

Dedicated to protecting and improving the health and environment of the people of Colorado

September 2026 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, October 1, 2026

[Air Pollution Control Division](#) (Division) Public Participation Opportunities:

- **Fees, reporting updates, and surface coating requirement updates:** Learn about emissions reporting requirements, potential fee increases, and standardizing carbon capture and storage protocols as well as updates to surface coating requirements. There will be time to ask questions and provide feedback on the proposal. The meetings are online and two hours long. Register to join an upcoming meeting: [Thursday, Oct. 1, 6 p.m.](#), [Saturday, Oct. 3, 10 a.m.](#) Learn more on the division's [emissions and permitting fees web page](#).
- **Clean Energy Plan hardship letters:** Under [state law](#), utility companies must submit Clean Energy Plans showing how they plan to reduce greenhouse gas emissions by 80% by 2030. Companies were required to submit a letter to the division if they expected difficulty meeting the requirements no later than March 31, 2026. The division will present a summary of Clean Energy Plan requirements and the hardship letters. Register to join an upcoming meeting: [Tuesday, Oct. 6, 4-6 p.m.](#)
- **Air quality impacts from refinery operations:** The division is seeking input as it develops a proposal to reduce air quality impacts from refinery operations. The proposal will also be informed by findings from the Colorado Refinery Report the division published in May 2026, which compares data, requirements, and procedures for petroleum refineries nationwide and the Suncor refinery in Commerce City. This meeting will be held in person at the Colorado Department of Public Health & Environment Glendale office located at 4300 Cherry Creek S Dr, Denver, CO 80246. Register to join an upcoming meeting: [Wednesday, Oct. 21, 1-3 p.m.](#)
- **Stationary Sources Control Fund meeting:** The air division engages with stakeholders and the public, including stationary sources, about how the fund is used. The division's engagement focuses on potential process improvements supported by the fund. It is the primary source of funding for the division's work to manage air quality regulations and initiatives to address air pollution. Stationary sources of air pollution pay into the fund through fees on required emissions reports or air permit applications. Register to join an upcoming meeting: [Wednesday, Nov. 4, 10-11:30 a.m.](#)

- **How to engage in a rulemaking 101:** Register to learn how you can participate in the rulemaking process before the Air Quality Control Commission. Join us to learn more and ask questions. Register to join an upcoming meeting: [Friday, Dec. 4, 12-1 p.m.](#) and [Wednesday, Dec. 9, 5:30-6:45 p.m.](#)



Air Quality Control Commission (Commission) Updates:

September 20, 2026 Commission Meeting

- **Written Comment Rulemaking Hearing on Regulation 19 - Lead Dust Hazard and Clearance Update:** The Commission adopted revisions to Regulation Number 19. The changes incorporate revisions finalized by EPA in October 2024. These revisions include changes to nomenclature, post-abatement clearance levels, requirements for amending accreditation, the application process for training programs and training providers, the definition of abatement, requirements for post-abatement reporting, electronic submission of required documents, the definition of housing for the elderly, notification requirements for training managers, and incorporation by reference of updated ASTM standards. Updating State requirements strengthens protections for children under the age of 7 and allows the Air Pollution Control Division to maintain delegation of the Lead-Based Paint Activities rule. Additional revisions were also adopted based on requirements in the federal rules including revisions to the definition of lead-based paint abatement, training program accreditation applications and amendments, and training course notifications.
- **Rulemaking Hearing on Regulation Number 7 - Oil & Gas Operations:** The Commission adopted revisions addressing oil and gas operations impacted by EPA's Emission Guideline 40 CFR Part 60 Subpart OOOOc and the associated state 111(d) plan. The revisions (1) align Regulation Number 7 with EPA's model rule in 40 CFR Part 60, Subpart OOOOc, including requirements for enclosed combustion devices (ECD), flares, closed vent systems (CVS), covers, storage vessels, associated gas, and vapor recovery units (VRU) associated with storage tanks and (2) improve program implementation and support additional reductions in methane, volatile organic compounds (VOC), and other pollutants emitted from the affected equipment and associated operations.

October 14-15, 2026 Commission Meeting

- **Written Comment Rulemaking Hearing on Common Provisions:** The Commission will consider revisions to the Common Provisions regulation to the state-only maximum civil penalty based on the percentage change in the United States Department of Labor's Bureau of Labor Statistics Consumer Price Index for Denver-Aurora-Lakewood from July 2025 to July 2026.
- **Written Comment Rulemaking Hearing on Regulation Number 6, Part A - Stationary Source Performance Standards:** The Commission will consider a proposal to revise Regulation Number 6, Part A New Source Performance Standards, to incorporate by reference changes the EPA made to its New Source Performance Standards, Emission Guidelines and Compliance Times, and performance specifications in Regulation Number 6, Part A.
- **Written Comment Rulemaking Hearing on Regulation Number 8, Parts A & E - Hazardous Air Pollutants Performance Standards:** The Commission will consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference changes the EPA made to its National Emission Standards for Hazardous Air



Pollutants rules. Specifically, the Division proposes to update citation dates throughout and incorporate by reference in full new and revised NESHAP and MACT standards.

- **Written Comment Rulemaking Hearing on Procedural Rules, Regulation Number 10 - Transportation Conformity:** The Commission will consider revisions to update conformity requirements in the Procedural Rules and Regulation Number 10, and to consider revisions to the Procedural Rules, Procedures for Adjudications, Special Procedures to better align with statutory requirements. The proposed revisions would authorize the Division to review and possibly concur with all conformity determinations, and to clarify language related to the Commission's review of conformity determinations where there are unresolved conflicts with respect to such determinations among the conformity review team.
- **Annual Report to the Public Briefing:** The Commission Administrator will present the final draft of the Annual Report to the Public and request the Commission's approval of the report for publication and distribution. The Commission will provide an opportunity for public comment.
- **Review of 2026 Ozone Season Briefing:** The Division will present the 2026 ozone monitoring data and report on any exceedances or violations of the current ozone standard.
- **Conformity Determination Public Meeting:** The Denver Regional Council of Governments (DRCOG) will request Commission concurrence that the conformity determination for its 2050 Metro Vision Regional Transportation Plan and 2029-2032 Transportation Improvement Program conform to the emissions budgets for ozone precursors.
- **Request for Rulemaking Hearing on Regulation Number 3 - Permitting and Emissions Reporting, Regulation Number 7 - Emissions Reporting:** The Division will request the Commission to set a hearing to consider revisions to Air Pollutant Emission Notice (APEN) requirements and fees.



Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 9/29/26

Introduction:

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council conducted by TRE in August 2026 for their October 1, 2026 meeting.

Summary:

In September 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>

The program is posted, identifying speakers, sessions and delineating a full 3-day conference schedule. Note that we currently have over 84 unique speakers/moderators/poster presenters representing all levels of government, researchers and private entities. Here's a quick summary of sessions and presenters:

Program Details

(details posted online)



Day 1: Planning	Day 2: Research	Day 3: Communication & Research Next 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 Confirmed Presenters: Govt: EPA; state/local: AZ, CO, NV, UT air & transportation planners, attorneys Academia/Research: BYU, CSU, NLR, NOAA, SUNY, UA, UW Other: RAQC	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, UT air planners Academia/Research: BYU, CIRES, CSU, CU, NASA, NIST, NLR, NOAA, Princeton, SUNY, UW, UWM Other: Beatty & Wozniak, Boulder A.I.R., Giner, RAMBOLL, RAQC, Spheros, Trace Air Quality	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, public health officials Academia/Research: CIRES, CSU, CU, RAMBOLL, UW, UWM Other: Atmospheric Interdisciplinary Research Institute, Beatty & Wozniak, Climate Confluence, COPIRG, Environmental Defense Fund, Forest Glen Consulting, RAQC

Audience &/or Public Engagement Opportunities



Presenters



84 Unique Presenters & Chairs

Breakdown of listed participants by Category, Day, and State

By Category (Sector)

Academia 20 presenters
Local Govt 17 presenters
State Govt 9 presenters
Federal Govt 15 presenters
Private Sector 14 presenters
Non-Governmental 6 presenters

By Day

Note: Presenters on multiple days exceed unique count.

