



NFRMPO Technical Advisory Committee (TAC)

Hybrid Meeting Agenda

September 16, 2026

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

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

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Introductions	Evan Pinkham, Chair	-	1:00
2	Public Comment - 2 min each	-	-	-

Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
3	Regional Air Quality Council (RAQC) Updates	Tom Moore, RAQC	-	1:05
4	Air Pollution Control Division (APCD) Updates	Brendan Cicione, APCD	-	1:10

Metropolitan Planning Organization Agenda

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Approval of August 19, 2026 Meeting Minutes	Evan Pinkham	3	1:15

Presentations

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
6	2026 Ozone Exchange Conference	Elizabeth Relford	11	1:20
7	First Mile/Last Mile Tool Kit, TDM Calculator, and Statewide Transit Pass Presentation	Thomas Joyce, CDOT	17	1:35



Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	2027 Congestion Management Process (CMP) Kick-off	Mykayla Graalum	Handout	2:05
9	FY2026 TIP Delay Review	Jonathan Stockburger Project Sponsors	37	2:25

Outside Partner Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
10	NoCo Bike & Ped Collaborative	Verbal Report	-	-
11	Regional Transit Agencies	Joshua Ma, Transfort	-	2:55

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
12	September Planning Council Meeting Summary Draft	Written Report	48	-
13	NFRMPO Air Quality Program Updates	Written Report	50	-
14	Mobility Committees	Written Report	55	-
15	Roundtable	All	-	3:00

Meeting Wrap Up:

- Next Month's Agenda Topic Suggestions
- Next NFRMPO TAC Meeting: October 21, 2026

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
Hybrid Meeting
August 19, 2026
1:00 p.m. – 2:15 p.m.**

TAC Members Present

Evan Pinkham, Chair – Weld County
Dana Hornkohl, Vice Chair- Fort Collins
Brendan Cicione – CDPHE-APCD
AnnaRose Cunningham – Loveland
Hanna Feldmann – Greeley
Tim Hoos – Johnstown
Tom Moore – RAQC
Shani Porter – Severance
Eric Tracy – Larimer County

NFRMPO Staff:

Elizabeth Relford
Mykayla Graalum
Aaron Hull
Lisa Joyner
Becky Karasko
Jerome Rouser
Jonathan Stockburger
Tahjiba Tarannum
Tanya Trujillo-Martinez

TAC Members Absent:

Emma Belmont – FTA
Aaron Bustow – FHWA
Tawn Hillenbrand – Berthoud
Kevin Koelbel – Milliken
Kim Koivuniemi – Timnath
Wesley LaVanchy – Eaton
Scott Pearson – Windsor
Josie Thomas – CDOT Region 4
Shantanu Tiwari – Evans
Town of Garden City
Town of LaSalle

In Attendance:

Neysa Bermingham – CDOT
Amanda Cabot – CDOT Region 4
Cody Devis – Muller Engineering
Candice Folkers – COLT
Cortney Geary – Fort Collins
Brittany Hanson – CDOT
Marilyn Hilgenberg – Loveland
Tamara Keefe – Felsburg Holt & Ullevig
Jacob Kershner – CDOT
Cole Kramer – Loveland
Jacob LaBure – RAQC
Joshua Ma – Transfort
Annareli Morales – Weld County
Nancy Nichols – Fort Collins
Eric Patton – Transfort
Antigone Peebles – CDOT
Drew Pearson – Wilson & Company
Luke Seeber – Berthoud
Mike Silverstein – RAQC
Dena Wojtach – Two Roads Environmental
Spencer York – CDOT

Call to Order

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

Public Comment

There was no public comment.

Air Quality Agenda

Regional Air Quality Council (RAQC) Updates

No updates from Regional Air Quality Council.

Air Pollution Control Division (APCD) Updates

Cicione reported there are no hearings scheduled for the August 20 Air Quality Control Commission (AQCC) meeting. He noted the meeting will include several informational briefings, including updates from the Air Quality Enterprise, a briefing on the Ozone Exchange Conference, and an update on the Environmental Justice (EJ) report tool and related findings. Cicone also highlighted a planned legislative session update, which will provide an overview of the 2026 legislative session. He also noted the AQCC will hold a work session on procedural rules feedback.

Tom Moore, RAQC added the RAQC will also provide its quarterly briefing on the Control Strategy Blueprint to the Commission.

Metropolitan Planning Organization Agenda

Consent Agenda

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

Presentation

CDOT Transportation Alternatives Program (TAP) Call-for-Projects Presentation

Neysa Bermingham, CDOT, provided an overview of three upcoming CDOT funding opportunities. She discussed the new Safe Routes Activating Communities Program, as well as upcoming funding opportunities through the Safe Routes to School (SRTS) and Transportation Alternatives Program (TAP). She noted eligible applicants across the programs and mentioned the programs are federally funded, administered as reimbursement-based grants, and are subject to applicable federal requirements. Applications will close September 30, award decisions are anticipated by approximately October 30, and the program is expected to begin in November and continue for approximately one year.

Bermingham noted that the upcoming SRTS and TAP funding opportunities are contingent on the next federal Surface Transportation Authorization Bill. While future federal funding levels remain uncertain, CDOT is proceeding with a call for projects. She clarified that the TAP funding discussed in the presentation relates specifically to CDOT's portion of the statewide Transportation Alternatives allocation, rather than the separate Transportation Alternatives funding allocated directly to MPOs. She noted that CDOT receives approximately 58–60 percent of the statewide allocation, MPOs receive approximately 30–35 percent, and approximately 7.5 percent is allocated to Colorado Parks and Wildlife.

For the upcoming funding cycle, SRTS and TAP will use a combined application process. Applicants interested in either program will use the same application, follow the same deadlines, and submit materials through a single online portal rather than through email or the previous Safe Routes to School submission system. Birmingham noted that CDOT has also streamlined the process by reducing the number of required attachments and data elements.

Birmingham reviewed project eligibility and application considerations, including co-eligible project categories for TAP and SRTS and changes to the TAP scoring process. She discussed the addition of Neighborhood Centers to TAP scoring considerations. She encouraged potential applicants to complete the available grant application training and carefully evaluate project readiness before applying.

Birmingham concluded by encouraging communities to identify potential projects that may be suitable for the upcoming funding opportunities and reiterated the request for a Region 4 representative to participate on the TAP Scoring Review Committee.

Karasko noted in previous CDOT TAP calls, the NFRMPO representative has typically been the Planning Council Chair, as that individual represents the entire region.

Geary asked whether applicants should submit only one application or if it would be appropriate to submit both a Transportation Alternatives Program (TAP)-eligible project and a Safe Routes to School (SRTS)-eligible project. Birmingham responded applicants may submit as many applications as they choose and that all submitted applications will be reviewed. She clarified that SRTS-eligible projects are also TAP-eligible, although not all TAP-eligible projects qualify under SRTS.

Cunningham asked how projects would be evaluated in relation to neighborhood centers, particularly when a designated neighborhood center is in one area but the proposed TAP project is located elsewhere. Birmingham explained a radius or proximity measure will likely be developed, although the specific methodology has not yet been finalized. She recommended applicants clearly describe in their project narrative how a project directly connects to or supports a neighborhood center.

Relford asked how CDOT would ensure that TAP funding continues to meet federal eligibility requirements while incorporating state priorities such as strategic growth and neighborhood centers into the scoring process. Birmingham explained current TAP language incorporates both federal and state priorities and TAP funding will not be used for housing. Relford further asked how communities should understand the relative importance of neighborhood center criteria compared with other transportation priorities, such as regional bicycle or trail connectivity, to prepare the strongest applications. Birmingham clarified neighborhood centers will represent only one component of the overall scoring framework. Other criteria will also be considered, including safety, connectivity, and whether projects address communities or needs that may not have received sufficient investment in previous funding cycles.

Graalum asked whether the Safe Routes Activating Communities program is connected to the Safe Routes to Everyday Destinations Learning Cohort. Birmingham explained the two opportunities are separate.

Cunningham asked whether participation in all four Safe Routes to Everyday Destinations cohort sessions is a prerequisite for participating in the Safe Routes Activating Communities program. Birmingham clarified prior participation in the four cohort sessions is not required.

RAQC Programs NAAPME Grant Award Presentation

Jacob LaBure, RAQC, provided an update on the RAQC's grants and programs, including programs being expanded into the Northern Subarea of the Denver Metro/North Front Range ozone nonattainment area. He noted some RAQC funding has historically been geographically restricted to the Denver Regional Council of Governments (DRCOG) area. New NAAPME grant funding is allowing RAQC to expand several programs and funding opportunities into Larimer and Weld counties.

LaBure highlighted the Mow Down Pollution Program, which supports the replacement of gasoline-powered lawn and garden equipment with electric equipment. He then discussed the Engines Off program, which has received NAAPME funding to expand into Larimer and Weld counties. The program provides financial assistance to food trucks and other mobile businesses seeking to replace gasoline-powered equipment with electric alternatives. Grants can cover approximately 70–80 percent of eligible modification costs, with awards of up to \$20,000. LaBure noted that the average total project cost is currently approximately \$13,000, with participating businesses providing the remaining match. Additional funding is also anticipated for the program, with portions specifically targeted to Larimer and Weld counties.

LaBure also discussed RAQC's new Accessible Bikes for Community (ABC) pilot program, which functions as an e-bike library and provides transportation options at affordable or income-restricted housing facilities. Several sites have been launched, with an additional two or three locations anticipated by the end of the year. RAQC is currently discussing a potential location in Loveland.

LaBure provided additional updates on RAQC's Clean Air Auto Repair, Clean Air Champions, and Simple Steps. Better Air. (SSBA) programs. He noted that the Clean Air Champions event is scheduled for September 15 and will recognize organizations and businesses whose efforts contribute to reducing emissions. Updates were also provided on the SSBA educational and public awareness campaign, including advertising, community outreach, events, sponsorship opportunities, educational materials, and ongoing website improvements. Communities were encouraged to share potential media and outreach opportunities and connect with RAQC regarding opportunities that could support the 2026 summer SSBA campaign.

Graalum commented NFRMPO staff have already been coordinating with Kelsey Simpkins and Haley Mendoza and are planning to meet, potentially next month, to discuss several of the items presented, particularly outreach-related efforts. LaBure responded they are the appropriate contacts for those discussions.

Karasko asked about the source of the new funding mentioned for the SEP program. LaBure explained the additional SEP funding has been received and staff are currently in the planning phase for how to use those funds. He noted the funding has geographic limitations and may only be used for eligible projects in designated portions of Larimer and Weld counties.

Outside Parter Reports

NoCo Bike and Ped Collaborative

Rouser noted details from the August NoCo Bike & Ped Collaborative meeting are included in the meeting handouts and provided an update on changes to the group's leadership structure. He explained the group previously operated with a five-member leadership team, in addition to NFRMPO staff, without formally assigned roles. Following recent discussions, the leadership structure has been revised to establish six specific positions: Katie Guthrie with Stanley Consultants as Chair; Cortney Geary with the City of Fort Collins as Vice Chair; Rouser as Administrator; Cunningham as Event Coordinator; Drew Pearson with Wilson & Company as the NFRMPO TAC Liaison; and Rouser as the NFRMPO Liaison. Rouser added that, moving forward, presentations or discussion items from the NoCo Bike & Ped Collaborative will be coordinated through the NFRMPO TAC Liaison.

Regional Transit Agencies

Ma provided an update on regional transit agencies following coordination with transit partners in July. He noted the COLT ridership study identified slower ridership trends in 2026 and is being used to review potential service enhancements, including Route 1 frequency, particularly as school returns to session.

Ma reported Greeley-Evans Transit (GET) is implementing service changes, including adjustments to Routes 1 through 3 and combining Routes 5 and 6. He noted continued growth on the Poudre Express, with year-over-year ridership increasing, while the agency continues to evaluate appropriate service levels as demand grows. Ma added FLEX ridership has declined somewhat, and staff are reviewing possible causes, including fare-payment limitations and a decline in youth ridership. The reduction in youth ridership may be related in part to the *Zero Fare for Better Air* program not being available this year.

Ma also noted GET recently unveiled Gallop, its new branding, and is looking at expanding the new branding across all vehicles.

For Transfort, Ma reported overall ridership is down compared with last year; however, service has also been reduced by approximately 20 percent, resulting in an increase in passengers per service hour. He noted Transfort recently launched its optimized network, which includes significant changes to service hours, concentrating more service during peak and midday periods while reducing evening and nighttime service. Significant changes were also made to CSU-area routes, including adjustments to Routes 32 and 19, with Route 19 frequency increasing from hourly service to every 30 minutes.

Ma added Windsor continues to pursue installation of a transit shelter near Fairgrounds Avenue and 71st Street and is also considering an additional shelter at Blue Arena.

Hornkohl asked about a potential follow-up meeting related to regional transit planning. Feldmann noted her understanding was the discussion would wait until September. Karasko clarified the next step was for Michelle Johnson, GET, to follow up with the IGA partners and coordinate a meeting.

Mobility Updates

Trujillo-Martinez provided an update on RideNoCo activities and outreach. She reported 329 calls year-to-date, representing a 51 percent increase compared with the same period last year, and 4,070 website visits, representing a 60 percent increase. She noted increased outreach and awareness of RideNoCo appear to be contributing to greater use of the service.

Trujillo-Martinez reported 54.4 percent of calls came from Larimer County, with Fort Collins accounting for approximately 24 percent and Loveland approximately 19 percent. Weld County accounts for 46.7 percent of calls, with approximately 13 percent coming from Greeley. She also noted 59 percent of callers are age 60 or older, 44 percent are individuals with disabilities, 60 percent are seeking wheelchair-accessible transportation, and 6 percent are veterans.

She also noted RideNoCo will participate in the Senior Expo on August 22, 2026 in Johnstown from 9:00 a.m. to 2:00 p.m., where attendees can access transportation-related information and other resources for seniors.

Reports

August Planning Council Meeting Summary Draft

Written report provided.

NFRMPO Air Quality Program Updates

Written report provided.

Freight Survey Results Report

Written report provided.

Mobility Committees

Written report provided.

Roundtable

Stockburger provided an update on the TIP delay process, noting it has been delayed while additional information and materials are being gathered from several communities. He asked representatives from Fort Collins, Greeley, and Evans to provide the requested materials as soon as possible. He added projects experiencing a second, third, or fourth delay will need to be discussed at upcoming TAC and Planning Council meetings.

