

North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda

October 1, 2026

In-Person: Fort Collins Colorado River Community Room; 222 LaPorte Avenue; Fort Collins, CO 80521

Virtual: [Join the meeting now](#)

Meeting ID: 264 417 751 436 11

Passcode: 6tv2hR6o

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

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

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – September 3, 2026	Kristin Stephens	9	6:10
	Quarter 2 2026 Unaudited Financials	Tonja Burshek, Controller	19	
	FY2027 NFRMPO Budget Resolution 2026-21	Tonja Burshek	24	

Lead Planning Agency for Air Quality Agenda

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

8	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Kristin Stephens	-	6:30
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Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
9	Report of the Chair	Kristin Stephens	-	6:35
10	Executive Director Report	Elizabeth Relford, Executive Director	-	6:40
11	HR Committee Report	Johnny Olson, Past Chair	-	6:50
12	STAC Report	Kristin Stephens, NFRMPO STAC Representative	-	6:55
13	Colorado Transportation Investment Office (CTIO)	Tricia Canonico, CTIO Director	27	7:00
14	Front Range Passenger Rail District	Tricia Canonico, FRPR Director Jon Mallo, FRPR Director	Handout	7:05
15	Finance Committee	Written	30	-
16	September 2026 TAC Executive Summary	Written	32	-
17	Mobility Program Updates	Written	Handout	-

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
18	NFRMPO Regional Travel Demand Model and Land Use Allocation Model Update	Tahjiba Tarannum, Transportation Modeler	33	7:10
19	2027 Congestion Management Process (CMP) Kick-Off	Elizabeth Relford Mykayla Graalum, Transportation Planner I	Handout	7:20
20	FY2026 TIP Delay Review	Jonathan Stockburger, Transportation Planner I & Project Sponsors	35	7:35

Meeting Wrap Up

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
21	Host Council Member Report	Chris Conway, Councilmember City of Fort Collins	-	8:05

Next Month's Agenda Topic Suggestions

Next NFRMPO Council Meeting: November 5, 2026 – City of Loveland

MPO Planning Council

Larimer County

Kristin Stephens, Commissioner – Chair

Alternate- Jody Shaddock-McNally, Commissioner

Town of Eaton

Liz Heid, Mayor Pro Tem – Vice Chair

Alternate- Will Sander, Trustee

City of Greeley and Regional Transit Representative

Johnny Olson, Councilmember – Past Chair

Alternate- Brian Rudy, Councilmember

Town of Berthoud

William Karspeck, Mayor

Alternate- Mike Grace, Mayor Pro Tem

City of Evans

Mark Clark, Mayor

City of Fort Collins

Chris Conway, Councilmember

Alternate- Anne Nelsen, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Town of Johnstown

Nicholas Bashford, Councilmember

Town of LaSalle

Paula Cochran, Trustee

City of Loveland and Regional Transit Representative, Alternate

Patrick McFall, Mayor

Alternate- Laura Light-Kovacs, Councilor

Town of Milliken

Michael Orcutt, Mayor Pro Tem

Alternate- Elizabeth Austin, Mayor

Town of Severance

Matt Fries, Mayor

Alternate- Josh Ochs, Councilmember

Town of Timnath

Bill Jenkins, Councilmember

Town of Windsor

Julie Cline, Mayor

Alternate- Jason Hallett, Mayor Pro Tem

Weld County

Scott James, Commissioner

Alternate- Lynnette Peppler, Commissioner

CDPHE- Air Pollution Control Division

Jessica Ferko, Manager, Planning & Policy Program

Colorado Transportation Commission

Cecil Gutierrez, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

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

GLOSSARY

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

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

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

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

Meeting Minutes of the North Front Range Transportation and Air Quality
Planning Council
September 3, 2026
Hybrid Meeting in Milliken, CO

Voting Members Present:

Kristin Stephens – Chair	-Larimer County
Liz Heid- Vice Chair	-Eaton
Nicholas Bashford	-Johnstown
Mark Clark	-Evans
Julie Cline	-Windsor
Chris Conway	-Fort Collins
Paula Cochran	-LaSalle
Matt Fries	-Severance
Cecil Gutierrez	-Transportation Commission
Scott James	-Weld County
Bill Jenkins	-Timnath
Patrick McFall	-Loveland
Johnny Olson	-Greeley
Michael Orcutt	-Milliken

Voting Members Absent:

Jessica Ferko	-CDPHE-APCD
Will Karspeck	-Berthoud

MPO Staff: Elizabeth Relford, Executive Director; Becky Karasko, Transportation Planning Director; Tanya Trujillo-Martinez, Mobility Director; Tonja Burshek, Controller; Jerome Rouser, Transportation Planner II; Tahjiba Tarannum, Transportation Modeler.