Day 1: 30 presenters
Day 2: 42 presenters
(poster session 29 presenters)
Day 3: 26 presenters

By State / Region

Colorado 53 participants
(Boulder A.I.R., CU Boulder, CSU, CDPHE, NIST, NLR, NOAA, CIRES, RAQC, local CO counties, Beatty & Wozniak, EDF, Climate Confluence, COPIRG)
Nevada 6 participants
(Clark Co, RTC)
Utah 7 participants
(UDAQ, BYU, Forest Glen Consulting, MAG, Trace Air Quality)
Arizona 4 participants
(Maricopa Co, MAG, UA)
Other States
CA (NASA), NC (EPA), NY (SUNY), WA (UW), NJ (NOAA, Princeton), TX (AIRI), WI (UW-Madison), MA (Giner)

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Conference registration is open. Late registration kicks in on 10/5/26. 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.

Conference statistics:

- ~200 registered attendees
- \$18,435.00 approved stipends for presenters
- \$27,475.00 approved scholarships for attendees

NFRMPO and PPACG have undertaken 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, and PA#2 notifying AQE Administrator that the final program has been posted by 9/27/26. Further, we consulted with the AQE on the sharing of conference materials, in reference to PA#3 due 10/11/26.

Request: Please continue sharing information about this conference with your jurisdictions, constituents and areas of influence, including on public websites and at public meetings. 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 September 28, 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 (yellow). Several monitors experienced ozone levels above 75 ppb (orange). 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.

As of 9/28/26

2026 8-hour Ozone Levels (ppm) for Larimer and Weld Counties, Rocky Mountain National Park and Gothic Certified Ozone Monitors (as of 9/28/26) ¹									
	RMNP	Gothic	Timnath	FTC	FCW	Fossil Cre	GRET	LaSalle	Mehaffey Pk
1st max	0.077	0.078	0.082	0.077	0.077	0.081	0.078	0.077	0.078
2nd max	0.074	0.072	0.076	0.076	0.076	0.081	0.077	0.075	0.077
3rd max	0.074	0.072	0.076	0.074	0.074	0.079	0.076	0.074	0.077
4th max	0.074	0.071	0.076	0.073	0.074	0.079	0.075	0.074	0.075
# exceeding 0.075ppm	1	1	5	2	2	10	3	1	3
# exceeding 0.070ppm	15	4	16	9	12	25	19	10	19

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 9/29/26 here: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>

Note that the RAQC issued a 9/23/26 Press Release on the 2026 Summertime Ozone Season.²

APCD Outreach Activities:

The APCD held a public meeting on 9/28/26 APCD titled "Clean Air Act 101" of which TRE did not attend.

AQCC Activities:

TRE provided an update at the AQCC's September meeting during public comment on the Ozone Exchange to the AQCC. The AQCC adopted additional VOC and GHG control regulations specific to the oil and gas sector.

RAQC Activities

The RAQC Board met in September, discussing in part next steps in ozone SIP planning and the development of the Blueprint. Final comments on the Blueprint are due 10/16/26.

Other Air Quality Activities:

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.^{3,4}

² See RAQC's Press Release on Summertime Ozone here: <https://raqc.org/2026-summer-ozone-season-data/>

³ See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here: <https://www.congress.gov/bill/119th-congress/house-bill/6387?locl=cga-bill>

⁴ 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>

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)

- 10/2/26 RAQC Board Retreat
- 10/14-15/26 AQCC/Board of Health Joint Meeting
- 10/26-28/26 Ozone Exchange Conference

Other Anticipated Air Quality Activities

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

Recommendations:

- Track 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)



Date: September 25, 2026

From: Tom Moore
Planning Director and Policy Advisor

Mike Silverstein
Executive Director

To: North Front Range Planning Council

Subject: September 2026 RAQC Update

2026 Ozone Season Data Shows Poor Summer Air Quality in Denver Metro/North Front Range Nonattainment Area

Front Range residents experienced 66 days this summer with concentrations of ground-level ozone that exceeded the federal standard, placing the 2026 ozone season among the most challenging since 2000, according to analysis from the Regional Air Quality Council (RAQC).

Consistently hot, sunny, stagnant weather this summer contributed to the frequent build-up of ozone pollution throughout the season. Wildfire smoke was also a prevalent air quality issue in Colorado this summer, and ozone precursors in wildfire smoke contribute to ground-level ozone formation. Analysis of air quality data using RAQC's Smoke Impact Assessment System (SIMAS) suggests a moderate to high likelihood that smoke contributed to increased ozone on certain days this summer. But while the impact of wildfire smoke was significant, the region experienced many ozone exceedance days this summer independent of wildfire smoke, and monitoring data shows that the region was out of compliance with the ozone standard regardless of smoke.

Ground-level ozone is an invisible, odorless pollutant that forms when emissions from many local sources — including industrial activity, transportation, and gas-powered lawn equipment — bake in the heat and sunshine during Colorado's long summer days. Ozone is harmful to inhale even at relatively low levels; it irritates airways and causes inflammation, stressing the cardiovascular system and lungs. Long-term exposure is associated with increased chronic respiratory problems. People with asthma, older adults, and people who are active outdoors, especially outdoor workers, are at high risk of both acute and long-term impacts. However, children are at the greatest risk because their lungs are still developing, and they are more likely to be active outdoors when ozone levels are high.



The health burden of ozone pollution for residents of the Denver Metro/North Front Range ozone nonattainment area is high. A [health impact assessment completed by researchers at the Colorado School of Public Health](#) earlier this year found that by meeting the 70 parts per billion (ppb) federal ozone standard over the next five years, communities in the nonattainment area could save an estimated \$211 million to \$580 million annually in costs related to the health burden of ground-level ozone. Researchers' analysis of health impacts on Coloradans included asthma-related visits to the emergency department, respiratory hospitalization, minor restricted activity days, and non-accident mortality, as well as the associated costs.

"Continued noncompliance with the ozone standard has a significant impact on our health and economy in Colorado," said Mike Silverstein, executive director of the RAQC. "That's why we're working diligently to develop strategies that will reduce ozone pollution for residents of the Front Range and bring us into attainment with the ozone standard."

2026 ozone season exceedances

Colorado's official ozone monitoring sites record data year-round, but most ozone exceedances take place between mid-May and mid-September. The RAQC tracks days when ozone pollution reaches levels above federal ozone standards set by the Environmental Protection Agency.

- A total of 66 days in 2026 were in exceedance of the 70 ppb ozone standard, which was set by EPA in 2015.
- Of those 66 days, 42 days were also in exceedance of the 75 ppb federal standard, which was set in 2008 and is still in place in the region.
- Since 2000, the only year with a higher number of exceedance days was 2021, when the region experienced 67 days that exceeded the 70 ppb ozone standard.

2026 Ozone Action Day Alerts

The Colorado Department of Public Health and Environment (CDPHE) issues Ozone Action Day Alerts when meteorological conditions are favorable for the formation of ground-level ozone. However, action days do not always result in an ozone exceedance. CDPHE called a total of 63 Ozone Action Alert Days in 2026. Sign up for [air quality alerts at Colorado.gov](#).