Tarannum requested communities use the UrbanSim portal to enter developable projects to support the Regional Travel Demand Model update and associated Land Use Allocation Model update process. She noted office hours had been offered through the previous day, and Windsor had submitted approximately 26 projects. She encouraged all remaining communities to enter their projects by the end of August. Tarannum also requested that communities provide any available traffic count data from recent years, including 2022 through 2026, to support the model update. She thanked the communities who have already submitted traffic counts and transit data.

Graalum reported work on the 2027 Congestion Management Process (CMP) has begun and noted it is expected to come to TAC as a discussion item in September or October. She also provided an update on the Safe Routes to School Subcommittee of the NoCo Bike & Ped Collaborative, noting the group has not met since last year and she is working to reconvene it. Graalum highlighted upcoming outreach events, including the Timnath Farmers Market on August 23, Colorado State University (CSU) Transportation Day on August 27, and the Johnstown Fall Festival on September 12. She noted staff are beginning to identify winter outreach opportunities, including the Fort Collins Winter Farmers Market at Foothills Mall, and encouraged communities to share additional opportunities. She added planning is underway for the October NFRMPO newsletter, which will include an article on the new Gallop branding, and invited communities to submit projects, public engagement opportunities, or other items they would like highlighted.

Rouser provided an update on 2055 RTP project submissions. He noted several communities have not yet submitted their projects and he will be reaching out to those communities following the TAC meeting to check on the status of their submissions. He emphasized the current priority is receiving project information, although operation and maintenance cost information was also requested, those costs can be provided later.

Feldmann provided updates on four major projects in Greeley. She reported the RAISE federal grant for the MERGE project has been executed and financial planning is underway to keep the project within budget. Based on alternative cost estimates, the 47th Avenue interchange is anticipated to use a diverging diamond interchange configuration, while the Mobility Hub ramp configuration is expected to use a center-loading design. Feldmann noted for their SS4A project, FHWA has accepted the project's categorical exclusion, allowing the project to proceed toward Phase 1 execution of the grant agreement while the planning process continues. Early public information sessions have largely been completed, and the first phase of public outreach is nearing completion. For the O Street Avenue Improvements Project, she reported major project elements, including lighting, seating, walls or seat walls, landscaping, and parking, have been substantially completed. Final acceptance and project closeout with CDOT are anticipated by the end of October. And finally for the 83rd Avenue and 10th Street Intersection Enhancements, Feldmann reported proposals are being solicited from qualified consultants to advance the project to the 90 percent design stage. CDOT is working to provide option letters so grant funds can be used for consultant fees. The anticipated schedule includes a project kickoff in September and construction advertisement in March 2027.

Karasko announced registration is open for the Intermountain West Ozone Exchange, being held October 26–28, 2026 and noted the event now has a dedicated website at www.ozoneexchange.org. She encouraged those planning to attend to register. She also noted the next Model Steering Team meeting will be held in mid-November. She explained this is to allow time for communities to provide project and land use data to UrbanSim, for NFRMPO staff to process that information, and for Cambridge Systematics to incorporate the data into the model so meaningful results can be presented at the meeting.

Meeting Wrap-Up

Final Public Comment

There was no final public comment.

Next Month's Agenda Topic Suggestions

None.

Meeting adjourned at 2:15 p.m.

Meeting minutes submitted by: Tahjiba Tarannum, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 16, 2026, as a hybrid meeting.

IMW Ozone Exchange Conference Technical Advisory Committee September 16, 2026



Down to Earth About Ozone.

Elizabeth Relford, NFRMPO Executive Director



Conference Organizers and Partners



Organizers

- North Front Range Metropolitan Planning Organization (NFRMPO)
- Pikes Peak Area Council of Governments (PPACG)
- Their Consultant: Two Roads Environmental



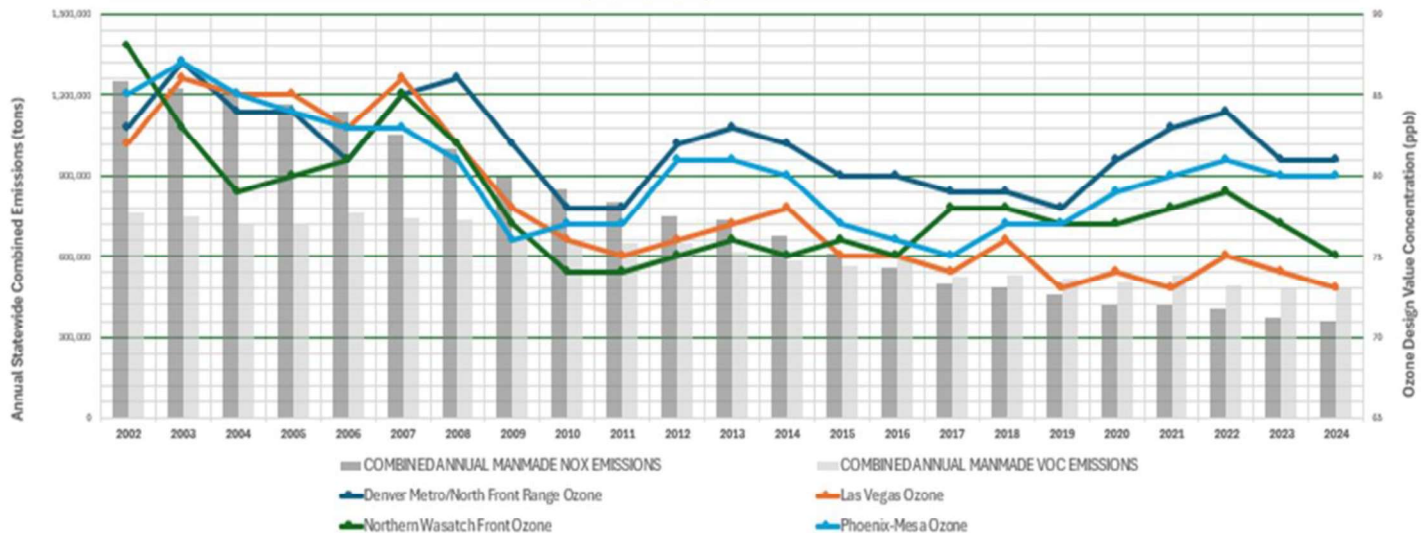
Partners

- Colorado's Air Quality Enterprise
- Intermountain West Metropolitan Planning Organizations (MPOs) for the following areas:
 - Arizona: Phoenix and Tucson
 - Colorado: Denver Metro, the North Front Range Area, & Pikes Peak region
 - Utah: Salt Lake City and Orem/Provo
 - Nevada: Las Vegas and Reno
 - New Mexico: Albuquerque
 - Idaho: Boise
 - Washington: Spokane
 - California: Sacramento and Lake Tahoe
- State and local air quality planning agencies in Arizona, Colorado, Nevada and Utah
- Sponsors

Conference Purpose



Ozone levels in the intermountain west are no longer responding as expected to significantly decreased human-made precursor pollutant emissions



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Conference Goals



Audience: We encourage attendance from people concerned about ozone in the intermountain west (IMW), people wanting to better understand our current challenges in meeting ozone standards, and people wanting to share research findings and solutions that could help with IMW ozone.

Conference Goals:

- Share information among IMW air quality agencies, metropolitan planning organizations, academic researchers, industry, local governments, community groups, and members of the public
- Educate on the EPA's State Implementation Plan process and Clean Air Act requirements and provisions
- Understand unique regional challenges and considerations faced in the IMW
- Discuss public communications challenges and ideas for improvements
- Discuss near-term and long-term solutions and identify research gaps

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Conference Details



Conference Logistics

October 26-28, 2026

3-day conference with technical presentations, panel discussions, poster presentations, and roundtable discussions

Venue & Location

Pedersen Toyota Center, Loveland, CO

Language Services

Language interpretation available upon request - please contact us as soon as possible to make arrangements

Program Details and More

See our new website: ozoneexchange.org (the old NFRMPO webpage auto re-routes to new website)

Program Vision

Day 1: Air Quality Planning

Legal requirements, realities, and presentations from AZ, CO, NV, and UT air quality planning agencies

Day 2: Air Quality Research

Scientific investigations, modeling outcomes, and data analyses (completed and on-going)

Day 3: Public Health Communications & Next Steps

Air quality public health communications, critical research gaps, and strategic collaborative next steps

Note: This conference will not debate ozone health and environmental effects, the setting of the ozone standard, nor advocate for specific statutory, regulatory, or policy changes.

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Air Quality Enterprise (AQE)



Organizers Seeking Funding

to partially offset costs to plan and host the Ozone Exchange. With the overall conference cost estimated at approximately \$700,000.00, we sought funding from the AQE and are actively seeking additional sponsors.

AQE Award

\$300,000

Dedicated to lower costs & promote attendance:

- Speaker stipends
- Attendee scholarships
- Lower registration fees

Presenter Stipends

Up to \$2,500 / presenter

Presenters have registration waived and may seek additional funding via stipends.

Attendee Scholarships

Up to \$1,500 / individual

Attendees and organizations may seek scholarships to support participation.

- while funding lasts
- reimbursement after conference close

Guidelines & Details

- Based on role, need, in-state vs out-of-state travel costs, and availability
- Stipends and scholarships will be disbursed after the conference
- Scholarships prioritized for state/local governments and community representatives
- Available while funding lasts

Thank you AQE! Thank you to the research community! Thank you to everyone who is donating time, providing funding, or otherwise supporting and promoting the Ozone Exchange!

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Response to Call for Abstracts



Intermountain West Ozone Exchange
October 26-28, 2026
Loveland, CO

CALL FOR ABSTRACTS!

We seek abstracts on:

- Recent and on-going ozone studies, findings, and data gaps
- Unique regional challenges: topography, weather, wildfire-related activities, background ozone, long-range transport, biogenic sources, human-made contributions
- Air quality planning, management, policy and communications
- Emerging air quality issues

Submission Deadline
EXTENDED to June 30, 2026
Contact imwozone@outlook.com

North Front Range Metropolitan Planning Organization | Intermountain MPDs | Pikes Peak Area Council of Governments

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Abstracts Submitted

Submissions by Sector

- **Academia:** 54.1% (33)
- **Consulting:** 21.3% (13)
- **State Government:** 8.2% (5 - UT, CO)
- **Federal Government:** 4.9% (3 - EPA)
- **Local Government:** 4.9% (3)
- **Air Planning Org:** 4.9% (3 - RAQC)
- **Law:** 1.6% (1)

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Proposed Panels

Submissions by State / Region

- **Colorado:** 35 | **Utah:** 7
- **Arizona:** 4 | **Nevada:** 2
- **West Coast:** 4 | **East Coast:** 3
- **Wisconsin:** 1

Key Considerations

- Session fit & duration
- Presentation, panel, and/or poster
- Dialogue and collaboration opportunities
- Actionable takeaways for air planners, elected officials, and local residents

Program Details to Date



Day 1: Planning

- **Clean Air Act 101** and Planning Realities
- **State of Ozone** in the IMW
- **Ozone Attainment** Efforts in the IMW
- **IMW Research** to Improve Understanding
- **Transportation's Role** in Planning
- **Flash Talks** on Incentive Programs

Confirmed Presenters:

Govt: EPA; state/local: AZ, CO, NV, UT air & transportation planners, attorneys
Research: UA, BYU, UW, CSU, NOAA, SUNY

Day 2: Research

- **Wildfire Smoke** Impacts on Ozone
- **Unique IMW** Geographic Challenges
- **Emerging Air Quality** Methodologies
- **Biogenic Emissions** and Impacts
- **Poster Session**

Confirmed Presenters:

Govt: EPA; state/local: CO, NV air planners
Research: CU, CSU, BYU, UWM, NOAA, CIRES, Princeton, RAMBOLL, Boulder Air, Spheros, Giner

Day 3: Public Health Communication & Next Steps

- **Human-made** Contributions
- **Options** for State Implementation Plan Development
- **Improving Public** Communications of the Ozone Problem
- **Opportunities** to Align Ozone Public Messaging
- **Research Next Steps**

Confirmed Presenters:

Govt: state/local AZ, CO, UT air planners
Research: CU, CSU, CIRES, RAMBOLL, UW, UWM
Other: Beatty & Wozniak, Airi Consulting, Forest Green Consulting

Audience &/or Public Engagement Opportunities

Register & Help Spread the Word



REGISTRATION NOW OPEN

October 26-28, 2026
Loveland, Colorado

Registration for the Intermountain West Ozone Exchange Conference is now OPEN!

Join us for an affordable 3-day conference bringing together regional air quality agencies, metropolitan planning organizations, academic researchers, local governments, communities, environmental groups, and industry.

Scholarships are available while funding lasts! Details and application information are available online.

What you'll gain:

- Share recent research findings and unique regional challenges
- Better understand the realities of ozone management in the Intermountain West
- Discuss science guided ideas, improvements, communication strategies, and potential solutions for ozone planning
- Connect with professionals working across air quality, transportation, research, and industry



Register today and learn more at ozoneexchange.org



Join the Intermountain West Ozone Exchange

Whether you are a researcher, air quality specialist, decision-maker, community representative or just plain wondering about ozone in the intermountain west, you're not going to want to miss this October 26-28, 2026 Intermountain West Ozone Exchange conference in Colorado!

Learn about ozone research. Ask questions. Share concerns. Join the conversation!

Scholarships & Registration

Scholarships are available. Registration is affordable - so register today!

\$300 (including fees)

Government / Nonprofit / Community

\$400 (including fees)

Private Industry

\$500 (including fees)

Late Registration

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Sponsors & In-kind Services



We are grateful for support! We've got more to do.
Please support the Intermountain West Ozone Exchange!



SUPPORT THE CONFERENCE
INVEST IN CLEANER AIR
FOR INTERMOUNTAIN WEST REGION

AIR QUALITY.
STRONG COMMUNITIES.
CONNECTED FUTURES.