In Attendance: Brad Buckman; Amanda Cabot; Tricia Canonico; AnnaRose Cunningham; Jim Eussen; Hanna Feldmann; Jason Hallett; Will Jones; Meghan Johnson; Jacob Kershner; Steven Krolczyk; Jon Mallo; Lynette Peppler; Caree Rinebarger; Denise Staley; Justin Stone; Josie Thomas; Eric Tracy; Dena Wojtach.

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

Public Comment

None.

Councilmember Announcements

None.

CONSENT AGENDA

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

Lead Planning Agency for Air Quality Agenda

Chair Stephens opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

NFRMPO Air Quality Program Updates

Wojtach provided an update on the Ozone Exchange Conference, noting the conference now has a dedicated website at ozoneexchange.org, with the previous website redirecting users to the new site. Registration opened on August 10, 2026 and the conference program has been posted, with additional speaker information expected to be added shortly. She noted more than 70 speakers have been confirmed. Wojtach explained the conference will include three full days of presentations and sessions. Day 1 will focus primarily on air quality planning, Day 2 on air quality research, and Day 3 on public health communications, and next steps. Conference activities will generally run from approximately 7:00 a.m. through 7:00–7:30 p.m. on the first two days, with the third day concluding around 5:00 p.m. Some portions of the conference will be open to the public at no cost, including the electric food truck event at the end of Day 1 and the poster session on Day 2.

Wojtach noted it is anticipated the RAQC will participate in approximately five sessions, while DRCOG will be involved in the transportation panel session. Colorado researchers will also be represented throughout the program. She added additional outreach is still needed to engage community groups and ensure the conference addresses their interests and concerns. Wojtach also added one concern raised by the AQCC was the perceived lack of emphasis on control strategies; however, she clarified control strategies will be addressed in approximately half of the conference sessions across the three days. Wojtach encouraged interested participants to review the finalized program as it becomes available and to register for the conference. She also noted scholarships are available to help offset registration costs and some scholarship requests have already been approved.

Wojtach reported the region is continuing to experience a poor ozone season, with fourth-highest ozone values at multiple monitoring locations reaching 70 ppb or higher. She noted additional work will be needed to reduce ozone concentrations and referenced the RAQC summary for more detailed monitoring information.

Wojtach also highlighted a CDPHE greenhouse gas emissions trends graphic, noting transportation remains a significant and the largest contributor to greenhouse gas emissions. She indicated additional efforts to reduce transportation-related greenhouse gas emissions are expected in the future.

Wojtach concluded with an update on the RAQC Control Strategy Blueprint. She noted the RAQC released an updated version reflecting revised control strategies following several workshops held during the

summer. The updated draft was released on September 1, with comments due September 21. More detailed discussions are scheduled for the next two RAQC Board meetings on September 11 and October 2, with adoption of the revised Blueprint anticipated at the November 6 meeting.

Regional Air Quality Council (RAQC)

Stephens provided an update on the RAQC, noting they did not meet in August and will meet on September 11. She reported the NFRMPO submitted comments reflecting concerns raised at the August Planning Council meeting, including stakeholder outreach, feasibility of proposed control strategies, and the need to clearly communicate that the identified strategies may still be insufficient to achieve attainment. She also expressed hope the upcoming Ozone conference and continued coordination with neighboring jurisdictions would help identify additional strategies and approaches for moving forward.

Relford referenced recent media coverage involving the American Lung Association and noted concern with public messaging on regional ozone conditions may not fully align with the underlying data. She suggested the upcoming conference provides an opportunity to discuss how different air quality data is communicated.

Stephens encouraged communities to continue submitting comments over the next several weeks, noting that ozone remains a significant public health concern and further discussion is needed on how to proceed when existing strategies may not be sufficient to achieve the desired air quality outcomes.

Relford mentioned that registration for the conference is \$300 and noted organizations may apply for scholarships to reimburse up to \$1,500, per organization.

Metropolitan Planning Organization (MPO) Agenda REPORTS:

Report of the Chair

Stephens shared an update from the National Association of Counties Transportation (NACo) meeting regarding the ongoing federal surface transportation reauthorization process. She noted the current surface transportation authorization under the Infrastructure Investment and Jobs Act (IIJA) expires at the end of September 2026, and a longer-term reauthorization has not yet been enacted. She explained a continuing resolution is expected to temporarily continue many existing transportation funding formulas while Congress considers a broader reauthorization package.