In addition to the state's alerts, the RAQC's [Simple Steps. Better Air.](#) public education program issues alerts on ozone action days with tips for Coloradans who wish to [protect their health](#) and [reduce their emissions](#). Know when it matters most: Get alerts by texting "BetterAirCO" to 21000 for text alerts or sign up for email alerts at simplestepsbetterair.org/sign-up/.



About the Regional Air Quality Council

Established in 1989, the Regional Air Quality Council (RAQC) is designated by the governor as the lead air quality planning organization for Colorado's Front Range. The RAQC works with state agencies to create plans to improve air quality and run programs that benefit the Front Range. We serve a nine-county region that is out of compliance with federal standards for ground-level ozone that includes Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, most of Larimer, and Weld counties.

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

September 30, 2026

9:00 a.m.

Microsoft Teams

Members	Staff
Johnny Olson	Barbara Bills
Bill Jenkins	

The meeting was called to order at 9:04 a.m.

Relford Performance Evaluation:

It was agreed that a focused evaluation involving Relford's direct reports, the entire Council, and relevant CDOT contacts would be used instead of the organization-wide 360 process. Bills informed the Committee that as in past years, the MPO would be utilizing Employers Council to administer the evaluation.

The meeting was adjourned at 9:14 a.m.

Weld County Mobility Committee (WCMC) Meeting Minutes

September 22nd, 2026, 1:30 pm – 3:00 pm

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

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Chair: Adrianna Torres, Via Mobility Services
- Tyler Lamm, United Way Weld County
- Alison Pegg, Upstate Colorado Economic Development
- Robin Upton, WAND
- NFRMPO Staff:
 - Lisa Joyner, Mobility Specialist
 - Aaron Hull, Mobility Planner

Virtual:

- Trevor Trepanier, GET
- Monica Wickstrom, Weld County AAA
- Celeste Ewert, Envision
- Nathan Vander Broek, GoNoCo34
- Andrew Escamilla, United Way 211
- Darcy Kitching, Via Mobility Services
- Sage Thornbrugh, City of Greeley

Introductions:

Members introduced themselves and the agencies that they represent. In-person attendees went first, then those online.

Public Comment:

There was no public comment.

WCMC Members Announcements & Updates

Gallop Updates: Trepanier reported that Greeley's transit system has officially adopted the Gallop name and new branding. One bus had been wrapped with the new branding, with additional vehicles expected to follow. Gallop has also begun implementing route changes. Route 1 was rerouted to create a more efficient alignment, while Route 5 received changes to its direction of travel, and some bus stops were removed in areas considered overserved. Additional system changes are being evaluated.

Thornbrugh, Greeley's new transit planner, reported that the City of Greeley applied for funding to increase frequencies on Routes 1 and 5. He is also working on a broader evaluation of the transit system and future potential improvements.

In response to a question from Vander Broek, Trevor Trepanier explained that Gallop's website is being rebuilt and will incorporate the new branding when launched.

Gallop will participate in Week Without Driving, October 1 through October 8, and Gallop transit service will be fare-free during that period. Trepanier indicated that he would check that information about the promotion is posted to Gallop's website and through its social channels.

Envisions Heart of Envision Art Show: Ewert announced the Heart of Envision Art Show happening October 2, 6:00 to 8:00 p.m., at the Academy of Natural Therapy in downtown Greeley. The free, family-friendly event will feature artwork created by individuals with developmental disabilities participating in Envisions art program.

Envisions Employee Health and Wellness Fair: Ewart said that Envision is seeking organizations to provide information and community resources, including transportation resources, on October 22, 2:00 to 5:00 p.m.

Weld Project Connect: Lamm announced Weld Project Connect, scheduled for October 15 at Island Grove Regional Park, 12–5 p.m. NFRMPO plans to participate and provide information about RideNoCo and other resources. Lamm discussed the event's value as a broad community resource fair and the continuing need for volunteer navigators. He also invited anyone whose organization has resources to share with the community to attend.

Approval of June Minutes

Lamm moved to approve the June 2026 WCMC meeting minutes, with the edits and corrections as noted, which Ewert seconded; the motion passed unanimously.

Mobility Program Updates

RideNoCo Data and Outreach

Joyner presented RideNoCo year-to-date call center data, highlighted call center trends, and provided an update on the outreach calendar. She said the call center continues to beat previous call and website visits from previous years. She noted that so far in 2026, calls have increased 54% and website visits are up 101% from last year. Hull mentioned that some presentation slides have been transitioned into handouts that are included in the packet in an effort to make the slide presentation more efficient.

Fall CASTA Conference Recap

Hull provided an overview of the Colorado Association of Transit Agencies (CASTA), identified RideNoCo staff participation at the fall conference. The conference was held in Breckenridge, and he noted that the Southwestern Transit Authority (SWTA) was also there. He said there were people from all over the country in attendance. Hull talked about how he presented in a session discussing the NFRMPO and RideNoCo and what the MPO has learned from running the Mobility Program. There was a Q&A session that followed. There was also a discussion about potential FTA changes that may be coming up, the reauthorization bill for the Federal Government, and the potential effects of a governor change on transit agencies.

Mobility Program Updates

- The meeting handouts included a written report for the Mobility Program Updates.

NFRMPO Ozone Exchange Information

- The meeting handouts included a written report for the NFRMPO Ozone Exchange Information.

Presentations

United Way Collective Impact

Tyler Lamm described his work overseeing United Way of Weld County's Collective Impact Fund, including the Cradle to Career and Household Stability focus areas. He explained that the organization's five-year strategic planning process led to the collective impact approach, which brings together community members, organizational leaders, and partners to identify shared priorities and coordinate action.

Lamm defined collective impact as a structured approach to addressing complex community challenges through collaboration. He noted that mobility committees provide a useful forum for bringing together a range of organizations. Key benefits include aligning efforts, tracking actions, and monitoring progress toward shared goals. He emphasized that no single organization could solve complex community challenges alone.

United Way Ride United Presentation

Andrew Escamilla, a United Way 211 supervisor, presented an overview of 211 services. He explained that 211 serves the entire state through four call centers and offers multilingual, confidential assistance by phone, text, web, and live chat. Navigators use information such as a caller's ZIP code and needs to connect the caller with appropriate services and guide them through application or referral processes.

Escamilla reported that the 211 database includes 7,070 services and 2,625 agencies. He also described in-person assistance, bus ticket resources, and opportunities for partner agencies to participate in call shadowing, tour the help center, and support outreach.

Escamilla then reviewed Ride United, a partnership with Lyft that allows 211 staff to pay for and schedule eligible rides. The program is intended as a transportation option of last resort and generally requires 24 hours' notice, although same-day transportation may be prioritized for urgent food or shelter needs. Riders do not need the Lyft app, but they need a text-capable phone to receive trip updates. Ride United can support round trips through a return-trip link that remains active for 24 hours. Service is available Monday through Friday.

During questions, Escamilla explained that partner agencies can receive training on creating resource lists and can use an online form to request rides. Ride availability is limited and is generally restricted to one ride per week, with an estimated maximum of two to three rides per person depending on circumstances and available resources.

Discussion Items

Mobility Case Study

Joyner introduced a mobility case involving return transportation after a medical appointment in Fort Collins and a return to Greeley. The concern was missing the last Poudre Express bus and not having a way to get home. Committee members discussed potential options and program requirements. Escamilla noted that 211 might be considered an exception if the trip were arranged as a round trip. Joyner mentioned the Poudre Express Guaranteed Ride Home program as a possibility but no longer sees this as an option on the website. Adrianna Torres noted that a round trip through Via Mobility Services could also be considered.

Wrap-Up

Next Meeting Agenda Suggestions

Lamm suggested talking about scooters. Hull talked about the bike/ped collaborative.

Meeting Adjournment

Vice-Chair Torres adjourned the meeting at 2:35 pm.

