work satisfactorily in an environment with significant distractions, including telephones ringing, conversations carrying over, loud noises, and interruptions to answer questions from others. In the home office environment, the employee must complete their work at a satisfactorily workstation requiring employees to maintain a professional, distraction-free home office with reliable high-speed internet and the ability to effectively participate in virtual meetings, collaboration, and communication throughout the workday.
- Employees must be able to perform job duties independently while maintaining productivity, responsiveness, and regular communication with team members, partners, and stakeholders through video conferencing, email, and other digital collaboration platforms. The physical demands described here represent those that an employee must meet to perform the essential functions of this job successfully. In many cases, reasonable accommodations may be made to enable individuals with disabilities to perform essential functions.
- While performing the duties of this job, the employee is regularly required to sit and frequently required to use hands to finger, handle, or feel objects, tools, or controls. The employee is frequently required to talk or hear. The employee is regularly required to stand, walk, reach with hands and arms, and stoop, kneel, crouch, or crawl.
- The employee must occasionally lift and/or move up to 25 pounds and should do so soundly and safely. This job’s specific vision abilities include close vision, color vision, peripheral vision, depth perception, and the ability to adjust focus.
- Must have the ability to travel to member agency sites, outreach events, or attend stakeholder meetings, as required. A valid driver’s license must be maintained at all times.

Work Hours

Company Hours	The position hours are 8:00 AM to 5:00 PM. Hours vary and are dependent on business needs.
40-Hour Work Week	Monday through Friday, hybrid (2-3 days remote) *
Evenings/Weekends/OT	Occasionally work evenings/weekends as needed to meet the role's requirements.

***Hybrid schedule flexibility based on business needs and supervisor approval.**

Core Competencies

- Communications: Expresses ideas clearly, persuasively, and professionally in verbal and written form; listens actively, seeks clarification, and responds effectively to questions; adapts communication methods and style to the audience and situation; participates effectively in meetings and presentations; produces accurate, well-organized written work; and keeps others adequately informed.
- Creativity: Discovering new opportunities and solutions for problems by looking beyond current practices and using innovative thinking.
- Thoroughness: Ensuring that one's own and others' work and information are complete and accurate; carefully prepares for meetings and presentations; follows up with others to ensure that agreements and commitments are met.
- Impact and Influence: Pursues and wins support for ideas; displays ability to influence key decision-makers; achieves win-win outcomes; uses authority appropriately to accomplish goals; addresses divergent opinions.
- Detail Oriented: Consistently checks and rechecks work product for accuracy; manages multiple tasks while accurately performing essential job functions; prepares accurate and thorough reports, emails, and data as required by the position.

The above statements reflect the principal functions of the occupation described. They shall not be construed as a detailed description of all work requirements inherent in the occupation.

Acknowledgment

I understand that receipt of this job description does not constitute or imply an employment contract.

I understand that my employment and compensation may be terminated with or without cause and/or notice, at any time, at the option of either the Company or myself.

I understand that the Company reserves the right to alter, amend, change, or terminate any responsibilities or other information provided in this job description at any time, with or without notice.

I understand that there may be other duties and responsibilities that I am required to have that are not included in this job description.

I understand it is my responsibility to read and perform all the duties and procedures outlined in this job description to remain employed. I will notify my supervisor immediately if I am unable to perform all responsibilities and procedures outlined in this job description.

I have familiarized myself with the information in this job description and will seek clarification if needed.

____

Employee Name

____ ____________________

Employee Signature Date

Statewide Transportation Advisory Committee (STAC)
August 6, 2026, 8:30 a.m. - 12:00 p.m.; held via Zoom.
Meeting Summary

Public Comments (Chair Gary Beedy)

- There were no public comments.

ARPA Funding Update (Jeff Sudmeier and Darius Pakbaz)

- Strict expenditure deadlines are approaching for certain funding sources within the Multimodal Transportation & Mitigations Options Fund (MMOF) and Revitalizing Main Streets (RMS) grant programs. These sources include the federal American Rescue Plan Act (ARPA), state HB24-1466 (HB24-1466) funds, and other state funding sources.
- After these deadlines (December 11, 2026, for ARPA, and December 31, 2026, for HB24-1466), unspent funds will no longer be available to the awardee, the MMOF or RMS programs, or to CDOT - regardless of the Local Agency's financial obligations. This means the local agency assumes all remaining financial responsibilities, including contractor commitments.
- There is $38.9M still unexpended on 51 remaining projects, and no funding swaps are available to replace any ARPA or HB1466 funds assigned to a project.
- Emma Belmont added that FTA's ARPA funds do not have the same spend-by date that the FHWA funds have. FTA ARPA funds have to be spent by September 30, 2029, and only applies to transit agencies that received these funds directly from FTA.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The June TC meeting included workshops on the Incident Response Program (expanding to 24/7 for metro areas), NFRMPO's GHG Report, and a PD 1601 Interchange Request for I-25 at Happy Canyon.
- The July TC meeting included a Budget Workshop, Scenic and Historic Byways Program update, and resolutions for a Budget Amendment, Budget Supplement, and IGA approval.