Stephens emphasized not all IIJA funding would necessarily continue in the same manner under a short-term extension. In particular, she referenced programs funded through Division J, which provided advance appropriations separate from the traditional surface transportation formula structure. She noted some of these programs may not receive continued funding during the extension period, while others may receive reduced funding levels. Stephens specifically noted potential reductions affecting the Bus and Bus Facilities Grant Program and the Bridge Investment Program, while core transportation formula funding would continue more normally during the short-term period. She added additional clarity is expected as Congress continues negotiations later in the year.

Executive Director Report

Relford referenced the RAQC letter included in the meeting packet and highlighted a one-page summary of the AARP Community Challenge Grant awarded to the NFRMPO Mobility Team. The \$2,500 grant will support a community walk audit in Milliken, anticipated in October, to document sidewalks, crossings, intersections, and other accessibility features, with particular emphasis on the mobility needs of older adults.

Relford also discussed AMPO's MPO Institute "MPO 101" course for board members. The online, self-paced course would be available for six months, and NFRMPO would cover the registration cost for interested members. The course consists of four modules of approximately 15–20 minutes each and provides an overview of why MPOs exist, how MPOs operate, federal transportation funding and responsibilities, and ways to serve effectively as an MPO board member. Members interested in participating were encouraged to contact NFRMPO staff for registration.

Relford provided an update on the Finance Committee's review of potential office space options. After evaluating several alternatives, staff have narrowed the search primarily to the JFK Building, which has provided the most favorable offer to date. Staff are currently obtaining contractor estimates for modifications needed to accommodate NFRMPO's office and meeting-space requirements. The prospective landlord has offered approximately \$80,000 toward tenant improvements, and staff are evaluating whether the necessary improvements can be completed within that allowance. She noted even if total improvement costs approached approximately \$100,000, the remaining amount could potentially be amortized over the proposed five-year lease, provided the overall cost remains reasonable. As a backup option, NFRMPO is continuing negotiations with its current landlord regarding lease renewal and improvements to the existing office space. The current lease expires in February 2027, and if NFRMPO proceeds with the JFK Building, a lease decision is needed by October 1 to allow sufficient time for improvements and relocation. The Finance Committee will continue reviewing contractor estimates and lease terms, with adequate meeting space and the ability to accommodate NFRMPO member communities remaining important considerations in the final decision.

Relford also noted ongoing work with an HR consultant to review and update staff job descriptions, with a goal of completing work by the end of the month. Related organizational and performance measure discussions are expected to continue in October. She noted some NFRMPO personnel policies have not been comprehensively updated since 2015, making this an appropriate time to review and modernize them.

Finally, Relford highlighted ongoing planning for a motorcycle safety event, with staff coordinating with Loveland and other partners to promote safe riding practices. Discussions have also considered how e-bikes and related safety education may be incorporated into future outreach and training opportunities.

Jenkins suggested that NFRMPO consider partnering with local law enforcement agencies on e-bike safety education for young riders. He noted police departments in Wellington and other surrounding communities are beginning to develop training and curriculum focused on safe riding practices, and that these efforts could provide an opportunity for future regional coordination or safety programming.

Colorado Transportation Investment Office (CTIO)

Tricia Canonico, CTIO Director, provided an update from the August CTIO meeting, including a financial analysis of the toll corridors. She noted toll revenue exceeded \$100 million in 2025 and is projected to reach approximately \$200 million in the coming years. At the same time, CTIO's toll-related expenses are increasing due to major investments in toll operations, transition to a new commercial back-office system to replace E-470 business operations, upgrades to tolling equipment to support dynamic pricing, and higher maintenance costs.

Canonico reported CTIO staff proposed establishing additional reserve accounts to help protect tolling operations from fluctuations in revenue and expenses. For the I-25 North corridor, existing required reserves include the TIFIA loan debt service reserve and the project operations and maintenance reserve. CTIO is considering additional renewal and replacement and contingency reserves.

She also highlighted several upcoming major financial commitments. The Floyd Hill project is expected to involve approximately \$80 to \$100 million in bonds, with tolling anticipated to begin in 2028 and debt service beginning in 2031. For N I-25, CTIO is planning around an approximately \$863 million TIFIA loan, with tolling on Segment 4 and related segments anticipated to begin around 2032 and debt service beginning in 2034.