COLORADO
Department of Public Health & Environment

MODERATE	SERIOUS	SEVERE	EXTREME	POSTER SESSION SPONSOR	TABLES
\$100 - \$999	\$1,000 - \$4,999	\$5,000 - \$9,999	\$10,000+	\$25,000+	\$50
Small logo on rotating slides during breaks, on website, and program (may be printed or digital)	Small logo on rotating slides during breaks, on website, and program (may be printed or digital)	Medium logo on rotating slides during breaks, on website, and program (may be printed or digital)	Large logo on rotating slides during breaks, on website, and program (may be printed or digital)	Large logo on rotating slides during breaks, on website, and program (may be printed or digital)	Showcase innovative control strategies, education, and outreach program materials.
Logo on table tents	Medium logo on event banner	Verbal recognition during plenary sessions	Large logo on event banner and special logo signage at meals	Special logo signage	
Two event registrations included	Verbal recognition during plenary sessions	Verbal recognition during meals	Logo printed on event lanyards	Announcement of sponsorship at opening of poster session	
	Two event registrations included	Three event registrations included	Verbal recognition during meals	Four event registrations included	

Email: imwozone@outlook.com

Visit our website: ozoneexchange.org

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THANK YOU!



We appreciate your time today!

We hope to see you at the Ozone Exchange, October 26-28, 2026 at the Pedersen Toyota Center, Loveland, CO!

ORGANIZERS

Elizabeth Relford

Executive Director — NFRMPO

Andrew Gunning

Executive Director — PPACG

Dena Wojtach

President — Two Roads Environmental

PLANNING TEAM

Core Planning Team

Angie Martel (PPACG)

Jared Vernor (PPACG)

Becky Karasko (NFRMPO)

Dr. Annareli Morales (Weld Co)

Josh Korth (APCD)

Sarah Downes (APCD)

Facilitator

Suzette Mallette

(Compass Consulting)

ABSTRACT REVIEW COMMITTEE

Ryan Bares

Utah Department of Environmental Quality

Dr. Fariba Soltani

Wasatch Front Regional Council

Matthew Poppen

Maricopa Association of Governments

Yousaf Hameed

Clark County

Sarah Downes

Colorado Air Pollution Control Division

Dr. Annareli Morales

Weld County

Courtney Taylor

Ramboll

Dena Wojtach

Two Roads Environmental

Email: imwozone@outlook.com

Visit our website: ozoneexchange.org



COLORADO

Department of Transportation

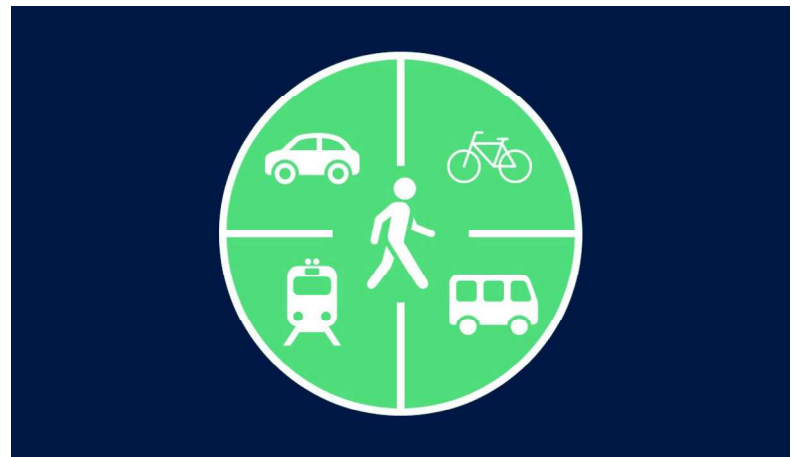
NRFMPO TAC Meeting

1



Agenda

- Mobility Services Overview & Suite of Tools
- Statewide Transit Pass Results
- FLM Toolkit- Prioritization Tool and Walkshed Analysis
- TDM Calculator Overview, Demo, & Testing
- Questions



2



Mobility Services Overview

Statewide Transit Pass Report

First Last Mile Toolkit

TDM Calculator

3



Mobility Services Suite of Tools

- Transportation Demand Management

- ★ • TDM Calculator
- ★ • First Last Mile Toolkit
 - TDM Training
 - TDM Toolkit
 - TDM Economic Impact Report
 - TDM Forum

- Other Projects

- E-Bike Safety Campaign
- ★ • Statewide Transit Pass Report

- Grants

- Transportation Management Organization Seed Funding



Join the TDM Forum

4



Mobility Services Overview
Statewide Transit Pass Report
First Last Mile Toolkit
TDM Calculator

5



Statewide Transit Pass

SB24-032 created the statewide transit pass exploratory committee to produce a viable proposal for the creation, implementation and administration of a statewide transit pass, including recommendations for any necessary legislation in connection with the proposal.

6



Viable Pass Proposal Includes:

- Viability
 - Structure
 - Agency Coordination
 - Cost-Sharing
 - Sharing, Apportioning, and Distributing Revenue
- Revenue Sharing Formula
 - Pricing
- Sale Structure
 - Opt-In vs. Opt-Out
 - Online & Kiosk Sales
- Marketing & Promotion
- Services Covered
 - Fixed Route & On-Demand
 - If On-Demand is included, how does that impact the fare
- Federal Laws on ADA & Discrimination
- Types of passess offered
 - Duration
 - Day
 - Week
 - Month
 - Other
- Types of Tickets Purchased
 - 1 ticket purchased
 - Per Agency
 - Zone pricing
- Additional Logistics
 - Submitting Trip Data
 - Technology Needed
 - Impact on current Transit Passes
- Additional Legislative Support

7



Report Components

- I. Executive Summary & Intro
- II. Components of Statewide Transit Pass
- III. Examples from Existing Passes
- IV. Survey of Colorado Transit Agencies
- V. Conclusion

Final Report on CDOT's Website

- <https://tinyurl.com/StatewideTransitPassCDOT>



8



Key Takeaways from Other Passes

- Cashless fare systems are important for an equitable integrated pass system.
- Ticket vending machines (TVMs) and retail vendors provide options for cash riders and support equity.
- Multi-payments create complexity.
- There are increased costs with these upgrades beyond just equipment.
- Revenue sharing and pricing negotiation are important and complex.
- Multi-agency coordination is crucial to ensure fairness.
- Multimodal and microtransit integration is important to address first-last mile considerations and seamless trip planning, but adds additional complexity for pricing and third-party integration.
- Strategic phasing avoids service delays and cost overruns for program and partner agencies.

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Statewide Transit Pass Components

- Initial Program Goals and Governance
- Cost Management
- Fare Structure
- Revenue Sharing
- Technology Requirements and Integration
 - Hardware Requirements: Fare Collection and Validation
 - Network Connectivity and Cybersecurity
 - Transit Program Data Management and Platforms
 - Public-Facing Transit Software and Applications
- Statewide Pass Marketing Plan Components
- Pass Deployment
- Ongoing Program Management and Evaluation

10



Survey Overview

The survey was sent to 86 agencies. Of the 86 agencies, 68 responded (79% response rate).

Agencies were chosen by:

- Transit providers who attended the Fall 2025 CASTA conference and provided their contact info
- Transit providers identified by CDOT DTR as key contacts
- Other agency staff members that FHU has a strong existing relationship from prior project work

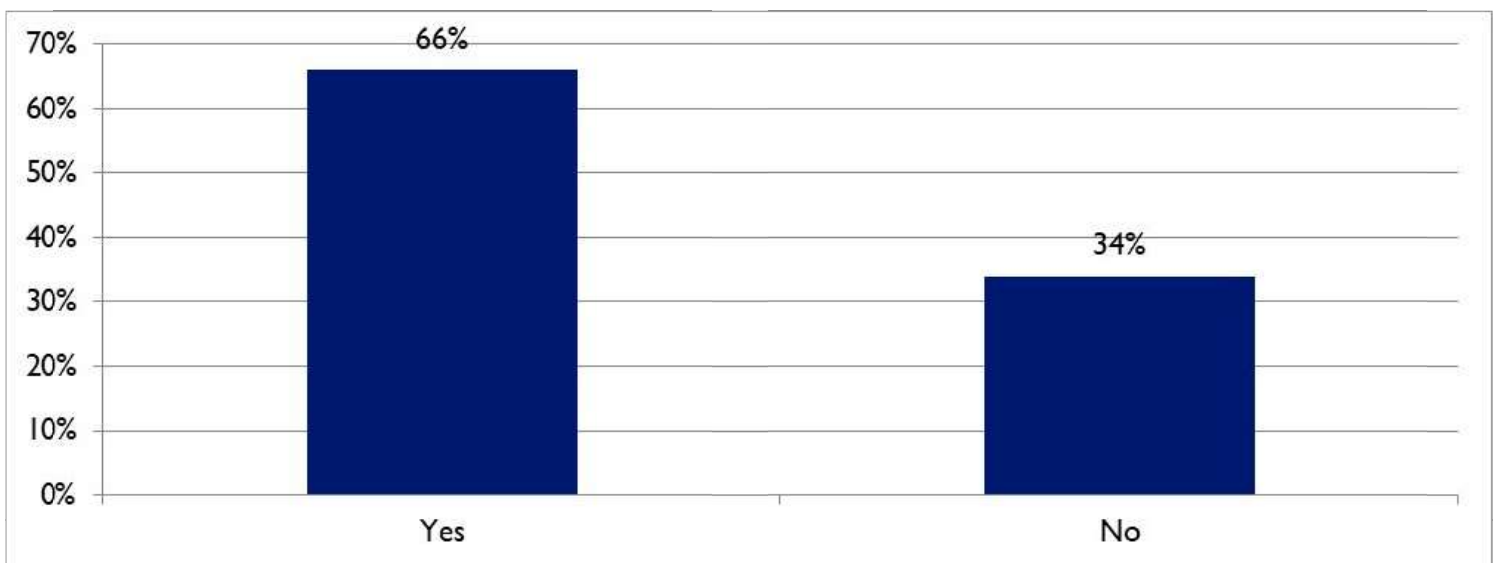
The survey ran from 12/8/25 to 12/22/25.

After the survey was completed, we conducted 7 follow up interviews with agencies.

11



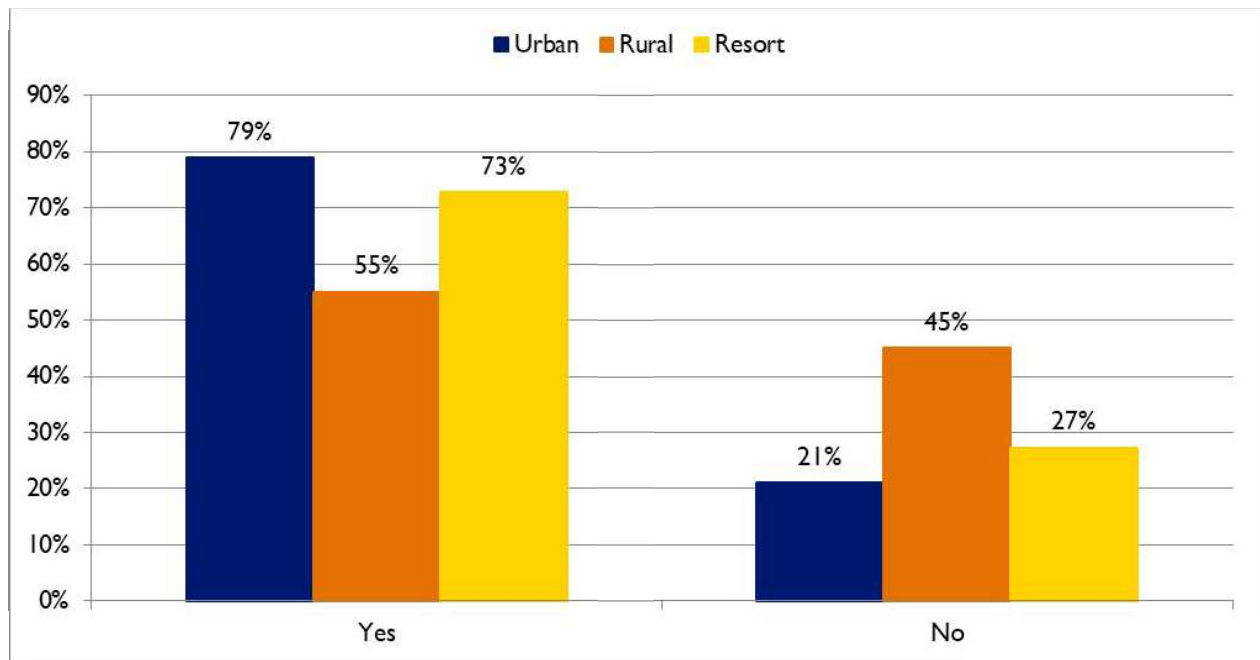
In Favor of a Statewide Pass



12



In Favor by Service Context



13



Identified Benefits & Concerns

Top Benefits:

1. Supporting overall ridership growth (86%)
2. Improving customer experience and satisfaction (83%)
3. Increasing inter-regional and interagency travel (74%)

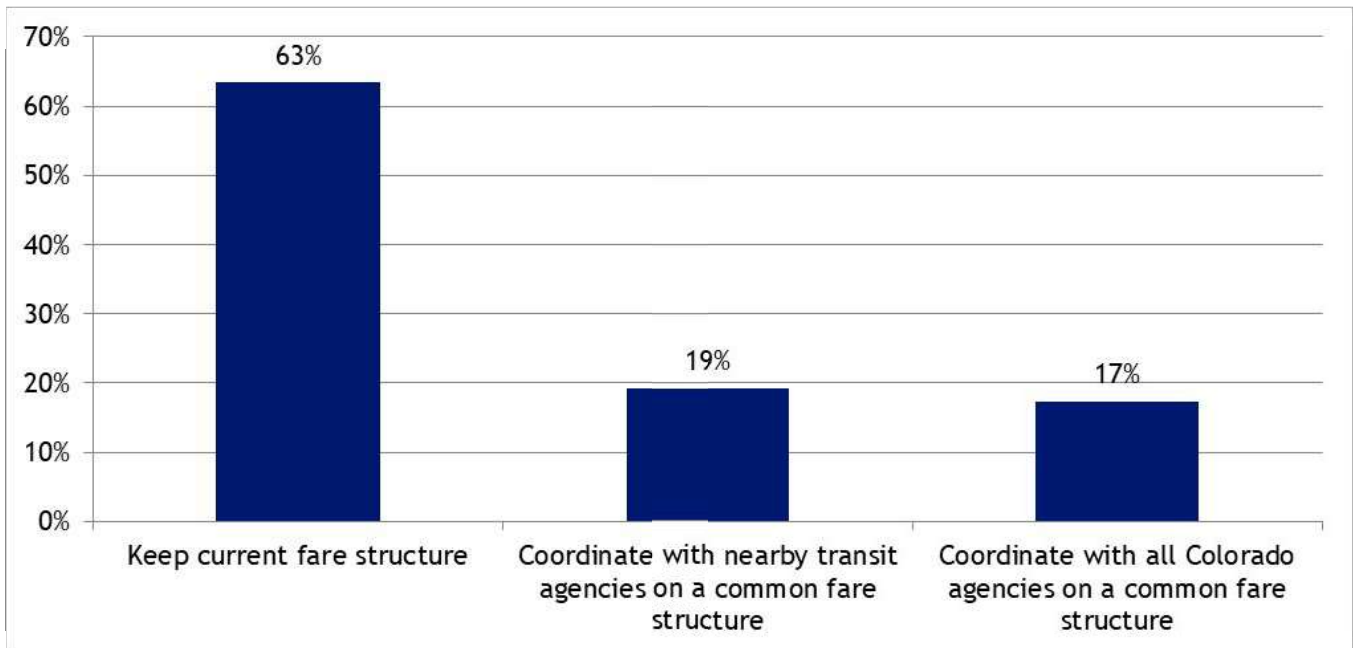
Top Concerns:

1. Technical or operational issues integrating payments across fixed-route, on-demand, and micromobility services (69%)
2. Confusion between using a new statewide pass and existing local passes (55%)
3. Loss of cash fare payment options or reduced accessibility for riders who rely on cash (including ADA riders) (49%)

14



If a statewide transit pass were developed in the future, would you want to keep your current fare structure or coordinate with other agencies on a common fare structure?