Upcoming Meetings:

- Larimer County Mobility Committee: October 20th, 2026.
- Northern Colorado Mobility Committee: November 17th, 2026.
- Weld County Mobility Committee: December 15th, 2026.

*Please note:

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

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



Regional Travel Demand Model

Developable Project Data Request Discussion

NFRMPO Transportation and Air Quality Council
October 1, 2026



Agenda



- 1) Purpose of Land Use Allocation and Travel Demand Models**
- 2) Model Definitions – 2 models**
- 3) Urban Sim**
- 4) Four Step Model**
- 5) Regional Travel Demand Model Boundaries**
 - **Unexpanded**
 - **Expanded**
- 6) Data Request for 2026 Model update**
- 7) MPO/MPA Boundaries**

Land Use Allocation Model (LUAM) and Regional Travel Demand Model (RTDM)

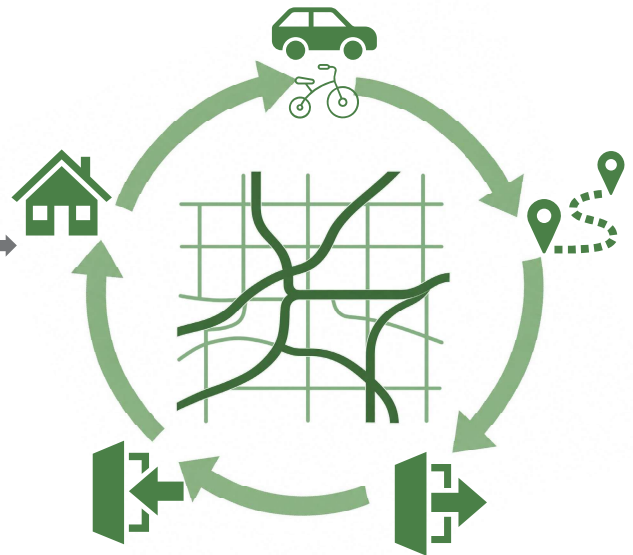
LUAM

Regional Travel Demand Model



Population &
Employment by TAZ

Serves as **Input** to



3

Urban Sim : Land-Use Allocation Model

Inputs

Control Totals
(from DOLA –
State
Demographer's
Office)

Base-Year Land
Use Data

Zoning Rules

Development
Capacity

UrbanSim Process

Fixed Constraints
Spatial Distribution
Growth Locations

Outputs

Households and
population by
location

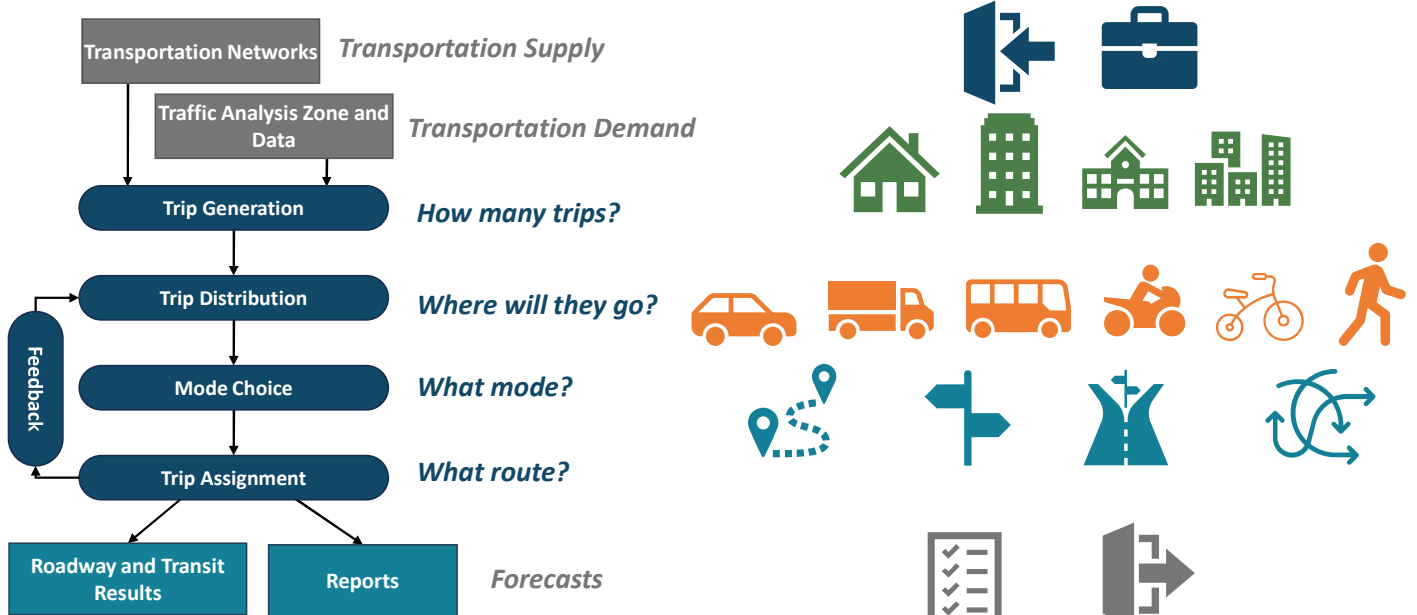
Employment by
sector

Density and
growth patterns

Forecast

4

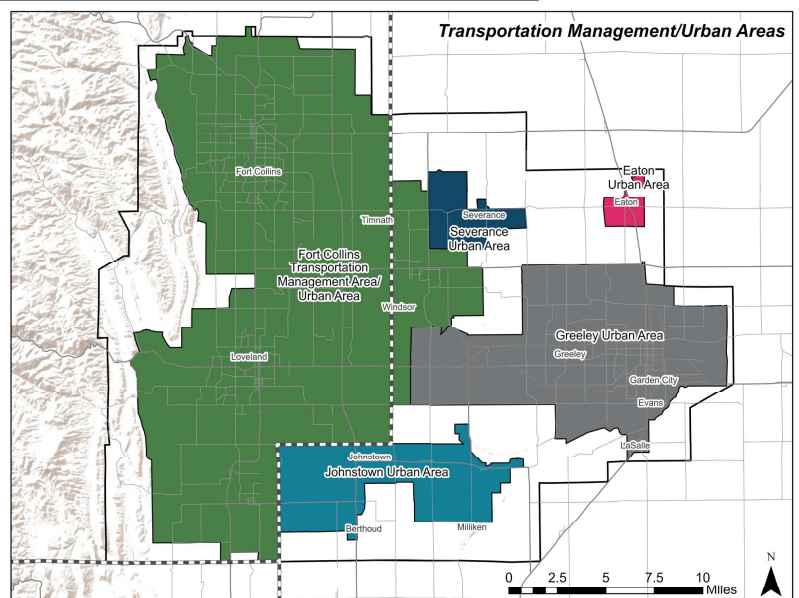
4 Step Model



5

RTDM Boundary: Unexpanded

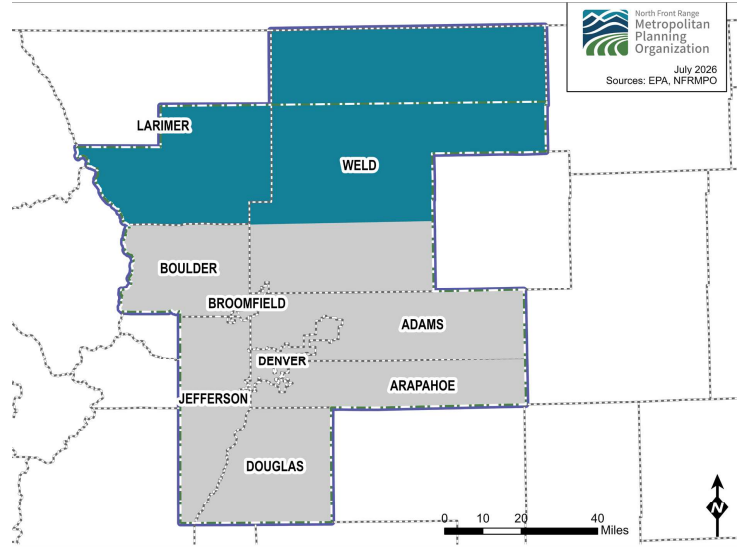
- The RTDM helps support TMA planning by forecasting future travel demand, traffic volumes, congestion, and transportation system needs.
- The Fort Collins Transportation Management Area (TMA) represents the region's largest urbanized area.
- The NFRMPO RTDM boundary fully encompasses the Fort Collins TMA and the other urbanized areas within the NFRMPO region.