Canonico noted CTIO staff also presented a new annual budget timeline and quarterly update process. In addition, CTIO has begun a series of briefings for Board members on the new commercial back-office system, including an overview of tolling interoperability and how CTIO will interact with the different tolling systems used across the country as it transitions to an independent back-office platform.

Canonico also provided an update on HB 26-1076, described as a transportation statutory cleanup measure intended to align state law with current operational practices. She noted the bill provides greater legal clarity and explicit statutory authority in several operational and strategic areas affecting CTIO. One of the first anticipated uses of this new authority will relate to procurement of insurance for CTIO and rail projects.

Cecil Gutierrez, CTIO Chair, provided additional updates on the expansion of tolling interoperability, allowing customers with an E-470 toll account or transponder to use it on participating toll facilities across much of the country, except California. He emphasized broader interoperability should make interstate toll travel more convenient as toll facilities continue to play an increasing role in transportation funding nationwide.

Gutierrez also discussed the CTIO Board's upcoming review of dynamic pricing guidelines for Segments 6, 7, and 8 in September, with additional feedback and discussion continuing into October. The Board is anticipated to vote on the guidelines following that review process, with implementation targeted for November 1.

Stephens asked whether the Floyd Hill toll lane would operate only during periods of heavy traffic due to the constrained roadway conditions, or whether it would function as a continuously available managed

lane. Gutierrez clarified the Floyd Hill toll lane would operate similarly to existing managed lanes on N I-25 and would be open 365 days a year. He noted the operating approach may differ farther west as the facility transitions into the mountain corridor. Stephens also asked about the approximate length of the tolled segment. Gutierrez responded he believed the segment was approximately 14 miles, but noted

Stephens asked whether a decision had been made regarding the use of CPI-related funding. Canonico responded that no decision has been made yet. Gutierrez added CTIO previously completed a detailed revenue analysis and he noted the remaining key step is a legal review with the Attorney General's Office, expected in September or October, to determine what uses of the funding are legally permissible. Gutierrez explained no decision will be made until that legal guidance is received and indicated that he does not anticipate a final determination until the early part of next year.

Front Range Passenger Rail District

Canonico provided an update on the Front Range Passenger Rail District, noting the Board recently met at the Federal Railroad Administration's Transportation Technology Center near Pueblo. The primary action was a 14-1 vote to refer a dedicated funding measure to the November 3 general election ballot. Canonico reported the measure would propose a 0.3 percent sales tax increase within communities which are part of the Front Range Passenger Rail District. The tax is projected to generate approximately \$295 million annually to support construction, operations, and future expansion of Front Range Passenger Rail service. She noted the timeline between the Board's action and the November election is relatively short and the public is invited to submit pro and con statements for the Blue Book through September 3. Canonico also noted following the Board meeting, attendees toured a new Amtrak Airo trainset being tested at the Pueblo facility. During testing, the train reached speeds of approximately 121 mph.

Relford asked about the polling results that informed the decision to move forward with the Front Range Passenger Rail funding measure. Canonico responded four polls had been conducted beginning in May. She noted the first three polls showed approximately 61 percent support, while the most recent poll showed approximately 62 percent support. She added support was even higher among respondents who did not necessarily expect to personally use the service, at approximately 66 percent. Canonico also clarified which NFRMPO-area communities are included in the Front Range Passenger Rail District, noting Fort Collins, Berthoud, and Longmont, with Longmont being the only communities in Weld County within the district.

Stephens asked about the eligibility criteria for communities to be included in the District. Canonico explained at least 20 percent of a community's population must be located within five miles of the rail corridor for the community to be included.

Finance Committee

A written report was provided.

August 2026 TAC Executive Summary

A written report was provided.

Freight Survey Results Report

A written report was provided.

Mobility Program Updates

A written report was provided.

DISCUSSION ITEM:

FY2027 NFRMPO Budget

Burshek provided an update on the FY2027 budget projections, noting the Planning Council previously approved the FY2026 budget and NFRMPO staff are now beginning discussion of the 2027 outlook. A major proposed change for 2027 is converting the current part-time staffing allocation into a full-time Communications Specialist, which would bring NFRMPO staffing to 13 full-time employees. The position would focus on public communication, social media, and organization-wide outreach, while also reducing the amount of communications-related work currently distributed across staff in multiple departments.