15



Study's Findings

1. Details for revenue sharing, cost sharing, potential ridership impact, and other aspects need further analysis. Report provides overview of what is necessary, but does not prescribe any specifics.
2. Maintaining control over fares is essential for transit agency participation.
3. The inclusion of paratransit, on-demand transit, & fare-free agencies are important for any future program.
 - a. Future iterations would consider micromobility, TNC, carpooling, nudging, and other tie-ins
4. Overall, agencies were in favor of a trip planning app that would allow for all-in-one planning.
5. Funding and staff support would be needed to make a statewide pass realistic.
6. Technology could be a significant barrier for some agencies.
7. Weigh the pros and cons of a statewide transit pass vs. open-loop payments.

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Mobility Services Overview Statewide Transit Pass Report First Last Mile Toolkit TDM Calculator

17



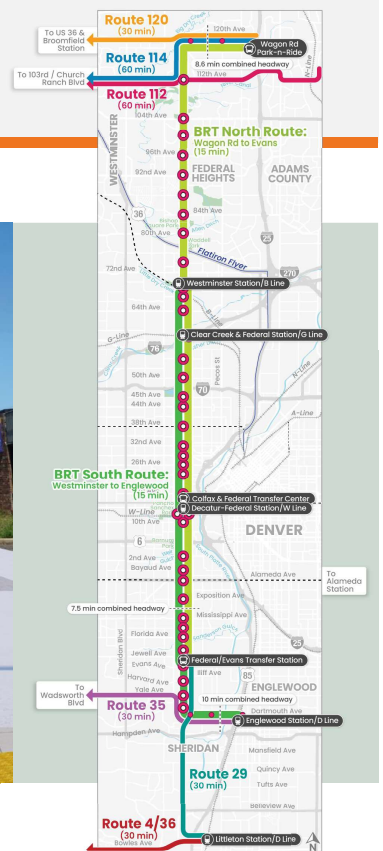
CDOT's FLM Goals and Strategy

Goal:

Ensure equitable and safe BRT access

Strategy:

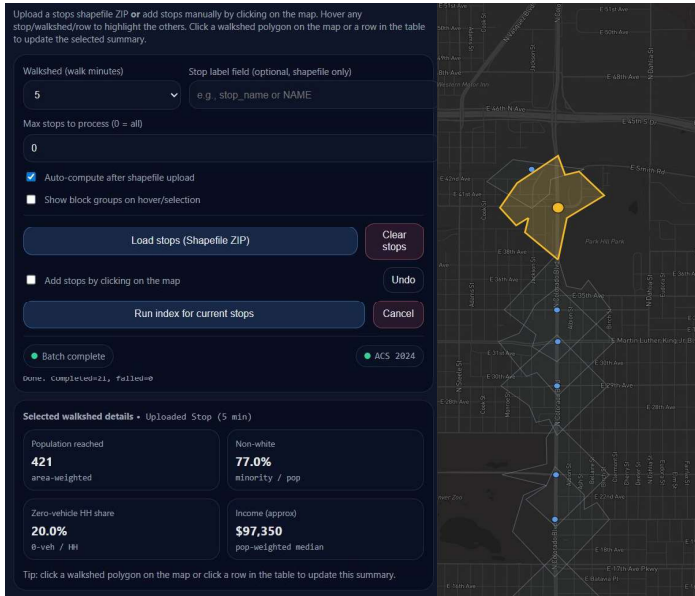
Provide local agencies with a toolkit to identify first/last mile safety improvements in transit station area walksheds



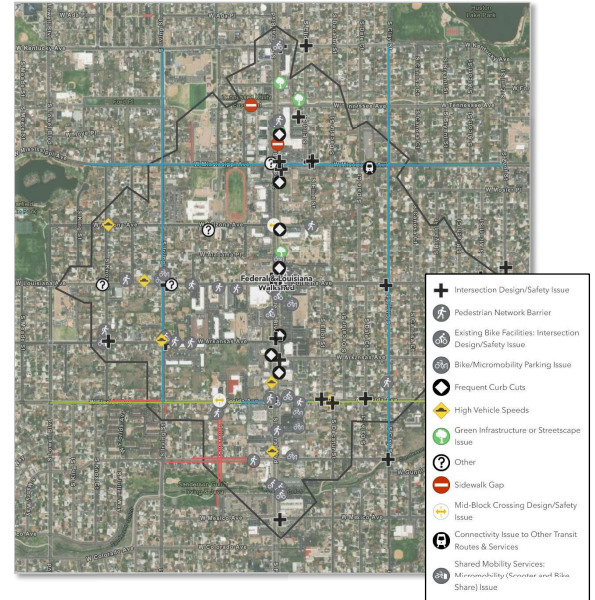


CDOT First Last Mile Toolkit Overview

The **Station Area Walkshed Index** identifies where community members may benefit most from multimodal improvements that make transit station areas safer and easier to access



The ArcGIS-based **Site Visit Tool** enables users to document potential multimodal improvements and safety issues through a web tool



19



How Can the Toolkit Benefit You?



Identify FLM investment priorities:
Identify where improvements should be prioritized when funding is limited



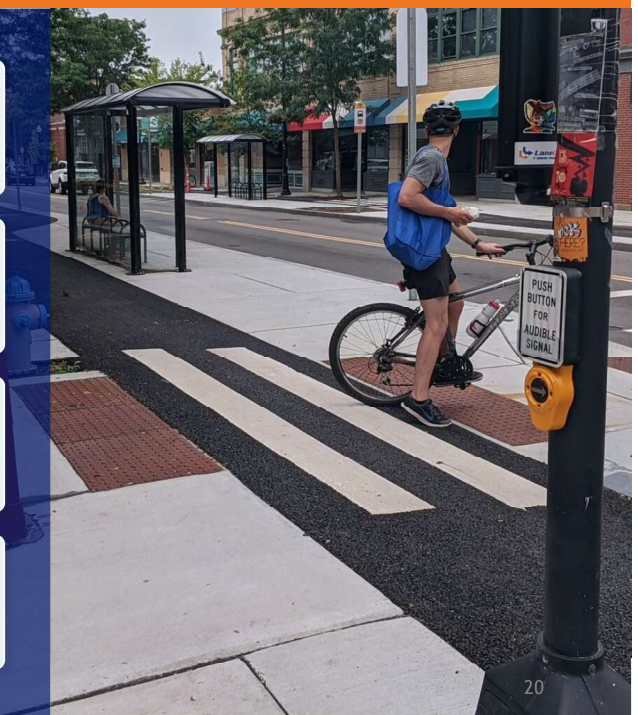
Augment existing analysis:
Use FLM analysis to build on existing work and better understand multimodal improvement needs



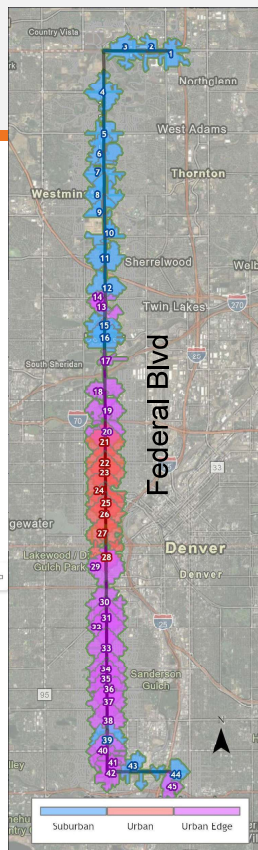
Support stakeholder and community discussions:
Help communicate potential multimodal improvements and facilitate community feedback



Provide a structured approach to site visits:
Efficiently identify key multimodal improvements near transit stations



20

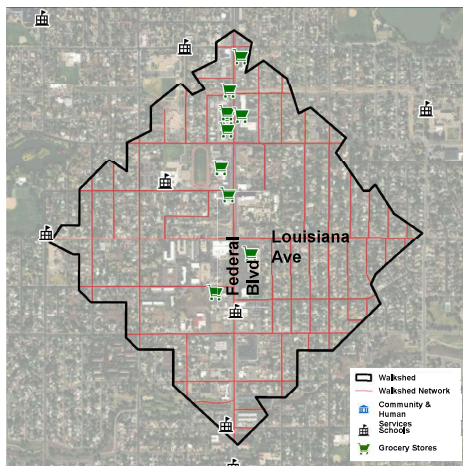


Station Area Walkshed Index

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Walkshed Index Score: Federal Blvd & Louisiana Ave



	Individual Variable Scores	Sub-Index Scores
POPULATION INDEX	Total Population Index	100
	Total Employment Index	34
	Total Households Index	59
		64
MOBILITY INDEX	Under 18 Index	98
	65 and Over Index	100
	Zero Vehicle Household Index	56
	Disabled Population Index	97
		88
EQUITY INDEX	Minority Population Index	100
	LEP Population Index	100
	Low-Income Household Index	100
		100
SAFETY INDEX	Total Crash Index	89
	Bike/Ped Crash Index	85
	KSI Crash Index	82
		85
SAFETY INDEX	2023 Ridership Index	89
	2045 Modeled Ridership Index	85
		85

TOTAL WALKSHED INDEX SCORE = 72



Walkshed Index WebTool In Development

Upload a stops shapefile ZIP or add stops manually by clicking on the map. Hover any stop/walkshed/row to highlight the others. Click a walkshed polygon on the map or a row in the table to update the selected summary.

Walkshed (walk minutes) Stop label field (optional, shapefile only)

Max stops to process (0 = all)

☒ Auto-compute after shapefile upload
☐ Show block groups on hover/selection

☐ Add stops by clicking on the map

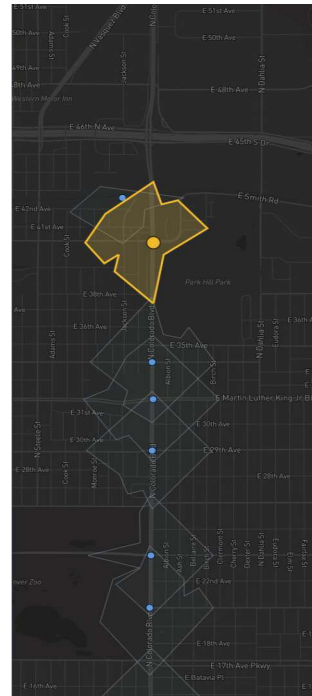
☒ Batch complete ☒ ACS 2024

Done. Completed=21, failed=0

Selected walkshed details • Uploaded Stop (5 min)

Population reached 421 area-weighted	Non-white 77.0% minority / pop
Zero-vehicle HH share 20.0% 0-veh / HH	Income (approx) \$97,350 pop-weighted median

Tip: click a walkshed polygon on the map or click a row in the table to update this summary.



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ArcGIS-Based Site Visit Tool

COLORADO
Department of Transportation

CDOT Rural Transit and Rail Site Visit Survey

This survey tool helps identify current issues and recommended improvements to multimodal infrastructure within rural transit stop and rail station areas.

Directions: This form should be completed once per issue identified. Fill out this form for the first issue identified and click 'Submit' to log the issue. The form can be filled out again to identify the next issue. Several of the analysis categories (Bike Facilities and Shared Mobility Services for example) should be informed by desktop analysis before the field visit, and all of the analysis categories can be informed by prior community outreach, if possible.

Name*

Issue Type (Point Feature)*

☐ Pedestrian Network Gap/Barrier ☐ Intersection Design/Safety

☐ Frequent Curb Cuts ☐ Mid Block Crossing Design/Safety

☐ High Vehicle Speeds ☐ Lighting and Visibility

☐ Existing Bike Facilities; Intersection Design/Safety

☐ Bike and Shared Mobility Safety and/or Parking

☐ Green Infrastructure or Streetscape

Issue Location Map*

Please create a point at the location of the issue or recommended improvement

Find address or place

Lat: 39.598639 Lon: -104.890096

Issue Description*

Please briefly describe the observed issue. Additional details about the issue location can also be added here if necessary.