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RTDM Boundary: Expanded

- The NFRMPO region is included in the nine-county Denver-North Front Range 8-hour Ozone Nonattainment Area.
- The Map illustrates the Northern and Southern Subarea of 2015 and 2008 Ozone Standard Geography.



Legend

Boundaries

County Boundaries

Northern Subarea

Southern Subarea

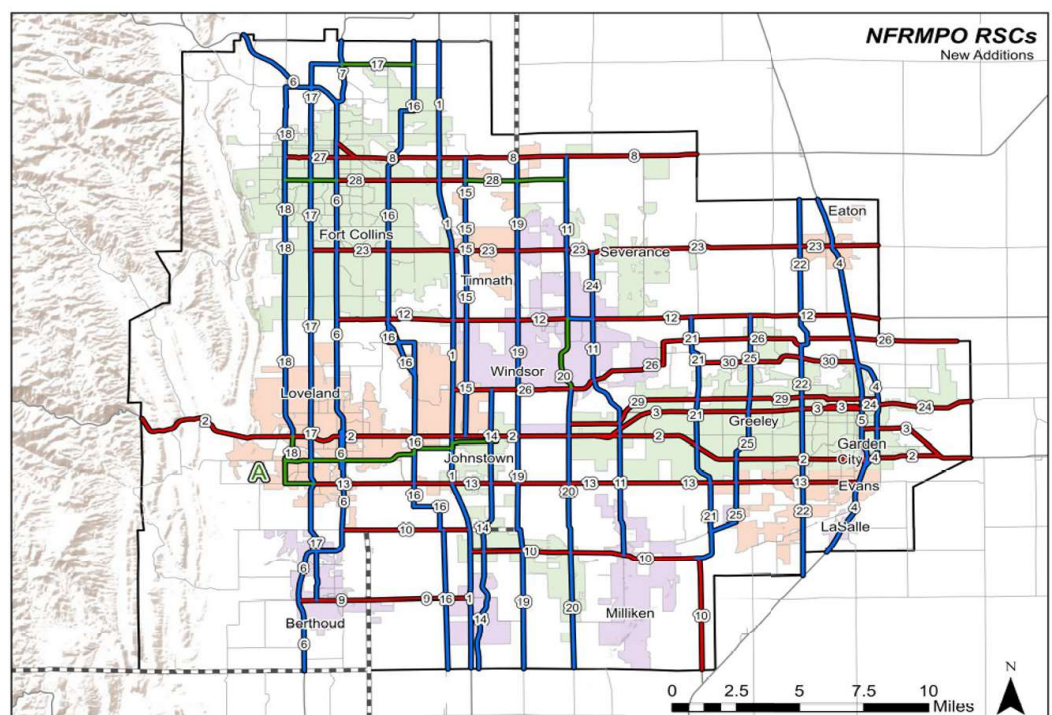
DM/NFR Ozone NAA - 2015 Standard

DM/NFR Ozone NAA - 2008 Standard

7

Data Request for 2026 Model update

The Transportation corridor project request within the NFRMPO network is ongoing and has progressed well. However, the **Developable Project Request** is a separate process for same purpose.



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Data Request for 2026 Model update

All development projects **expected to increase population or employment** in the region.

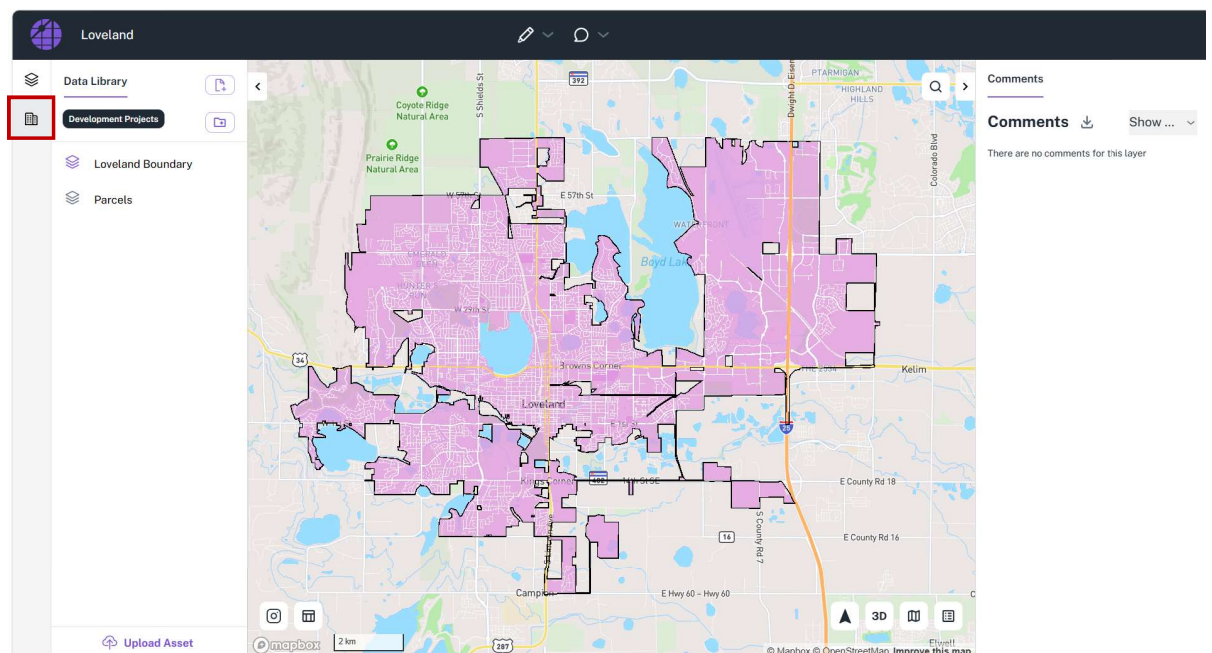
Types of Projects	
Residential	New housing developments
Commercial	Retail, restaurants, services, and other businesses
Office	Office and professional buildings
Industrial	Manufacturing, logistics, and other industrial uses
Institutional	Schools, medical facilities, government buildings, and other institutions
Mixed-use	Combination of residential, commercial, office, or other uses

* Extensions of existing developments and smaller employment-generating projects should also be included.