Burshek noted the program directors were asked to provide anticipated budget needs for 2027, and where specific amounts were not yet known, staff generally applied a three percent increase. Projected revenues are based largely on anticipated grant funding and existing or expected contracts, including CDPHE-related funding and other transportation and mobility grants. She noted some Mobility Team revenues depend on pending grant applications and are therefore based on estimated awards. Burshek also noted, similar to the FY 2026 budget, staff are currently projecting that Colorado Trust funds will not be needed to subsidize operations. Vehicle-related expenditures were also adjusted based on updated estimates that fewer vehicles may be purchased than originally anticipated.

Relford further explained the proposed Communications Specialist is not intended as an additional unrelated position, but rather as a conversion of the existing part-time staffing capacity into a full-time role. She noted communications and public outreach responsibilities currently overlap across multiple NFRMPO programs and staff positions. Establishing a dedicated communications position would provide a central point of contact for the organization, support all departments, improve public engagement and social media communication, and allow technical staff to spend more time on their primary planning and mobility responsibilities. She added improving public understanding of what the MPO is, what it does, and why its work matters is an important opportunity for the organization.

Olson asked whether staff salaries are dependent on grant funding and whether staffing reductions would be necessary if certain grants were not awarded. Burshek clarified core staffing is not dependent on the pending discretionary grants being discussed. Relford added the pending Mobility Team grants are intended to expand programs such as RideNoCo and VanGo rather than support existing base staffing. Olson clarified that his concern was whether failure to receive those grants would directly jeopardize current positions. Relford responded if core mobility funding sources such as FTA \$5311 or \$5310 were ever unavailable, NFRMPO could consider other funding options, including potentially allocating TIP funding to support Mobility programs.

Relford noted staff intentionally presented the 2025, 2026, and projected 2027 budgets to show the organization's recent financial trend. She explained a significant amount of trust funding had previously been used to support the organization, which was not intended to be a long-term budgeting practice. She noted staff have worked to improve the financial position so the organization remains in positive territory and does not rely on trust funds for routine operations. Relford added if future revenues were insufficient to support existing programs, staffing or program reductions would ultimately need to be considered.

Stephens asked about the appropriate level and purpose of the organization's reserves, including how long the reserves should be able to sustain operations in the event of a major funding disruption. Burshek explained the reserves is intended to provide financial stability if funding is delayed or temporarily unavailable. She noted the reserves are also used for short-term cash flow when reimbursements from CDOT are delayed and then replenished once those funds are received. Based on current estimates, she stated that the organization could operate for approximately 2.5 years with no outside funding.

Jenkins asked whether the FY2027 budget would use any of the trust principal or interest. Burshek clarified the 2027 budget does not require use of the trust principal and identified projected interest income and the resulting operating surplus in the budget. Relford explained the trust has also supported Council-directed initiatives and special programs in the past, including efforts which required additional support during COVID. She noted the reserves can provide flexibility for regional priorities when Council determines an initiative is important and other funding is unavailable. Burshek added the reserves assist with cash flow transfers and providing local match dollars for grant programs, such as MMOF funding.

Stephens asked whether conference and other initiative-related costs could also require use of these funds. Relford responded staff are first pursuing registration revenue, grants, and sponsorships to support those activities, including the conference, but noted staff could return to Council for direction if an important regional initiative could not be fully supported through outside funding.

COUNCIL REPORTS:

Transportation Commission

Gutierrez reported following approval of the CDOT budget and the 10-Year Plan, the Transportation Commission has recently focused primarily on reviewing a variety of CDOT projects and programs, with no major issues requiring Commission action over the past couple of months. He noted the Commission's annual retreat will take place this month in southern Colorado. The Commission will travel to Pueblo and along US 50 toward Salida to review several projects before returning to Denver. He added the formal meeting agenda is expected to be relatively short. Gutierrez also highlighted that Proposition 175 was removed from the ballot following lengthy negotiations over the summer. He noted the impacts of that decision are still being evaluated and additional details are continuing to develop.

Olson added there was enough agreement on the negotiated framework for the parties involved to move forward, although several details remain unresolved and will require additional work with the state legislature and the Governor's Office. He noted latest information indicated approximately \$500 million for roads and maintenance over four years, with a goal of directing about \$200 million annually into asset maintenance programs. Olson added resurfacing needs are already approximately \$300 million behind,

so the additional funding would help but would still be limited when distributed across multiple transportation categories. He also noted approximately 70 percent of the current maintenance budget is used for salaries and benefits, leaving about 30 percent for other maintenance activities.