Site Visit
Tool Link



24



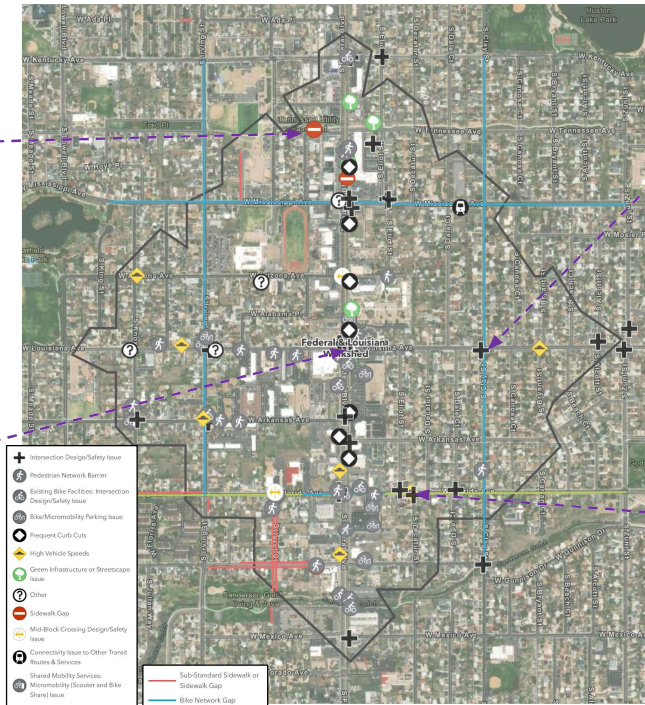
Site Visit: Federal & Louisiana



Tennessee Ave Shared Use Path: Gap between curb cut and shared use path



Federal & Louisiana: Large intersection with no medians or other shelter for crossing pedestrians



Louisiana & Clay: Obstructed intersection sightline creates a dangerous crossing



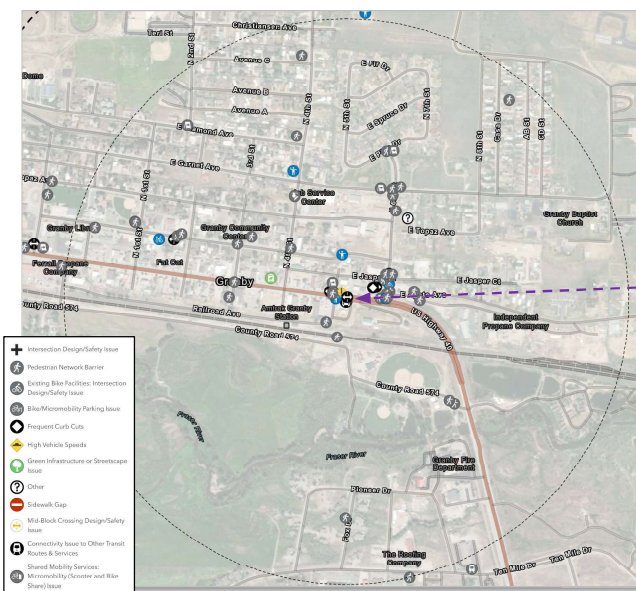
Florida Ave: Current roadway cross section (and center turn lane) leads to high vehicle speeds and a narrow bike lane

25



Granby Site Visit Results

76 multimodal transportation safety issues identified, mapped, and photographed in ~2 hours

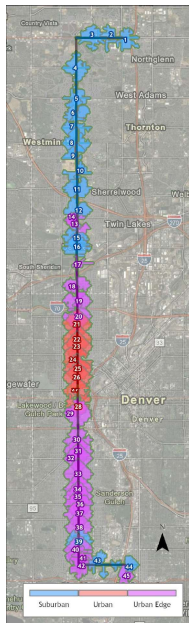


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We're Here to Help!

Identify Areas of Need for FLM Improvements



Identify Existing Multimodal and Safety Issues



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We're Here to Help!

The Walkshed Index Toolkit Helps Agencies:

- Identify FLM investment priorities
- Augment existing analysis
- Support stakeholder and community discussions
- Provide a structured approach to site visits



Access the CDOT FLM Toolkit Webpage
cdot.gov/programs/innovativemobility/mobility-services/tfm/first-last-mile-tools

Tom Joyce, CDOT Office of Innovative Mobility
thomas.joyce@state.co.us

COLORADO
 Department of Transportation

Available Tools and Resources Overview

CDOT Office of Innovative Mobility's Transit First/Last Mile Planning Toolkit: Overview of Available Tools and Resources

Program Overview

Improving first and last mile (FLM) infrastructure around future bus rapid transit (BRT) stations is key to improving multimodal safety, enhancing community accessibility, and maximizing ridership. The CDOT Office of Innovative Mobility's (OIM) BRT First/Last Mile Toolkit aims to equip BRT project stakeholders with tools to evaluate FLM needs in the walksheds around planned BRT station areas.

Using the Federal Boulevard BRT project as a pilot, OIM developed and refined a Station Area Walkshed Index Tool and a Walkshed Site Visit Tool. These tools, currently available for stakeholder use, are detailed below.

Available Tools and Resources

Station Area Walkshed Index

Key Benefits of the Walkshed Index

The Station Area Walkshed Index Tool quantitatively scores and prioritizes transit station area walksheds that have the most need for multimodal transportation and safety improvements. It also identifies sites to visit for additional analysis and informs potential multimodal investment priorities.

Walkshed Index Tool Overview

OIM's Station Area Walkshed Index Tool is based on the proven methodology of the Denver Regional Council of Governments Equity Index. Walkshed Index scores are calculated for each station area along a transit corridor, and walksheds are then ranked to identify those that could benefit most from multimodal infrastructure and safety improvements. Index scores are based on a range of datasets, including block group level 5-year American Community Survey demographic data, crash data, current transit ridership data, and modeled future transit ridership data. Additional spatial datasets can also be incorporated into the index. The half-mile walksheds and index scores are developed through an automated arcGIS model that is available for use by local municipalities. Figure 1 shows an example of index scoring for a station area's walkshed (in this case, the BRT station area walkshed on the Federal Boulevard corridor). The graphic shows the individual index scores averaged into a total Walkshed Index score of 72.

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Mobility Services Overview Statewide Transit Pass Report First Last Mile Toolkit TDM Calculator

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Why is CDOT Developing a TDM Calculator?

A consistent way to estimate VMT and GHG benefits of TDM projects

Project rationale

Explain expected benefits to decision-makers and communities

Grant support

Strengthen applications with consistent VMT/GHG estimates

Standardized analysis

Apply the same assumptions across project types and regions

Project prioritization

Compare multiple TDM benefits alongside each other



Research Foundation

Phase 1 evaluated whether an existing calculator could meet CDOT needs

Research reviewed existing TDM calculators and gathered input from agencies with calculators and Colorado stakeholders.

20+

Existing
calculators
evaluated

10

Agency
Interviews

17

Colorado
stakeholder
interviews

Key finding: CDOT needed a different kind of calculator

Most existing tools focus on development review and compliance. CDOT needs a tool oriented to transportation projects, policies, programs, and funding decisions.



Existing Calculators Do Not Meet CDOT's Needs

Existing TDM Calculators

Development / land use review

- Compliance with development review requirements
- Trip or VMT reduction at the site level
- Inform site development



CDOT TDM Calculator Need

Infrastructure, policy & programmatic decisions

- Multimodal transportation planning focus
- Integrates TDM strategies into project development
- Supports project evaluation and prioritization
- Quantifies VMT and greenhouse gas reduction benefits



Priority Use Cases

The calculator output can support multiple project goals

1

Plan development

TDM plans, corridor plans, multimodal plans, and land use coordination

2

Stakeholder communication

Plain-language VMT and emissions benefits for elected officials and communities

3

Grant & funding rationale

Standardized benefit estimates for applications and project selection

4

Reporting & emissions analysis

Set-aside project reporting, CMAQ-style emissions analysis, and documentation

Resulting calculator criteria: web-based, existing input data, transparent methodology, and exportable results



How the TDM Calculator Works

A web-based tool that estimates how much driving can be reduced by a package of TDM strategies

1

Pick your project area

Draw or click zones on a Colorado map. The tool automatically pulls in that area's population, jobs, and baseline driving — no data hunting required.

Built on CDOT's statewide travel model

2

Choose your strategies

Select from 25+ TDM measures: transit, bike/ped, shared mobility land use, policy, and programmatic — and set a few simple inputs.

3

See the impact

Get estimated VMT reduction, shown per strategy and combined — then export a PDF report or spreadsheet.

Shareable results for grants & plans

The result is a clear, defensible estimate of a project's travel and emissions benefits.



What's Behind the Numbers

Every estimate is grounded in published research and Colorado-specific data.

1

Proven methodology

Adapts the CAPCOA Handbook (2021), the standard reference for quantifying TDM and GHG benefits, localized for Colorado.

2

Real local data

Baseline driving from CDOT's 2019 Statewide Travel Model, commute mode shares from Census ACS, and bikeable days from NOAA climate records.

3

Cited effect sizes

Each strategy uses a published elasticity or effect size – with its source shown right in the tool, so any number can be traced.

4

No double-counting

Overlapping strategies are capped by category so combined benefits stay realistic.

Full methodology and data sources are documented inside the tool.



Working Group Beta Test Feedback

General Thoughts

- Useful for early project evaluation and communication
- Strong potential for planning, grants, and council discussions

Calculator Navigation

- Improve TAZ selection and strategy-to-results flow

Methodology & Data

- The current methodology transparency builds confidence in the tool
- Review local data, assumptions, and potential double-counting

TDM Strategy Content

- Clarify some strategy titles, assumptions and details about data inputs

Outputs

- The PDF output option is very helpful and well-formatted

Working Group Participants

City of Aspen
Denver DOTI
DRCOG
Mesa County MPO

North Front Range MPO
Smart Commute TMO
CDOT DTD
CDOT OIM



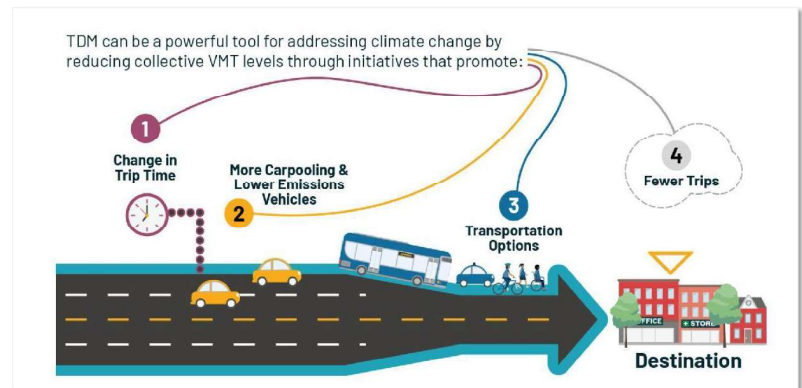
TDM Calculator Demo & Test

Go to: <https://tinyurl.com/4dra7p65>

Round 1: Feel free to follow along with me

Round 2: Explore the tool

- Pick potential TAZs
- Pick strategies to identify VMT reduction
- View Results
- Click start over try a different area



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Feedback/Discussion

1. Ease of use- what features did you find easy to use, and what did you find difficult? Are there any interface changes you would like to see?
2. Results- did you find the results useful?
3. Use cases- how would you use this tool in your work? Are there changes you would like to see to make it more useful?
4. Are there any additional strategies you would like to see added to the tool?
5. What other feedback do you have?

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Thank You

- For questions or comments, please contact:
 - Email: Thomas.Joyce@state.co.us

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Jonathan Stockburger

Date: September 16, 2026

Re: Discussion – FY2026 TIP Project Delay Review

Objective

To discuss TIP projects subject to the TIP Delay Procedure, including:

- Whether or not to grant extensions to delayed projects.

Summary

- Projects awarded funding (federal or state) by the NFRMPO Planning Council are subject to the annual TIP Project Delay Procedure.
- In July 2026, sponsors provided project status information for projects with a milestone deadline of FY2026 or earlier, summarized in **Tables 1-4**.
 - 17 projects were subject to the FY2026 delay review
 - 1 project is delayed for the 4th time shown in **Table 1**;
 - 1 project is delayed for the 3rd time shown in **Table 2**;
 - 2 projects are delayed for the 2nd time shown in **Table 3**;
 - 6 projects are delayed for the 1st time shown in **Table 4**;
 - 7 projects were subject to the delay review, met the milestone deadline, and not delayed as shown in **Table 5**.

A total of 10 delayed projects are requesting consideration for extensions: 6 for the first one-year extension, 2 projects are requesting a second one-year extension, 1 project is requesting a third one-year extension, and 1 project is requesting a fourth one-year extension. No MMOF projects were considered in this review.

Supporting Information

- The TIP delay procedure, as identified in the *FY2024-2027 Transportation Improvement Program* (TIP), applies to projects awarded by the NFRMPO Planning Council including CMAQ, STBG, TA, CRP and MMOF programs (or their successors/equivalents in future or past federal surface transportation legislation and state transportation legislation).
- The Delay Procedure states projects are considered delayed if they do not meet the deadline for the relevant milestone. The milestone for construction projects is the advertisement date and for non-construction projects it is the Notice to Proceed.
- The milestone deadline is the Fiscal Year identified in the project application for the relevant milestone adjusted for the difference between the first year of funding requested in the application and the first year of funding awarded.

- Construction projects that have more than one advertisement date, and non-construction projects or programs with more than one Notice to Proceed are reviewed for each discrete implementation phase of the project.
- TAC may approve the 1st one-year extension for projects that do not meet the advertisement or notice to proceed date, if CDOT can guarantee the funds in the next fiscal year.
- Planning Council may approve 2nd, 3rd, and 4th extensions if a previously delayed project still cannot meet the advertisement or notice to proceed date within the fiscal year. **The community may be granted 3rd and subsequent extensions if extenuating circumstances exist outside the project sponsor's control preventing the project from moving forward.** TAC may also recommend Planning Council remove the funds from the project and fund another project or return the funds to the pool for the next fiscal year if the funding can be guaranteed by CDOT. Project sponsors may appeal the decision to both the TAC and Planning Council. Planning Council makes the final decision on 2nd, 3rd, and 4th delays.
- As of 2026, project sponsors with 2nd, 3rd, and 4th delays are required to write a memo and give presentations to TAC and Planning Council on why their project has been delayed, how certain the provided Advertisement date is, and what steps are being taken to ensure the updated Advertisement date is met.

Recommendation

Staff requests TAC to review the FY2026 Project Status Reports and be prepared to discuss providing extensions to projects with delays.