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

- The July TRAC meeting included discussions on local transit funding considering higher fuel costs. TRAC will conduct a survey soon to see how its agencies both maintain current operations and expand in the near future.
- CASTA Fall Conference week of Sep. 14, and hosting w/State Partnerships Conference (with many more/varied visitors from nationwide). STAC can attend at CASTA Member rate. coloradotransit.com/professional-development/casta-conferences/2026-fall-conference-and-expo/

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

- The July FAC meeting was held at Denver International Airport (DEN), helping to highlight its importance to Colorado's freight system.
- A new federal program is addressing organized freight thefts.
- Rail interconnections with trucking are getting more consideration.
- Updates on Pena Boulevard (connecting DEN to I-70 and Denver) included growing impacts on freight, traffic, and local communities.

Legislative Updates (Emily Haddaway and Jamie Grim)

- Emily is starting to hear inklings of the next State Legislature session's themes (e.g., Autonomous Vehicles, E-Bikes, etc.), but nothing is likely until after the November elections.
- The next Governor will be the biggest factor in determining Next Steps, processes, etc.
- Jamie noted that Congress continues its negotiations on Federal Surface Transportation Reauthorization. The House passed a clean Continuing Resolution (CR, through Dec. 4) before its August recess. The Senate introduced its own CR bill (through Dec. 11), which passed a procedural motion, and could also pass before its recess. A signed CR would keep the Infrastructure Investment and Jobs Act (IIJA, Reauthorization enacted in 2021) in effect for now.
- The BUILD America Act passed through one House committee, but nothing else has happened since.
- Constantly-shifting electoral math before midterms continue to affect all of the above (and more).
- Darius provided a brief update on CDOT reorganization once Deputy Director Herman Stockinger retires at the end of 2026. His role will be split among three new Deputy Directors: Sally Chafee

(Strategy & Planning), Keith Stefanik (Engineering), and Jeff Sudmeier (Finance & Administration). There will be minimal staff-level changes, and a new proposed Org Chart is pending.

Statewide Bridge and Tunnel Enterprise Overview and Update (Patrick Holinda)

- Colorado's Statewide Bridge and Tunnel Enterprise (BTE) was established in 2009, and is now developing a bridge preventative maintenance (BPM) program.
- HB23-1276 expanded BTE's scope, allowing it to fund bridge preventative maintenance projects for Good and Fair rated bridges, and to bundle work for Fair rated bridges into Poor rated bridge projects when it is an efficient use of resources.
- BTE will allocate $125M to preventative maintenance projects in the next 10 years, $50M of which is available in the 4-year fiscally constrained period. This would help bridges stay at or below the National Performance Measure (NPM) target of 4% in Poor condition for the next 20 years.
- Not allocating this $125M will see Poor bridge conditions rise to the federal limit of 10% in 20 years. And even with this one-time investment, there is still a significant shortfall for CDOT's bridge program. Longer funding gaps lead to more deferred maintenance and higher replacement costs.
- Bridge conditions started declining around 2018 with aging infrastructure not being replaced.
- Bridges on I-70 east of Strasburg seem to have been replaced with even bumpier surfaces(?). BTE does have smoothness specifications, but will look into this further.

Featured Region of the Month - Region 4 (Heather Paddock)

- Safety projects along US 287 from Erie to the Wyoming border include more median barriers, intersection improvements, wildlife fencing, shoulder widening, and guardrail upgrades. Members discussed incorporating Northwest Area Mobility Study priorities, agricultural access needs, and future multimodal opportunities into US 287 planning.
- I-25 Segment 5 (from CO 66 at Mead to CO 56 at Berthoud) construction is 68% complete, and Projected Total Project Costs could be $80M less than original estimates.
- Proactive safety measures include rumble strips, shoulder widening, emergency pullouts, speed camera enforcement, and Courtesy Patrols.
- Lessons Learned from I-25 Segment 6 (from CO 56 at Berthoud to CO 402 at Johnstown) have led to a Right-of-Way (ROW) Incentive Program for Segment 5, turning a major acquisition challenge into a model of proactive problem solving, accelerating delivery while strengthening relationships with property owners (and shifting focus away from litigious game playing and prioritized financially benefiting landowners over lawyers). Instead of paying substantial legal fees to dispute a property's Fair Market Value, CDOT offers $10k + 35% above appraised values to owners who sign within 30 days; 26 of 28 property owners on this segment agreed.
- The High Plains Blvd Partnership will eventually relieve pressure on I-25 frontage roads between CO 66 at Mead to US 34 near Loveland.
- The Safety & Mobility Improvements Project is progressing on CO 119 (from Boulder to Longmont).
- Paving is progressing on I-70 at Bethune EB & WB and Burlington WB.
- I-76 bridge and corridor improvements are also progressing.

Scenic Byways Update (Darius Pakbaz and Lenore Bates)

- Colorado's Scenic and Historic Byways program was established in 1989, and now includes 26 state routes recognized for exceptional scenic, historic, recreational, cultural, archaeological, or natural intrinsic qualities.
- Byway tourism is a vital economic driver for rural communities, contributing $4.9B annually.
- The program is rolling out robust promotional campaigns, strategic partnerships, traveling photo exhibits, the TravelStorys App and itineraries, and other media coverage to harness the momentum of the Colorado 150 and America 250 anniversaries.

Other Business (Chair Gary Beedy)

- The next STAC Meeting will be held virtually on September 3, 8:30 AM.
- The next in-person STAC meeting will move from October 1 to <u>November 5</u> so DRCOG can also host an additional meeting for MPOs on November 4.