Relford asked about the expected timing for the remaining decisions. Olson responded several items have already been negotiated, while approximately four or five additional items remain under discussion. He noted some of the remaining items may need to wait until after the legislature convenes in January, depending on how negotiations proceed.

Stephens commented, while the outcome may not be ideal, one positive result is additional funding was identified for transportation maintenance. She noted an alternative proposal under consideration would not have provided additional funding. Olson cautioned one of the continuing concerns is the long-term reliability of transportation funding. He referenced previous transportation funding measures and noted funding commitments can be changed or redirected when legislative priorities shift, making it difficult to protect funding over time.

Stephens agreed and noted there is no guarantee of funding beyond the near-term budget cycle. She added Larimer County has a road funding working group that is beginning to discuss the longer-term implications of the current funding arrangement. Stephens reiterated, while the outcome is not ideal, it does provide additional funding for road and maintenance needs.

STAC Report

A written report was provided.

Host Council Member Report

Orcutt welcomed the Planning Council to Milliken and provided an update on several Town transportation and infrastructure projects. He noted the Center Drive project, located east of town near Milliken's industrial area, has been completed. Improvements included new roadway surface, storm drainage, curb and gutter, sidewalks, driveway improvements, and new pavement markings. He noted the project improves access to Milliken's industrial area and provides safer conditions for pedestrians. The project was supported through the Town's dedicated half-cent capital sales tax and energy impact grant funding, with the Town requesting \$1 million from the Colorado Department of Local Affairs.

Orcutt also reported completion of the Weld County Road 21/Quentine stormwater crossing project, which included reinforced box culverts, drainage improvements, erosion protection, a stronger roadway base, and resurfacing. He noted the roadway reopened in October 2025 and approximately \$1.67 million in federal American Rescue Plan Act funding was programmed for the project.

He added Milliken continues to focus on roadway maintenance and noted grant funding remains important due to the Town's relatively small sales tax base. In May 2026, the Town completed milling and asphalt overlay work on Weld County Road 378, funded through the half-cent capital sales tax. Milliken also completed its annual roadway preservation program in Colony Point, Centennial Farms, Wildcat Acres, and along South Harvester Drive, with treatments intended to extend pavement life and reduce future reconstruction costs.

Orcutt noted Public Works has also installed or refreshed pavement markings and roadway crossings to improve visibility and driver awareness. He added roadway preservation and marking work is supported through Highway Users Tax Fund revenue and Weld County Road and bridge revenue.

He also provided an update on the Town's ADA ramp and sidewalk project, which is intended to close sidewalk gaps and improve access for people walking, bicycling, or using mobility devices. He reported Milliken received approximately \$800,000 in CDOT Transportation Alternatives Program funding and is providing a local match of approximately \$200,000.

Orcutt expressed appreciation for NFRMPO's continued partnership with Milliken for roadway, infrastructure and safety improvements.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions – None.

The meeting was adjourned at 7:13 p.m.

Meeting minutes submitted by: Tahjiba Tarannum, NFRMPO Staff



North Front Range
Metropolitan
Planning
Organization

North Front Range Metropolitan Planning Organization
Statement of Net Position
As of June 30, 2026

	<u>MPO</u>	<u>VanGo</u>	<u>Total NFRMPO</u>
<u>Assets</u>			
Current Assets			
Cash & Cash Equivalents	1,404,411.48	4,962,862.46	6,367,273.94
Account Receivable	605,932.25	-3,006.00	602,926.25
Prepaid Expenses	8,286.48	23,902.50	32,188.98
Due from Related	2,951,255.01	4,568,191.89	7,519,446.90
Total Current Assets	4,969,885.22	9,551,950.85	14,521,836.07
Net Fixed Assets (Depreciation)	705.86	370,582.12	371,287.98
Other Fixed Assets (GASB-87)	693,214.88		693,214.88
Total Assets	5,663,805.96	9,922,532.97	15,586,338.93
<u>Liabilities</u>			
Current Liabilities			
Accounts Payable	26,085.80	8,157.52	34,243.32
PCard Clearing	1,173.05		1,173.05
Due to Related	4,568,191.89	2,951,255.01	7,519,446.90
Accrued Leave - ST	73,549.87	14,908.69	88,458.56
Other Current liabilities	-31,912.48		-31,912.48
Total Current Liabilities	4,637,088.13	2,974,321.22	7,611,409.35
GASB 87 Lease	756,631.36		756,631.36
Accrued Leave - LT	14,949.61	5,156.93	20,106.54
Total Liabilities	5,408,669.10	2,979,478.15	8,388,147.25
<u>Fund Balance</u>			
GASB Conversion Fund	-49,791.00		-49,791.00
Investment in General Fixed Asset	747.00	467,959.30	468,706.30
Fund Balance- Retained Earnings	325,853.00	6,518,299.06	6,844,152.06
Fund Balance Unreserved (Net Income)	-66,090.71	1,215.03	-64,875.68
Due-to/Due-From	44,418.57	-44,418.57	0.00
Total Fund Balance	255,136.86	6,943,054.82	7,198,191.68
Total Liabilities and Fund Balance	5,663,805.96	9,922,532.97	15,586,338.93