Attachments

- **Table 1. FY2026 Project Status Report – 4th Delay**
- **Table 2. FY2026 Project Status Report – 3rd Delay**
- **Table 3. FY2026 Project Status Report – 2nd Delay**
- **Table 4. FY2026 Project Status Report – 1st Delay**
- **Table 5. FY2026 Project Status Report – Not Delayed but Ad Date After Initial Ad Date Collection**
- **Table 6. FY2026 Project Status Report – Not Delayed**
- **Table 7. FY2026 Project Status Report – Skipped-year Last Delay Cycle**

Table 1. FY2026 Project Status Report – 4th Delay

Project Name	Sponsor	Funding Program	Call for Projects Year	Milestone Deadline	Anticipated Ad Date	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
US 34 Widening - Boise to Rocky Mountain	Loveland	STBG	2018	FY23	12/21/2026	3 rd Extension	4th Delay	\$2,272

2026 Project Status Comments	2025 Project Status Comments	2024 Project Status Comments	2023 Project Status Comments
Working through ROW acquisition. Only 1 parcel remaining. Delays are occurring due to appraisals taking longer than anticipated. Missed the summer 2026 construction window due to ROW delays. Plans are final and ready for construction.	ROW plans approved, entering ROW acquisition phase with incentive program. Hope to go out to AD next summer. Delay was a result of a CDOT initiated EA reevaluation and multiple rounds of back in forth on the ROW plans prior to approval with CDOT.	Awaiting environmental clearance, ROW Easement Acquisition and Utility Relocations	Project delayed due to staff turnover and subsequent project prioritization

Table 2. FY2026 Project Status Report – 3rd Delay

Project Name	Sponsor	Funding Program	Call for Projects Year	Milestone Deadline	Anticipated Ad Date	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
Mulberry Street Traffic Signal Synchronization	Fort Collins	CMAQ	2021	FY24	09/01/2027	2 nd Extension	3 rd Delay	\$440

2026 Project Status Comments	2025 Project Status Comments	2024 Project Status Comments
Systems Engineering Analysis (SEA) submitted and approved by CDOT. A Request for Proposals (RFP) seeking consulting assistance in preparing construction documents for Advertisement for Construction was released on 06/25/2026. Proposals are due 08/04/2026.	Systems Engineering Analysis (SEA) submitted and approved by CDOT.	Intergovernmental Agreement (IGA) approved by City Council on 09/17/2024. Project design first quarter of 2025. Construction plans are being finalized.

Table 3. FY2026 Project Status Report – 2nd Delay

Project Name	Sponsor	Funding Program	Call for Projects Year	Milestone Deadline	Anticipated AD Date	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
37th Street Widening Phase 3	Evans	STBG	2021	FY25	April 2028	1 st Delay	2 nd Delay	\$1,543

2026 Project Status Comments	2025 Project Status Comments
The City is currently in the process of awarding a design contract to an engineering consultant. The contract award and subsequent Notice to Proceed are anticipated in August 2026. The City anticipates completing 60% of the design by the end of FY 2026.	Preparation of the R/W plan is currently in progress. The NTP date depends on the duration of the R/W acquisition process. The project team is working hard to have bids out before September 2026.

Project Name	Sponsor	Funding Program	Call for Projects Year	Milestone Deadline	Anticipated AD Date	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
35th Avenue Adaptive Signal Control Technology	Greeley	CMAQ	2021	FY24	2027	1 st Delay	2 nd Delay	\$605

2026 Project Status Comments	2025 Project Status Comments
This will be delayed to 2027. Design will begin in 2026, but coordination with the MERGE project is necessary, causing construction to be likely be delayed into 2027.	Slated to begin in 2026 when funding is appropriated per the 2025 CIP budget

Table 4. FY2026 Project Status Report – 1st Delay

Project Name	Sponsor	Funding Program	Call for Projects Year	Milestone Deadline	Anticipated AD Date	2026 Project Status Comments	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
US34 & US287 Intersection Improvements	Loveland	STBG	2023	FY26	2/14/2028	Project is going CM/GC, which requires time to bring on a contractor and owners representative. A 2028 AD date has been the goal since project scoping, despite what was in the grant application.	1 st Delay	\$3,168
Taft/US34 Adaptive Signals	Loveland	CRP	2023	FY26	4/1/2027	Delayed due to capacity issues.	1 st Delay	\$550
Wilson Ave Multiuse Path and Crossing	Loveland	CRP	2023	FY26	February 2028	Project currently in design, construction has been delayed due to capacity issues, aligning with available budgets, and coordination with adjacent development.	1 st Delay	\$1,647
9th & 10th St Mobility Improvements	Greeley	STBG, CMAQ	2023	FY26	2027	Both funding sources will need to be delayed. Construction coordination with the City's Downtown Revitalization Project has been identified as necessary, postponing the project's anticipated construction date to 2027.	1 st Delay	\$7,233
US34 Transit Operating	Greeley	CMAQ	2023	FY26	2027	Service is planned to start in 2027.	1 st Delay	\$1,394
Transfort Bus Stop Upgrades	Fort Collins	CRP	2023	FY26	03/01/2028	Transfort is prioritizing bus stops for system optimization plan. CRP stops are now expected to be constructed in Spring '29.	1 st Delay	\$538

Table 5. FY2026 Project Status Report – Not Delayed but Ad Date After Initial Ad Date Collection

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2026 Project Status Comments	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
WCR 74 and WCR 31 Roundabout	Weld County	CMAQ	FY26	August 2026	ROW acquisition is nearly complete. Project will go to AD shortly.	N/A	Not Delayed	\$1,269
CR 19 (Taft Hill Road) Improvements	Fort Collins	STBG	FY22	08/17/2026	The project has received all clearances. Construction is expected to take 6 months. Substantial Completion is anticipated 09/30/2027.	3 rd Extension	Not Delayed	\$3,834

Table 6. FY2026 Project Status Report – Not Delayed

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2026 Project Status Comments	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
Crossroads & Colorado Intersection Improvements	Windsor	STBG	FY26	May 2026	Advertised May 2026; Bids due June 23, 2026; Concurrence to Award w/CDOT review underway; NTP anticipated July 2026.	N/A	Not Delayed	\$1,113
William Neil / Ziegler Intersection Improvements & Trail	Fort Collins	TA	FY25	05/27/2026	Notice to Proceed (NTP) for construction was 07/28/2026. Construction is expected to be reach Substantial Completion by 10/15/2026.	1 st Delay	Not Delayed	\$604
WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	STBG	FY25	March 2026	Project is under construction. Planned completion is Oct 2026	1 st Delay	Not Delayed	\$1,419
Great Western Trail Enhancements	Severance	TA, STBG	FY25	January 16, 2026	GLH CONSTRUCTION, LLC WAS AWARDED THE PROJECT NOTICE TO PROCEED: MARCH 3, 2026 SUBSTANTIALLY COMPLETE: JULY 31, 2026 (ANTICIPATED) READY FOR FINAL PAYMENT: AUGUST 14, 2026 (ANTICIPATED) END DATE: JUNE 30, 2027 THE CONCRETE TRAIL HAS BEEN CONSTRUCTED. THE	1 st Delay	Not Delayed	\$309

Project Name	Sponsor	Funding Program	Milestone Deadline	AD Date	2026 Project Status Comments	2025 Review Outcome	2026 Delay Status	NFRMPO Awarded Funds (in thousands)
					INSTALLATION OF RRFB'S ARE THE ONLY REMAINING ITEMS THAT NEED TO BE INSTALLED. MATERIAL DELIVERY HAS DELAYED THE INSTALLATION OF THE RRFB'S.			
WCR 13 Alignment Improvements	Windsor	STBG	FY23	June 2026	Advertised June 2026; Bids due July 10, 2026; Concurrence to Award w/CDOT review underway; NTP anticipated July 2026.	3 rd Extension	Not Delayed	\$1,187

Table 7. FY2026 Project Status Report – Skipped-year Last Delay Cycle

These projects are not up for delay this year due to having an AD Date which skipped this cycle and was approved by TAC and Planning Council. After this year/cycle, all delayed projects will be up for delay on a yearly cycle no matter what AD Date is written.

Project Name	Sponsor	Funding Program	Milestone Deadline	Anticipated AD Date	2025 Project Status Comments	2024 Review Outcome	2025 Review Outcome	NFRMPO Awarded Funds (in thousands)
US34 Regional Mobility Hub	Greeley	CMAQ	FY25	2027	This is part of the bigger MERGE project. Funding IGA with CDOT is now in place. Design consultant has been selected with a NTP on the federal and state component expected in September 2025.	N/A	1 st Delay	\$1,856
US 34 EB Widening Construction	Loveland	STBG	FY25	Spring 2027	Delayed due to coordination with adjacent development.	N/A	1 st Delay	\$1,647



To: NFRMPO
From: City of Greeley
Public Works & Transportation
Department Staff
Date: September 9th, 2026

Subject: City of Greeley NFRMPO TIP Delay: 35th Avenue Adaptive Signal Control Technology

The City of Greeley is requesting a delay for the 35th Avenue Adaptive Signal Control Technology Project. Design for this project will begin in 2026. Coordination with the MERGE project is necessary for construction, causing this project to be delayed into 2027.

The City of Greeley is confident in a late 2027 bid date for construction. Staff have completed the grant IGA and strong progress is being made on the MERGE project so the two projects can have strong alignment. Additional details are outlined below:

- **35th Avenue Adaptive Signal Control Technology**
 - STIP ID: SNF5173-060
 - NFR TIP Number: 2024-002
 - Funding Programs: FY 24 CMAQ
 - NFRMPO Awarded Funds: \$604,662
 - 2026 Project Status Comments: This project will be delayed to 2027. Design will begin in 2026, but coordination with the MERGE project is necessary, causing construction to be delayed into 2027.

MERGE Project

Status: On Track

Progress Update

- City completed the RAISE Federal grant agreement; Currently with FHWA for signature.
- Advertising for CM/GC services is completed
- Continued financial planning.

Next Steps

- Continue NEPA development.
- Progress utility and ROW coordination.
- Review the Engagement Plan.

Shantanu Tiwari
Engineering Director
stiwari@evanscolorado.gov

1100 37th Street
Evans, Colorado 80620
O: (970) 475-1184 C: (970) 566-1181

Engineering Department Memorandum

To: Jonathan Stockburger, Transportation Planner I

From: Shantanu Tiwari, Director of Engineering

Date: September 9, 2026

Subject: TIP Delay Memorandum: City of Evans- 37th St. widening project Ph 3

Project Introduction:

37th Street is a critical transportation corridor for the City of Evans. To accommodate future growth and support economic development, the city has initiated the design phase (phase 3) for the widening of 37th Street at the intersection of 65th Avenue and 37th Street. This phase will evaluate and enhance lane configurations, turn lanes, traffic signals, and pedestrian accessibility at and around the intersection.



Figure 1- 37th St. Widening Project Phase 3: Project Limits

Shantanu Tiwari
Engineering Director
stiwari@evanscolorado.gov

1100 37th Street
Evans, Colorado 80620
O: (970) 475-1184 C: (970) 566-1181

Project Timeline

- **FY 2022:** The City was awarded a Surface Transportation Block Grant (STBG) in the amount of **\$1,543,462**, with a required local match of **\$320,847**.
- **FY 2022:** The City approved a change order to the existing design contract with RockSol to complete the design for **Phase 3** of the project.
- **FY 2025:** The **90% design** was completed. However, the City did not proceed with construction due to the following issues:
 1. **Construction Costs:** Estimated construction costs exceeded the available project funding.
 2. **Traffic Data Discrepancy:** The engineering consultant used incorrect traffic data in the design of the intersection, requiring additional review and coordination.
 3. **Right-of-Way Acquisition:** Issues related to right-of-way acquisition, including the acquisition costs and the need to relocate utilities, created additional project challenges.
- **FY 2025:** The City was granted its **first TIP delay**, with the stipulation that the project's advertisement date be moved to **September 2026**.

Current Project Status: The City is currently working with Ayres Associates, Inc. to finalize the contract amount for City Council approval. City staff anticipates that the contract will be presented for approval at September 15, 2026, City Council meeting. Following Council approval and issuance of a Notice to Proceed, Ayres Associates is expected to begin the design process in September 2026. The design phase is anticipated to take approximately 9–10 months, with construction expected to begin between summer and fall of 2027.

Shantanu Tiwari

Director of Engineering

City of Evans, 1100 37th St., Evans, CO 80620



Memorandum

Date: September 3, 2026
To: North Front Range Metropolitan Planning Organization (NFRMPO)
Through: Jonathan Stockburger, Transportation Planner, NFRMPO
From: Dana Hornkohl, Director, Civil Engineering, City of Fort Collins
Subject: NFRMPO Transportation Improvement Program (TIP) Delay Review
Mulberry Street Traffic Signal Synchronization Project – Second Delay

The purpose of this memorandum is to 1) explain why the referenced project is delayed, 2) provide and explain the estimate for the construction advertisement date for the project, and 3) what steps are being taken to ensure the estimated construction advertisement date will be met.

Delay Explanation

The referenced project has been delayed due to a chronic shortage of staff in the City's Traffic Operations Department. Beginning with the COVID 19 Pandemic in 2020 and continuing to the present, this department has suffered repeated staff turnover and sustained vacancy challenges. Staff with knowledge and experience in Colorado Department of Transportation (CDOT) local agency projects in the department originally applied for this Congestion Mitigation Air Quality (CMAQ) funding and departed the City shortly after the successful award of the grant. The CDOT local agency knowledge has not been backfilled since this time. In addition, the Traffic Operations Department has suffered management interruptions that have hindered the City's ability to keep a focus on delivering this project.

Moving Forward

Beginning in 2025, the Traffic Operations Department has sought assistance from another City department to deliver the project. The Transportation Planning & Engineering Department assisted in executing an intergovernmental agreement with CDOT to begin work. Traffic Operations staff were able to complete the Systems Engineering Analysis (SEA), submit it CDOT, and it has been approved. A Request for Proposals (RFP) was issued earlier this year seeking consulting assistance to inventory the existing signal equipment, determine what additional signal equipment will be needed, develop construction documents to implement the project. A consultant has been selected, and contract discussions are underway. The project

schedule estimates completing construction documents in August 2027 and advertising for construction on or before September 1, 2027. This schedule assumes that the CDOT Field Inspection Review (FIR) and Final Office Review (FOR) will be conducted separately. It is expected that the project delivery team will request that CDOT allow the FOR and FIR processes to be combined. This is common for these types of projects. The City expects that the project will be advertised for construction well before the scheduled date.