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UrbanSim Portal Interface

Clicking here
will prompt
you to the
interface to
add the
**Developable
projects**



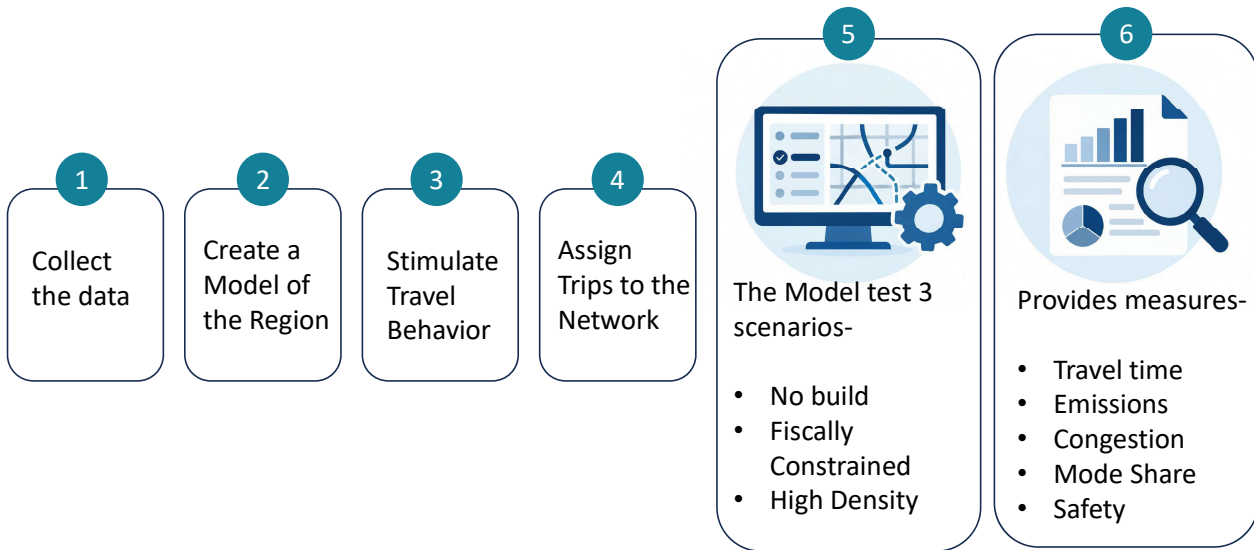
UrbanSim Portal Interface

11

Data Request Deadline

We are asking for the projects to be **submitted by October 21, 2026**, to smoothly proceed to the next steps of the Regional Travel Demand Model Update.

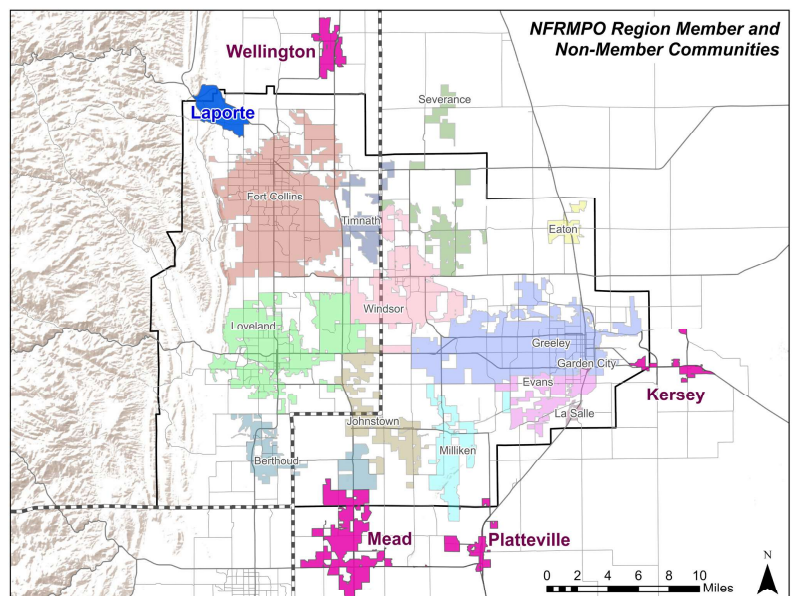
RTDM Outcome



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NFRMPO MPO/MPA Boundary

- The MPO's Metropolitan Planning Area has always coincided with the MPO Boundary.
- The incorporated/ unincorporated areas are included in the RTDM as the NFRMPO Air Quality Conformity Boundary.



Legend

- Non-Member Communities
- Unincorporated
 - Incorporated
- NFRMPO Boundary
- County Line

*Any other colored areas not listed are current NFRMPO member communities

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If you need any accommodations to access this document's content, please email staff@nfrmpo.org or call (970) 800-9560. You can expect a response within 3 business days.



MEMORANDUM

To: NFRMPO Planning Council
From: Mykayla Graalum
Date: October 1, 2026
Re: Discussion Item – 2027 Congestion Management Process (CMP) Kick-Off

Objective

Provide an overview and kick-off discussion of the 2027 Congestion Management Process (CMP), including feedback on the proposed objectives and performance measures.

Summary

The Congestion Management Process (CMP) is a federally required process for Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs). The CMP provides a systematic, data-driven approach for monitoring transportation system performance, identifying areas of congestion and reliability concerns, and evaluating strategies to improve the operation and efficiency of the transportation system. The CMP is updated every four years.

The 2027 CMP will build upon the NFRMPO's existing CMP while updating the objectives and performance measures to better align with the 2055 Regional Transportation Plan (RTP) and current regional transportation priorities. The updated CMP will also expand the performance measurement framework to better capture multimodal transportation system performance.

This item is intended as an initial kick-off discussion. NFRMPO staff is seeking Planning Council feedback on:

- The proposed 2027 CMP objectives and their alignment with the 2055 RTP;
- The proposed performance measures and additions to the existing CMP performance measurement framework;
- The overall CMP development process and timeline; and
- Additional congestion, reliability, and transportation system performance needs that should be considered during the CMP update.



Recommendation

NFRMPO staff requests Planning Council provide feedback on the 2027 CMP proposed objectives, performance measures, and development. Additional discussion items and review opportunities will be provided as the 2027 CMP progresses.

Attachments

- Table 1: 2027 CMP Proposed Objectives
- Table 2: 2027 CMP Proposed Performance Measures
- Presentation



Table 1: 2027 CMP Proposed Objectives

2027 CMP Objectives
Improve Safety
Reduce Congestion
Improve Travel Time Reliability
Expand Access to Transportation Choice
Optimize the Transportation System Using Smart Technologies

Table 2: 2027 CMP Proposed Performance Measures

2027 CMP Performance Measures	Description
Travel Time Index (TTI)	Ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off-peak travel times.
Daily Vehicle Miles Traveled (VMT) per Capita	Measures the average number of miles traveled by vehicles per person per day within a specified region. VMT per capita accounts for population differences and provides an indication of the amount of vehicle travel occurring relative to the size of the population.
Travel Time Reliability (TTR)	Measures non-recurring delay for all vehicles by comparing the 80th percentile travel time to the median (50th percentile) travel time. A value of 1.5 or higher indicates the segment is not reliable. A corridor may be congested, but reliable if the congestion is consistent.
Truck Travel Time Reliability (TTTR)	Measures non-recurring delay for trucks by comparing the 95th percentile travel time to the median (50th percentile) travel time. A value of 1.5 or higher is considered unreliable.
Total Number of Crashes	The total number of reported traffic crashes occurring within the specified region during a given time period.
Transit Ridership per Capita	The number of unlinked trips per resident within each provider's service area. Measuring ridership per capita accounts for population differences and growth and provides an indication of transit use relative to the population served.
Percent of Non-Single Occupant Vehicle Commuter Trips	Percent of all commute trips completed by any mode other than single occupant vehicles, including by transit, bicycle, walking, carpooling, and telework.



2027 CMP Performance Measures	Description
Peak Hour Excessive Delay (PHED) on National Highway System (NHS) in Fort Collins Urban Area (UA)	Annual hours of excessively delayed travel per capita, with excessive delay defined as travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, between 6 a.m. and 10 a.m. and 3 p.m. to 7 p.m., weighted by vehicle volumes and occupancy.
Percent of Regionally Significant Corridor (RSC) Miles Connected by Fiber	Measures the percentage of Regionally Significant Corridor (RSC) miles with fiber connectivity. The measure indicates the extent to which the regional transportation network is equipped with communications infrastructure that can support intelligent transportation systems, traffic management, and other transportation technologies.
Percent of Regional Active Transportation Corridor (RATC) Network Built Out	Measures the percentage of the Regional Active Transportation Corridor (RATC) network that has been completed. This measure indicates progress toward developing a connected regional network of active transportation facilities.