North Front Range
Metropolitan
Planning
Organization

North Front Range Metropolitan Planning Organization
Statement of Activities
As of June 30, 2026
MPO

	Period-to-Date	Year-to-Date	YTD Budget	% Complete	Annual Budget	Notes
REVENUE						
CPG	82,395.59	565,199.85	652,985	87%	1,305,970	
STBG	8,883.28	37,219.18	125,000	30%	250,000	
SPR	7,153.26	29,969.75	60,000	50%	120,000	
MMOF	12,849.24	88,395.37	65,000	136%	130,000	
5310 Rural		36,461.77	19,594	186%	39,188	
5304 FTA		2,160.50	1,521	142%	3,042	
CDPHE	1,061.93	13,766.93	17,500	79%	35,000	
Mobility Awards	62,000.00	62,000.00	32,250	192%	64,500	
Total Grants	174,343.30	835,173.35	973,850	86%	1,947,700	
Local Match	14,802.05	106,832.00	95,883	111%	191,766	
Fort Collins Exchange			13,724		27,448	
Other Revenue		2,778.00				
Total Other	14,802.05	109,610.00	109,607	100%	219,214	
Total Revenue	189,145.35	944,783.35	1,083,457	87%	2,166,914	
Revenue Less Discounts	189,145.35	944,783.35	1,083,457.00	87%	2,166,914	
EXPENSES						
Salaries, Benefits and Taxes	98,558.61	612,043.47	656,123	93%	1,312,243	
Payroll Fees	550.09	4,243.34	5,979	71%	11,957	
Employee Expense	99,108.70	616,286.81	662,101	93%	1,324,200	
Bank/Merchant Fees and Collections	2.50	184.33	125	147%	250	
Insurance		1,820.33	4,029	45%	8,057	
Office and Supplies	912.50	8,593.03	38,361	22%	76,721	
Advertising - Employment			1,250	%	2,500	
Rent and CAM	16,252.87	96,932.02	97,079	100%	194,157	
Professional Expenses	59,971.76	251,098.64	229,361	109%	458,721	
Events/Meetings	163.02	2,950.07	905	326%	1,810	
Outreach/Promotions		4,631.00	12,660	37%	25,320	
Software, Website and IT	15,020.40	67,861.70	59,922	113%	119,843	
Dues and Subscriptions		5,269.41	5,163	102%	10,326	
Travel	724.04	13,966.52	15,975	87%	31,950	
Other Expenses		-31,357.07				
Total Other	93,047.09	421,949.98	464,830	91%	929,655	
Total Operating Expenses	192,155.79	1,038,236.79	1,126,931	92%	2,253,855	
EBITDA	-3,010.44	-93,453.44	-43,474		-86,941	
Depreciation and Amortization						
Net Interest Expense/Income	4,265.21	27,362.73	30,000.00	91%	60,000.00	
Net Income (Loss)	1,254.77	-66,090.71	-13,474		-26,941	



North Front Range
Metropolitan
Planning
Organization

North Front Range Metropolitan Planning Organization
Statement of Activities
As of June 30, 2026
VGO