Ensuring the Schedule

The Traffic Operations and the Transportation Planning & Engineering Departments are committed to advertising the project on or before September 1, 2027. To ensure this deadline is met, management in both departments have committed staffing resources, including staff with the needed CDOT local agency experience, to secure consulting assistance that will guarantee the schedule is met and the project is successful. In the event additional staff are needed to assist the team, the resources will be engaged from within these departments.

The City appreciates the NFRMPO's desire to see grant funding complete projects on time, on budget, and successfully. We appreciate the patience we have been given as we navigated our staffing challenges. We are committed to completing this project successfully and within the promised timeframe.

Please let us know if we can answer any additional questions or concerns. You can reach me at (970) 416-2719, or dhornkohl@fortcollins.gov.

CC: Britney Sorensen, Traffic Systems Engineer, City of Fort Collins; Tyley Stamey, Traffic Engineer, City of Fort Collins; Brad Buckman, City Engineer, City of Fort Collins

Memorandum

To: TAC Members
From: Scott Kemper, Civil Engineer II
Date: August 12, 2026
Subject: US 34 Widening – Boise Avenue to Rocky Mountain Avenue: TIP Delay Discussion

This memo supports the TIP delay discussion at the September TAC and October Council meetings and summarizes the updated advertisement schedule, right-of-way status, delay drivers, and schedule-protection measures.

Current Status

- **Anticipated advertisement (AD) date:** December 17, 2026.
- **CDOT concurrence to advertise** has not yet been issued. Early December 2026 is the target, following completion of PS&E and right-of-way clearance; conditional clearance will be pursued if needed for the remaining sidewalk easements.
- **Right-of-way:** Seven parcels have signed MOAs and are moving through standard closing; four parcels have been acquired and recorded; one parcel remains in active negotiation.
- **The remaining parcel** does not affect roadway construction. A large permanent easement is already secured; only a small additional permanent easement and renewal of an expired temporary easement are being pursued for the preferred sidewalk layout.

Reason for Delay

This fourth delay is driven primarily by the final property. The property has experienced management turnover and is currently unresponsive. An owner-commissioned appraisal is complete but has not been released because the invoice remains unpaid and late fees are accruing. These owner-side issues have extended this parcel beyond the schedule of the other acquisitions.

The City also strengthened contracting, review rigor, and right-of-way quality assurance during delivery. Those improvements lengthened some review cycles, but they were not the primary delay driver and did not prevent other parcels from advancing.

Schedule Confidence and Contingency

Confidence in the December 17 AD date remains high because no roadway-critical right-of-way risk remains. If the final sidewalk easements are not completed in time, the project team will either (1) revise the right-of-way plans and shift the sidewalk slightly within rights already secured, or (2) request conditional right-of-way clearance limited to the outstanding sidewalk easements. Either path preserves advertisement and the planned 2027 construction start.

Actions Underway

- Increase oversight and accountability of the ROW acquisition consultant through more frequent progress reviews, defined interim milestones, and prompt escalation of unresolved acquisition issues.
- Increase direct coordination with the property owner and appraisal firm, including follow-up on appraisal payment and release.
- Prepare the sidewalk/plan-revision contingency and coordinate with CDOT in advance on conditional clearance.
- Prioritize PS&E submittal and comment resolution while running permissible review and acquisition workstreams in parallel.

Requested TAC Action

Acknowledge the December 17, 2026 anticipated AD date and concurrence pathway; recognize the final property-owner issue as the primary delay driver and the available contingencies; and proceed with the TIP delay discussion at the September TAC and October Council meetings.

EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
September 3, 2026

CONSENT AGENDA

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

AIR QUALITY AGENDA

NFRMPO Air Quality Program Updates – Dena Wojtach, Two Roads Environmental, provided an update on the Ozone Exchange Conference, noting registration opened on August 10, and more than 70 speakers have been confirmed. The conference will span three full days, with Day 1 focused primarily on planning, Day 2 on research, and Day 3 on communications, public health communications, and next steps. Activities will generally run from approximately 7:00 a.m. to 7:00–7:30 p.m. on the first two days, with the third day concluding around 5:00 p.m.

Wojtach reported the region continues to experience a poor ozone season, with fourth-highest ozone values at multiple monitors reaching 70 ppb or higher, indicating the need for continued emissions-reduction efforts. She also noted that Air Pollution Control Division (APCD) held a public meeting on the 2025 Colorado GHG Inventory and transportation remains the largest contributor to greenhouse gas emissions based on CDPHE trends. Wojtach provided an update on the RAQC Control Strategy Blueprint, which was revised following summer workshops and released on September 1, with comments due September 21. Additional discussion is planned for the September 11 and October 2 RAQC Board meetings, with adoption of the revised Blueprint anticipated on November 6.

**METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA
REPORTS:**

Report of the Chair – Stephens provided an update from the National Association of Counties Transportation meeting regarding federal surface transportation reauthorization. She noted while core IIJA transportation funding formulas are expected to continue temporarily through a continuing resolution, some programs funded through Division J may not continue at full levels. She highlighted potential reductions or interruptions affecting programs such as Bus and Bus Facilities and the Bridge Investment Program. Stephens noted additional clarity is expected later in the year as federal funding discussions continue.

Executive Director Report – Relford reported the NFRMPO Mobility Team received a \$2,500 AARP Community Challenge Grant to conduct a community walk audit focused on sidewalks, crossings, intersections, and accessibility needs for older adults, in which will be held in Milliken in October. She also informed Planning Council members about AMPO's MPO Institutes MPO 101 course, an online, self-paced training consisting of four modules covering MPO responsibilities, federal funding, and effective board participation for elected officials.

Relford provided an update on the Finance Committee's office space review, noting the JFK Building is currently the leading option. She also noted ongoing work with an HR consultant to update staff job descriptions and personnel policies. Finally, staff are coordinating a motorcycle safety event in 2027 with Loveland and other partners, with potential inclusion of e-bike safety and training opportunities.

DISCUSSION ITEM:

FY2027 NFRMPO Budget - Burshek provided an overview of the FY 2027 budget projections, highlighting a proposal to convert the current part-time staff position into a full-time Communications Specialist position bringing NFRMPO staffing to 13 full-time employees. The position would support public outreach, social media, and organization-wide communications while allowing technical staff to focus on their primary planning and mobility responsibilities. She noted Directors provided anticipated 2027 budget needs and that a 3 percent increase was generally applied where specific amounts were not yet known. Projected revenues are based on anticipated grants, contracts, and pending Mobility Team funding. Similar to FY 2026, staff currently anticipate Colorado Trust funds will not be needed to subsidize operations. Vehicle-related costs were also adjusted based on revised purchasing expectations.

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 9/1/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council conducted by TRE in August 2026 for their September 3, 2026 meeting.

Summary:

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

Air Quality Activities:

Fall 2026 Intermountain West (IMW) Ozone Exchange Conference:

Conference details can be found at: <https://ozoneexchange.org>

A draft program is posted, identifying sessions and delineating a full 3-day conference schedule. An updated program will be posted later this week identifying confirmed speakers. Note that we currently have over 70 confirmed speakers/moderators/poster presenters representing all levels of government, researchers and private entities. The following program summary was shared with Colorado's Air Quality Control Commission at their August 20th meeting:

Program Details to Date



Day 1: Planning	Day 2: Research	Day 3: Health & Steps
- Clean Air Act 101 and Planning Realities - State of Ozone in the IMW - Ozone Attainment Efforts in the IMW - IMW Research to Improve Understanding - Transportation's Role in Planning - Flash Talks on Incentive Programs	- Wildfire Smoke Impacts on Ozone - Unique IMW Geographic Challenges - Emerging Air Quality Methodologies - Biogenic Emissions and Impacts - Poster Session	- Human-made Contributions - Options for State Implementation Plan Development - Improving Public Communications of the Ozone Problem - Opportunities to Align Ozone Public Messaging - Research Next Steps
Confirmed Presenters: Govt: EPA; state/local: AZ, CO, NV, UT air & transportation planners, attorneys Research: UA, BYU, UW, CSU, NOAA, SUNY	Confirmed Presenters: Govt: EPA; state/local: CO, NV air planners Research: CU, CSU, BYU, UWM, NOAA, CIRES, Princeton, RAMBOLL, Boulder Air, Spheros, Giner	Confirmed Presenters: Govt: state/local AZ, CO, UT air planners Research: CU, CSU, CIRES, RAMBOLL, UW, UWM Other: Beatty & Wozniak, Airi Consulting, Forest Green Consulting

Audience &/or Public Engagement Opportunities



Conference registration opened August 10. Registration fees have been kept low to promote broad attendance. The following summarizes total registration costs (including transaction fees) for the full three-day conference that includes breakfast, lunch, snacks and drinks for all three days, and dinner on Day 2.

- \$300/person for governmental/nonprofit organizations/community
- \$400/person for private industry, and
- \$500/person for late registration.

NFRMPO and PPACG have launched a marketing campaign for the conference that includes public meeting presentations, individual organizations' presentations, social media posts and paid media advertisement.

Regarding the Colorado Air Quality Enterprise (AQE) funding and contract with the Colorado Department of Public Health & Environment, we have completed deliverable PA#1, notifying AQE Administrator of conference website and registration launch by 8/28/26. The next deliverable PA#2 includes publishing a final program by 9/27/26.

Again, AQE funding is being used to promote attendance by keeping registration fees low, providing presenter stipends, and providing for hardship scholarships for governmental organizations, non-profit organizations and community representatives, etc.

Request: Your support is requested in sharing information about this conference with your jurisdictions and areas of influence. A registration flier is attached. We are also happy to present at gatherings and are open to introductions to groups with which we should be engaging.

2026 Ozone Season Monitoring Data:

Ozone continues to be high. As of August 31, 2026, each certified ozone monitor observed 8-hour in the area, as well as the remote Gothic monitor in Gunnison had 4th max 8-hour averages above 70 ppb. While some observed ozone levels may be associated with spring stratospheric intrusions and summer wildfires that may be considered as natural events that may qualify as an exceptional event, the sheer number of exceedances decreases the likelihood that the exclusion of exceptional events would be sufficient to demonstrate attainment.

2026 8-hour Ozone Levels (ppm) for Larimer, Weld and Gunnison County Certified Ozone Monitors (as of 8/31/26) ¹									
	Bethke	Fort Collins - CSU - S. Mason	FORT COLLINS - WEST	Fossil Creek	Greeley - Weld County Tower	La Salle Tower	Mehaffey Park	RMNP	Gothic
1st max	0.082	0.077	0.077	0.081	0.078	0.077	0.078	0.074	0.078
2nd max	0.076	0.076	0.076	0.081	0.077	0.075	0.077	0.074	0.072
3rd max	0.076	0.074	0.074	0.079	0.076	0.074	0.077	0.073	0.072
4th max	0.076	0.073	0.074	0.079	0.075	0.074	0.075	0.073	0.071
# exceeding 0.075ppm	5	2	2	10	3	1	3	0	1
# exceeding 0.070ppm	16	9	12	26	19	10	19	12	4

¹ Information is taken from EPA's AirNow "Download Daily Data" webpage. Selecting for ozone in 2026 from All Sites in Colorado, and screened for identified monitors, accessed 9/1/26 here: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>

The RAQC's ozone summary as of 8/31/26 looks more closely at potential smoke impact on high ozone days.²

APCD Outreach Activities:

The APCD held a public meeting on 8/6/26 APCD specific to 2025 Colorado GHG Inventory.

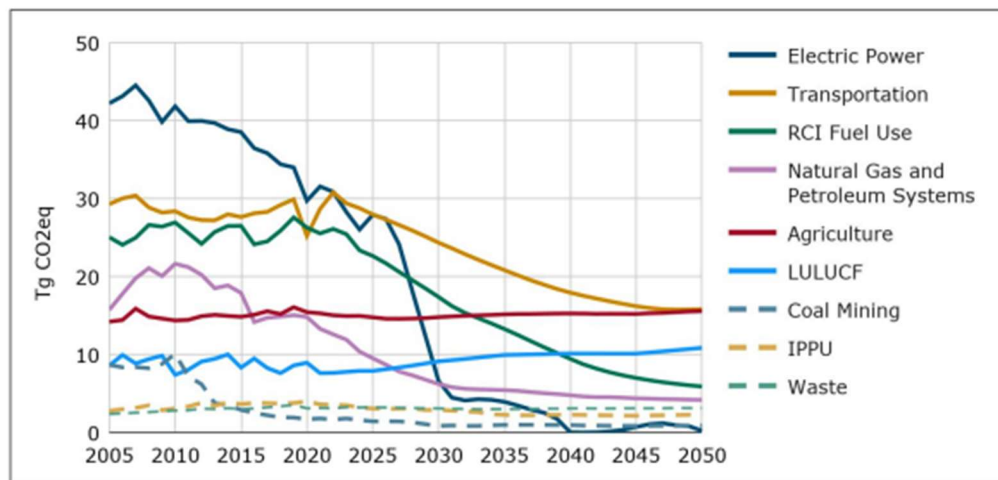
³ Highlights are as follows:

- Colorado did not meet the 2025 goal to cut GHG emissions by 26% from 2005 levels by the end of 2025, and
- Colorado anticipates meeting this goal in 2027

While transportation continues to be a significant contributor of GHGs, reductions are being realized as demonstrated by slide 14 of the APCD presentation illustrated below.

Emissions trends across sectors

14



Historical emissions 2005-2023, projected emissions 2024-2050 under NTA scenario



COLORADO
 Department of Public
 Health & Environment

Colorado is anticipated to continue seeking emissions reductions, including from the transportation segment, to realize GHG emission reduction goals specified in statute.

AQCC Activities:

The AQCC was briefed on the AQE in general and the Ozone Exchange conference, providing insightful questions and comments. The AQCC also received briefings on the 2026 Legislative Session and recent RAQC activities. The majority of the AQCC meeting included a workshop on the AQCC's Procedural Rules.

² RAQC's Current 8-Hour Ozone Summary, "Denver Metro/North Front Range Area – 2026 8-Hour Ozone Summary through August 31st, 2026", accessed 9/1/26 here: <https://raqc.org/current-8-hour-ozone-summary/>

³ See APCD 8/6/26 "2025 Greenhouse Gas Inventory" presentation and recording, listed under "Past public participation opportunities", here: <https://cdphe.colorado.gov/apcd/greenhouse-gas-inventory>



In September, the AQCC will undergo an oil and gas related rulemaking largely to align with federal Emission Guidelines.