2027 Congestion Management Process (CMP) Kick-Off

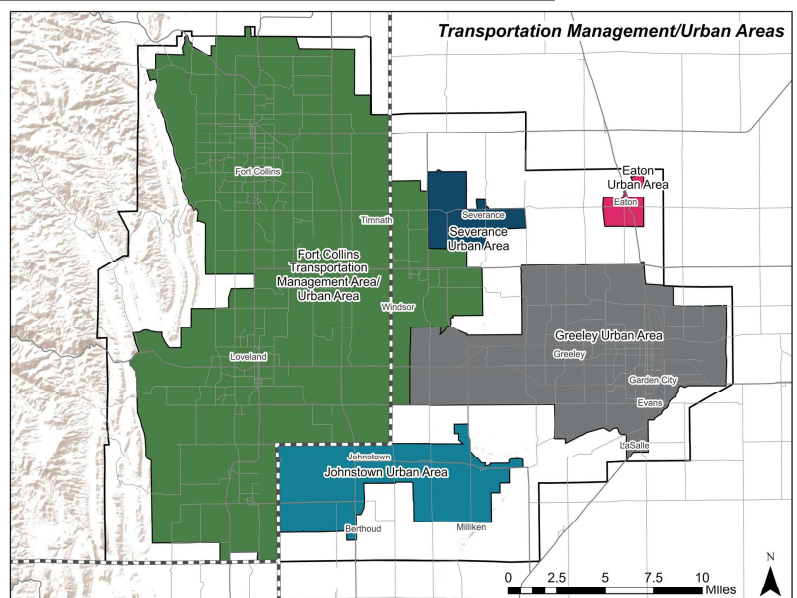
NFRMPO Planning Council Meeting
October 1, 2026



What is the Congestion Management Process (CMP)?



- A data-driven process for understanding **where congestion occurs and how it affects the transportation system**
- Tracks transportation system performance
- Strategies help guide transportation investments and project decisions
- Required for MPOs with Transportation Management Areas (TMAs)
- Updated every 4 years



September 2026
Sources: CDOT, NFRMPO, US Census
North Front Range Metropolitan Planning Organization

Congestion Management: Process VS Plan

Congestion Management Process

- Required if MPO includes a TMA
- Identifies congestion-reducing **strategies**, and for each strategy:
 - An implementation schedule
 - Implementation responsibilities
 - Possible funding sources
- Requires a periodic assessment of the effectiveness of implemented strategies

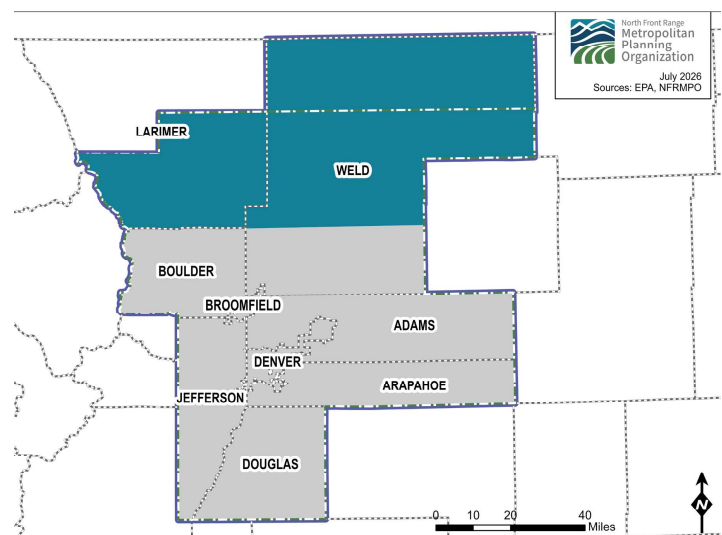
Congestion Management Plan

- Optional
- Proposes **projects and programs** to reduce congestion

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CMPs in Air Quality Nonattainment Areas

- **Federal** funds **cannot** support projects that significantly increase single occupancy vehicle capacity **unless** addressed through the CMP
- Projects increasing capacity **must consider other strategies** that lead to reasonable travel demand reduction and operational improvements



Legend

Boundaries

County Boundaries

Northern Subarea

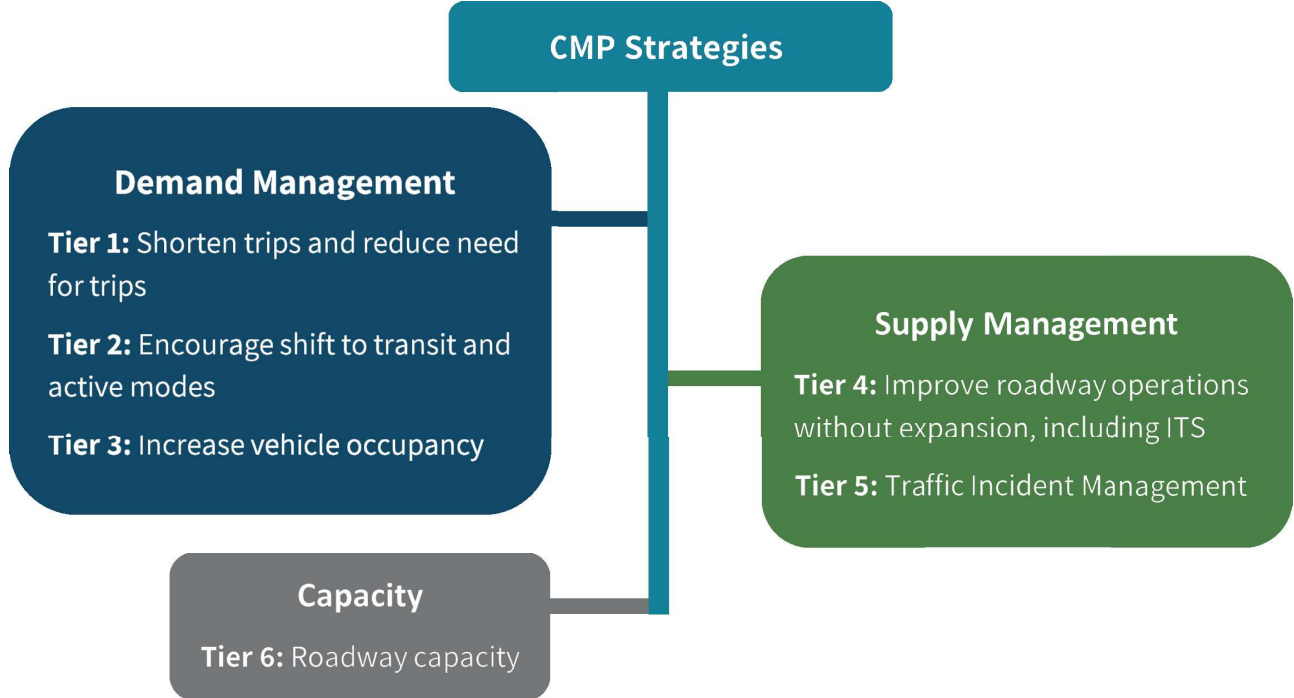
Southern Subarea

DM/NFR Ozone NAA - 2015 Standard

DM/NFR Ozone NAA - 2008 Standard

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2023 CMP: Strategy Tiers



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Connected Communities 2055 RTP Goals and Objectives