RAQC Activities

The RAQC Board did not meet in August. Staff did hold a public workshop on On-road Strategies, touching on: summer-time free fare transit; light-duty vehicle electrification; mobile emission reduction credits; indirect source data reporting; indirect source voluntary and regulatory facility emission reduction plans; vehicle registration, emission testing and the Inspection & Maintenance Program; effects of on-the-books Colorado Clean Vehicles Regulations.⁴

Other Air Quality Activities:

Initiative 175, a measure directing funding to roads, has been withdrawn from this Fall's ballot after supporters reached an agreement with state officials.^{5,6}

In Congress, there has been no substantial movement related to Representative Evans' H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, or H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act.^{7,8}

Upcoming Activities:

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

Meetings TRE Plans to Attend (or screen)

- 9/11/26 RAQC Board Meeting
- 9/16-18/26 AQCC Monthly Meeting

Other Anticipated Air Quality Activities

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

⁴ See RAQC's 8/12/26 "Public Workshop for On-Road Strategies" webpage for meeting materials and recordings, here: <https://raqc.org/event/public-workshop-for-on-road-strategies/>

⁵ 2025-2026 #175 State Revenue Supporting Road Transportation materials are available here:

<https://leg.colorado.gov/initiatives/state-revenue-supporting-road-transportation-175>

⁶ Colorado Public Radio news, "Colorado road funding ballot measure will be pulled following deal reached with state lawmakers," 8/27/26. Article available here: <https://www.cpr.org/2026/08/27/initiative-175-road-funding-ballot-measure-dropped/>

⁷ See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here:

<https://www.congress.gov/bill/119th-congress/house-bill/6387?locr=cga-bill>

⁸ See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here:

<https://www.congress.gov/bill/119th-congress/house-bill/6409>



Recommendations:

- Continue marketing Ozone Exchange (presentations at public meetings, approach environmental publications (i.e. InsideEPA))
- Track Colorado's next steps addressing ozone, including:
 - RAQC's Blueprint evolution
 - RAQC's modeling updates
- Track AQCC October rulemaking hearing specific to transportation conformity
- Track litigation on EPA's final action on their determination of attainment for:
 - Phoenix-Mesa ozone nonattainment area in Arizona
 - Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards (Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022-2031 Passenger Cars and Light Trucks)

Northern Colorado Mobility Committee — MINUTES

August 25, 2026

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Steve Teets, WAND
- Katlyn Kelly, Transfort / DAR
- Megan Kaliczak, zTrip
- Adrianna Torres, Via Mobility
- Robyn Upton, WAND / CBIC
- Celeste Ewert, Envision

NFRMPO Staff:

- Aaron Hull, Mobility Planner
- Lisa Joyner, Mobility Specialist
- Tanya Trujillo-Martínez, Mobility Director
- Elizabeth Relford, Executive Director

Virtual:

- Monica Wickstrom, Weld AAA
- Michelle Trevino, United Way of Weld Co.
- Jenna Robinson, SAINT
- Amanda Cabot, CDOT Region 4 Planning
- Elanuz Buck, 60+ Ride
- Ari Edgeley, Foothills Gateway
- Bridie Smith, COLT
- Ty Lamm, United Way of Weld Co.
- Kristy Wygmans, PAFC
- Trevor Trepanier, City of Greeley
- Steve Conaway, RAFT
- Bailey Roubidoux, RAFT
- Reese Klotz, Arc of Larimer County
- Chrysti Britt, Qualified Listeners
- Nicole Limoges, Larimer County Office on Aging
- James Flattum, Front Range Passenger Rail District

Introductions:

Both virtual and in-person attendees introduced themselves and their organizations.

Public Comment:

No public comment was made.

Member Updates:

Kelly reported that changes to Transfort routes and Dial-A-Ride service took effect on Monday, August 18, as part of the Transfort Optimization Plan. Several routes were suspended or realigned, and Dial-A-Ride no longer operates on Sundays. Additional information is available at [Transfort](#). In response to Teets' question about service boundaries, Kelly explained that Dial-A-Ride operates within three-quarters of a mile of fixed-route service. Customers traveling beyond the Fort Collins service area may use a Dial-A-Taxi voucher that covers the first \$15 of the trip, with the customer responsible for the remaining fare.

Kaliczak added that zTrip now provides service throughout the Fort Collins Growth Management Area, extending beyond the paratransit service area. Dial-A-Taxi vouchers cover the first \$15 of a one-way trip within Fort Collins, with the customer responsible for the remaining balance. Additional information is available on the [Dial-A-Ride and Dial-A-Taxi webpage](#).

Ewert announced the Envision H 'Art Show, a free family event scheduled for October 2 from 6:00 to 8:00 p.m. at the Academy of Natural Therapy in Greeley. She also shared that Envision will host a Health and Wellness Fair for employees and providers on October 22 from 2:00 to 5:00 p.m. at its Evans location and is currently seeking vendors.

Teets reported attending three state-level meetings focused on independent living centers, including meetings involving the Statewide Independent Living Council (SILC) and the State Plan for Independent Living (SPIL) subcommittee. He also attended a Northeast Health Partners meeting addressing Medicaid transportation services. Teets added that WAND continues to **advocate for transportation and housing in Greeley.**

Wygmans announced that PAFC is participating in the Rotary Duck Race and will receive 80 percent of the proceeds. The deadline for adopting a duck is August 28, and the race will take place at City Park in Fort Collins on the Saturday following Tour de Fat.



Approval of May Minutes:

Teets requested a correction of the May minutes to change CBTC to CBIC.

Torres made a motion to approve the May minutes, seconded by Kaliczak.

The Northern Colorado Mobility Committee unanimously approved the May Minutes.

Mobility Program Updates:

Joyner shared the RideNoCo year-to-date call center stats, including number of calls, emails, and website visits. Reporting 337 calls/emails (50% increase from 2025 YTD) and 7,907 website visits (89% increase from 2025 YTD) She shared the caller demographics, summer outreach events, and upcoming events through October.

Presentations:

The Ozone Exchange Conference-Redford

Redford announced the Ozone Conference in partnership with Pikes Peak Council of Governments. She explained that transportation organizations are not typically the hosts of ozone conferences, but MPOs have been collaborating because they face similar ozone challenges related to mountain topography, weather patterns, and regional air movement. The conference aims to bring researchers, planners, regulators, and the public together to better understand why ozone levels have not continued to improve despite reductions in man-made emissions. She noted that regional strategies have successfully reduced ozone precursors such as nitrogen oxides (often associated with vehicle emissions) and volatile organic compounds (associated with sources such as oil and gas development). However, since around 2011 ozone levels have not responded as expected, even as those emissions declined. A primary goal of the conference is to explore why this disconnect exists and identify additional research needs and potential strategies.

The conference will take place **October 26-28** at the Ranch Events Complex in Loveland.

- **Day 1:** Air Quality 101, Clean Air Act requirements, and state implementation planning.
- **Day 2:** Scientific research presentations and discussions of emerging findings from ozone studies across the Intermountain West.



- **Day 3:** Public health communication and outreach, focusing on consistent messaging around air quality and ozone advisories.

Relford said that rather than a traditional lecture-style conference, organizers want an interactive event. Researchers will be asked to explain what their findings mean for different audiences, including planners, local officials, and residents. The conference will include audience questions, panel discussions, and a session where attendees can speak directly with researchers.

The event received a \$300,000 grant from the Air Quality Enterprise, which is being used to reduce registration costs and provide scholarships and stipends to help nonprofit and government participants attend. Proposed registration fees are:

- \$300 for government and nonprofit attendees
- \$400 for private industry
- \$500 for late registration

Scholarships will be available to reimburse attendance costs.

The conference planning process received 61 research abstracts from across multiple western states. Organizers hope to reduce duplication of research efforts and identify common findings and data gaps across the region. EPA representatives, state air quality agencies, local governments, and researchers are expected to participate.

Teets asked several questions regarding ozone challenges in Colorado. Elizabeth Relford explained that the Denver Metro/North Front Range area is currently subject to ozone nonattainment requirements. Regional weather patterns, topography, transported pollution, and wildfire smoke contribute to ozone challenges. Colorado can directly influence only a portion of the ozone problem; other contributing factors originate outside the state or country. The conference is intended to focus on understanding ozone science and public health implications rather than advocating for specific regulatory or policy changes.

Qualified Listeners- Britt

Britt provided an overview of the services Qualified Listeners offers to veterans and their families across Northern Colorado. Transportation is the organization's primary and most requested service, with no-cost rides available for medical appointments, errands, and other needs. Qualified Listeners began as a peer-to-peer listening service and remains focused on non-medical, non-treatment-based support, with partner organizations available for referrals when additional assistance is needed. The organization also partners with veteran-serving agencies and nonprofits

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to provide furniture and housewares, free home modifications that improve safety and mobility, financial assistance for rent, mortgage, and utilities, appliance repair or replacement, vehicle repairs, and vehicle loan payment support. Britt shared the organization's top five services from January through June, including volunteer hours, miles traveled, missions completed, listening support, standard and wheelchair-accessible transport, and furniture requests.

Committee members discussed referral processes, service eligibility, and transportation coverage for Qualified Listeners. Teets shared his experience seeking transportation to a Wyoming clinic and noted that he contacted Disabled American Veterans, the VA, and Qualified Listeners. Britt explained that clients complete an application and provide a DD214, and she noted the organization's ongoing need for volunteers. Kaliczak asked whether Qualified Listeners refers clients to RideNoCo, and Britt indicated that sharing trip gaps and referral information could help connect clients with additional transportation resources. Britt noted that trip distance varies, with service generally originating in Northern Colorado. Qualified Listeners currently has a wheelchair-accessible vehicle, though the volunteer who operates it is retiring. Robinson asked how many people the organization serves; Britt reported serving approximately 100 transportation clients during the first six months of the year, compared with about 200 transportation clients in 2025. Conaway asked about service boundaries and potential partnerships to cross county or service-area lines. Britt explained that Qualified Listeners does not follow strict county boundaries and generally serves the Northern Colorado area. Joyner also asked about support available to veterans' families.

Front Range Passenger Rail District (FRPRD)- Flattum

Flattum provided an overview of the Colorado Connector (CoCo) passenger rail project, a proposed 190-mile passenger rail corridor connecting Fort Collins, Loveland, Denver, Colorado Springs, and Pueblo. The project envisions up to 10 daily round trips between Fort Collins and Denver and eight daily round trips between Denver and Pueblo. The FRPRD recently released a public delivery plan outlining project phasing, service levels, costs, and implementation strategies. The district's board is scheduled to consider a ballot referral to establish a permanent funding source for future project phases.

The initial phase of the project, scheduled to begin service in 2029, is already funded through a combination of existing RTD funding and state transportation revenues. This phase would provide three daily round trips between Fort Collins and Denver.

Future phases would expand service throughout the Front Range corridor and increase train frequencies. To support long-term operations and expansion, the district is considering a proposed 0.333% sales tax within the district boundaries. Revenue from this source would fund

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additional service, infrastructure improvements, and local station-area investments. The presentation emphasized the project's incremental implementation strategy, use of existing rail infrastructure, collaboration with freight railroads, and focus on reliability and affordability. Passenger amenities discussed included accessible boarding, bicycle accommodation, onboard workspace, and connections to local transit systems. Committee members asked about opportunities to serve Weld County and communities along the Highway 85 corridor. Flattum explained that the current project focuses on the BNSF corridor due to existing rail capacity and lower infrastructure costs. While future expansions could be considered, they are not included in the current project scope.

Relford discussed the need for coordination between the passenger rail project and regional transportation planning efforts. She noted that NFRMPO's Regional Transportation Plan will need information on project costs, funding sources, and service assumptions to appropriately incorporate the rail program into future planning documents. Questions were raised regarding district boundaries and the proposed sales tax. Flattum clarified that only communities within the defined service district would vote on and be subject to the proposed tax. Weld County is not currently included in the district.

FRPRD encouraged continued public engagement and invited stakeholders to submit questions and feedback as the project moves through the board review and potential ballot process.

Discussion

Mobility Case Study – Joyner

Joyner shared a case study involving a caller who lives just outside both the Dial-A-Ride and SAINT service areas. The caller is unable to work, drive, or ride a bicycle due to an ongoing leg issue related to a previous surgery and needed transportation to an appointment at Orthopedic Center of the Rockies. The caller had scheduled a Medicaid ride the previous week; however, MediDrive did not arrive, resulting in a last-minute appointment cancellation. The appointment has since been rescheduled, and the caller expressed concern that MediDrive may not arrive again. Because the caller is unable to work, paying out of pocket for transportation is not feasible. Joyner suggested exploring MedRide and United Way 211 as potential transportation resources.

Kaliczak discussed Dial-A-Taxi as another possible option. She explained that trips may now originate anywhere within the Fort Collins or Loveland Growth Management Areas, rather than being limited to the Dial-A-Ride service area. She suggested the caller could use Dial-A-Taxi to reach the Dial-A-Ride service area and then use Dial-A-Ride for the remainder of the trip.



Round Table & Wrap up

Robinson announced that SAINT will start corridor rides in mid-September connecting Fort Collins and Loveland. She also announced the fundraising dinner coming up November 1st.

Suggestions for next meeting:

Teets requested a representative from SPIN for Weld Co., to discuss e-bikes & Scooters and a GoNo34 update.

Second Round of Public Comment

No public comment made

Meeting Adjourn

Upcoming Meetings*

- Weld County Mobility Committee (WCMC): Tuesday, Sept. 23rd, 1:30 pm – 3:00 pm
- Larimer County Mobility Committee Meeting (LCMC): Tuesday, Oct. 20th, 1:30 pm 3:00 pm
- Northern Colorado Mobility Committee Meeting (NCMC): Tuesday, Nov. 17th, 1:00 pm - 3:30 pm

**All Mobility Committee Meetings are hybrid; Locations for the meetings are as follows:*

- **WCMC:** The United Way of Weld County: 814 9th Street, Greeley, CO 80631
- **LCMC:** The Loveland Youth Campus: 2366 E 1st Street, Loveland, CO 80537
- **NCMC:** Windsor Community Recreation Center Buckeye/Redwood Room 250 11th Street, Windsor, CO 80550