Safety	Health and Environment	Transportation Choice	Operations and Efficiency	Economic Development
Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities.	Reduce the transportation system's impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.	Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.	Optimize system performance through coordinated planning, data driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.	Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

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2027 CMP: Proposed Objectives

2023 CMP Objectives	2027 CMP Proposed Objectives
Improve Safety	Improve Safety
Reduce Congestion	Reduce Congestion
Improve Travel Time Reliability	Improve Travel Time Reliability
Increase the Availability of Viable Travel Options	Expand Access to Transportation Choice
Enhance Transportation Equity	
Optimize the Transportation System	Optimize the Transportation System Using Smart Technologies

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2027 CMP: Proposed Performance Measures

2027 CMP Proposed Performance Measures – No Changes from 2023 CMP
Travel Time Index (TTI)
Daily Vehicle Miles Traveled (VMT) per Capita
Travel Time Reliability (TTR)
Truck Travel Time Reliability (TTTR)
Total Number of Crashes
Transit Ridership per Capita
Percent of Non-Single Occupant Vehicle Commuter Trips
Peak Hour Excessive Delay (PHED) on the National Highway System (NHS) in Fort Collins Urban Area (UA)

2027 CMP: Proposed Performance Measures

2027 CMP Proposed Performance Measures – Additions or Changes from 2023 CMP	Justification
Percent of Regionally Significant Corridor (RSC) Miles Connected by Fiber	Replaces existing fiber PM and provides the region with more useful data
Percent of Regional Active Transportation Corridor (RATC) Network Built Out	Adds a multimodal PM for bike/ped
At-Grade Crossing Train Volumes	Adds a multimodal PM for freight



Timeline

Phase	2026			2027		
	Q2	Q3	Q4	Q1	Q2	Q3
Plan Outline, Objectives and Performance Measures Selection						
Public Outreach, Data Collection, Calculate Performance Measures, Corridor Analysis						
Strategy Identification, Plan Drafting, Incorporate Model Results						
Plan Finalization and Adoption						

Mykayla Graalum

Transportation Planner I
mgraalum@nfrmpo.org

<https://nfrmpo.org/cmp/>



Memorandum

To: NFRMPO Planning Council
From: City of Loveland, Transportation Engineering
Date: September 30, 2026
Subject: **US 34 Widening – Boise Avenue to Rocky Mountain Avenue: TIP Delay Discussion**

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

Background

The NFRMPO awarded the City of Loveland Fiscal Year 2023 Surface Transportation Block Grant (STBG) funding in 2019 for the *US34 Widening – Boise to Rocky Mountain Ave* project. An advertisement for construction date was estimated in the original application and subsequent award letter (dated March 2019) to be in March 2023.

Project Significance

The purpose of the US34 Widening project is to improve mobility, increase travel reliability, improve traffic flow, accommodate growth in freight, and support regional travel, aligning with the corridor visions set forth in the NFRMPO Regional Transportation Plan (RTP) corridor visions. US34 provides a critical East/ West connection within the NFRMPO region, and its importance is shown through the NFRMPO designation of US34 as the number one priority corridor as part of the NFRMPO 10-year Priority List as adopted by the Planning Council in August 2025.

Delay Details

Work on the project began in late 2019 and the following timeline of events commenced:

- 2020 - Environmental Assessment (EA) reevaluation completed
- 2021 - Project team identified the need to complete a noise wall study.
- March 2022 - Loveland submits initial right of way plans to CDOT
- 2023 - Concurrent to the work being completed on the noise wall study, CDOT determined the EA reevaluation was expired and Loveland started completing a new EA reevaluation
- 2023 – 1st Extension approved by NFRMPO TAC, noise wall study concluded and a noise wall was deemed unnecessary
- 2024 – Final EA reevaluation and ROW plans completed, and 2nd Extension approved by NFRMPO Planning Council.
- 2025 - Final ROW plans approved by CDOT and acquisition commenced, AD date was set for August 2026, and 3rd Extension approved by NFRMPO Planning Council
- 2026 – The owner of the final parcel commissioned an appraisal, the delay of completion pushed the ad date out till December 2026

As of September 2026, all parcels requiring acquisition have advanced to standard closing or have already been acquired and recorded; no parcels remain in active negotiation. The CDOT concurrence to advertise has not yet been issued but the anticipated advertisement date has been set for December 17, 2026, following completion of PS&E approval, utility and right-of-way clearance

The City also strengthened contracting, quality-controlled reviews of final plans and specifications 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.

Current Status

- **Anticipated advertisement (AD) date:** December 17, 2026.
- **CDOT concurrence to advertise** has not yet been issued. Early December 2026 remains the target for concurrence, following completion of PS&E approval, utility clearance and right-of-way clearance.
- **Right-of-way:** All parcels requiring acquisition have advanced to standard closing or have already been acquired and recorded; no parcels remain in active negotiation.
- **Sidewalk design:** After receiving the final property owner's appraisal, the City determined that the appraisal did not support proceeding with the remaining easement acquisition and revised the design to avoid the easement. The revised design maintains a 6-foot sidewalk, although with less separation from the roadway than originally preferred. This change was made to prevent any additional delays to advertisement of the project.

Schedule Confidence

Confidence in the December 17 AD date is now substantially higher because the design revision eliminated the final easement acquisition, all parcels still requiring acquisition have advanced to scheduling a closing date or have already been acquired and recorded, and no parcels remain in active negotiation. With active negotiations complete, the remaining path to advertisement is completion of PS&E, right-of-way closings and clearance, and CDOT concurrence to advertise. The planned 2027 construction start remains unchanged.

Requested Action

City of Loveland Staff request Planning Council approval for a 4th Extension for the US34 Widening project at the November 2026 NFRMPO Planning Council meeting.



City of
Loveland

TIP Delay: US34 Widening - Boise to Rocky Mountain

NFRMPO Planning Council
October 1, 2026

Why & What



City of
Loveland

Why are we here?

To provide an update to the NFRMPO Planning Council on the delay status of the US34 Widening project

What are we asking?

The Planning Council to discuss and consider approving a 4th Extension for the project

Background

- The **US34 Widening – Boise to Rocky Mountain project** was awarded funding in 2019 and is part of a larger effort by the City of Loveland to reduce congestion and improve safety along the corridor.
- Advances the regional vision for the corridor
- Remains a priority corridor for the City as well as the highest priority corridor identified by the NFRMPO



Timeline

2020-2021

- Environmental Assessment (EA) reevaluation completed
- Covid related staffing issues
- Noise wall study identified

2022-2023

- Initial ROW plans submitted
- Noise wall study continues
- EA reevaluation expires
- **1st TIP Extension**
- Noise wall study completed and deemed unnecessary

2024-2025

- Final EA reevaluation and ROW plans completed
- **2nd TIP Extension**
- Final ROW plans approved and acquisition commences
- **3rd TIP Extension**

2026

- ROW acquisition continues, final parcel acquisition delayed
- AD date set for December 2026
- **4th TIP Extension requested**



US34 Widening: Boise to Rocky Mountain

Where we are now

- All parcels requiring acquisition are in closing
- Anticipated AD date set for December 2026 with high confidence
- Construction anticipated to commence spring 2027

Lessons learned and continuous improvement

- Early project chartering is essential to understand project risks, determining mitigation strategies and establishing consultant scope of work.
- Projects involving re-evaluations of an environmental assessment / road widening projects need more time in the established milestones to complete the environmental clearance.
- Consultant selection and establishing proper initial scope is critical to ensure you have a team that will support you to meet project milestones.



Thank You!

Keith Wakefield, Assistant City Engineer

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AnnaRose Cunningham, Senior Transportation Planner

annarose.Cunningham@cityofloveland.org