	Period-to-Date	Year-to-Date	YTD Budget	% Complete	Annual Budget	Notes
REVENUE						
Fort Collins Exchange			195,654		391,307	
Program Revenue	10,394.00	65,388.00	162,500	40%	325,000	
Total Revenue	10,394.00	65,388.00	358,154		716,307	
Discounts	(830.00)	(5,070.00)				
Revenue Less Discounts	9,564.00	60,318.00	358,153.50	17%	716,307	
EXPENSES						
Salaries, Benefits and Taxes	9,163.00	61,763.42	82,241	75%	164,481	
Payroll Fees			52		104	
	9,163.00	61,763.42	82,293	75%	164,585	
Fleet	6,383.53	70,396.56	80,443	88%	160,885	
Incentives/Guaranteed Ride		425.00	760	56%	1,520	
Bank/Merchant Fees and Collections	671.33	3,843.01	3,000	128%	6,000	
Office and Supplies	5.43	39.29	83	47%	165	
Professional Expenses			24,113	0%	48,226	
Outreach/Promotions	441.67	857.26	16,025	5%	32,050	
Software, Website and IT		549.17	16,975	3%	33,950	
Dues and Subscriptions			645	0%	1,290	
Travel		65.73	1,875	4%	3,750	
Vehicles - Capitalized			125,000	0%	250,000	
Other Expenses		(4,851.44)				
Total Operating Expenses	16,664.96	133,088.00	351,211	38%	702,421	
EBITDA	(7,100.96)	(72,770.00)	6,943		13,886	
Depreciation and Amortization						
Net Interest Expense/Income	14,941.23	73,985.03	95,000	78%	190,000	
Net Income (Loss)	7,840.27	1,215.03	101,942.50		203,886.00	

North Front Range Metropolitan Planning Organization

Grant Overview

As of June 30, 2026

	<u>Expenses to Date</u>	<u>Revenue Received</u>	<u>Local Match Received</u>	<u>Total Award</u>	<u>Outstanding Award</u>
CPG (002)	483,156.70	565,199.85	0.00	1,305,970.00	740,770.15
STBG (003)	22,935.47	37,219.18	7,736.95	301,969.00	257,012.87
SPR (006)	16,976.58	29,969.75	0.00	120,000.00	90,030.25
MMOF (007)	149,334.05	88,395.37	88,395.38	260,000.00	83,209.25
5310R (011)	39,661.82	36,461.77	10,053.48	48,985.00	2,469.75
CDPHE (005)	12,611.93	13,766.93	106.19	35,000.00	21,126.88
5304 (022)	2,699.50	2,160.50	540.00	3,042.00	341.50
AARP (031)	0.00	15,000.00	0.00	17,500.00	2,500.00
OeHI (030)	0.00	47,000.00	0.00	47,000.00	0.00



North Front Range
**Metropolitan
Planning
Organization**

North Front Range Metropolitan Planning Organization
Cash and Investments
As of June 30, 2026

	<u>MPO</u>	<u>VanGo</u>	<u>Total NFRMPO</u>
Chase Checking	62,778.63	83,380.04	146,158.67
Petty Cash	75.00	0.00	75.00
Total Cash on Hand	62,853.63	83,380.04	146,233.67
Colorado Trust	1,296,914.50	4,878,334.42	6,175,248.92
Total Cash and Investments	1,359,768.13	4,961,714.46	6,321,482.59
Interest Earned to Date	27,362.73	73,985.03	101,347.76

MEMORANDUM

To: NFRMPO Planning Council
From: Tonja Burshek
Date: October 1, 2026
Re: Consent Agenda – Organization 2027 Budget Summary

The NFRMPO 2027 reflects the anticipated revenues and expenditures for the organization for calendar year 2027.

The 2027 budget projections include a net increase of 0.5 in Full Time Equivalent (FTE) employees, increasing total staffing from 12.5 FTEs in 2026 to 13 FTEs in 2027. This change reflects the elimination of the 0.5 FTE Intern position and the establishment of a new 1.0 FTE Communications Specialist position.

Projected revenues include anticipated funding based on historic funding levels, as well as outstanding grant and contract applications. To date, only the Colorado Department of Public Health and Environment (CDPHE) contract has been received. The Planning Council will be provided updates as additional contracts and funding agreements are executed.

Overall, the 2027 budget projects a slight net gain and does not anticipate the need to utilize any Colorado Trust funds, including interest earnings. The combined MPO and VanGo™ expenses for 2027 are projected at approximately \$3,045,000 while the revenues received from grants and rider fares anticipated are approximately \$3,178,000 resulting in a Net Gain of \$132,642. The overall gain when considering the estimated interest earned on the Colorado Trust Investment at \$250,000 is projected at \$382,642.

Recommendation

The NFRMPO 2027 budget was reviewed by Finance Committee on Aug 25, 2026, at which time the Committee recommended advancing the budget to the Planning Council discussion. The budget was subsequently presented and discussed at the September 3, 2026, Planning Council meeting.

Finance Committee recommends Planning Council approval of the NFRMPO 2027 Budget.

Attachments

- 2027 Budget overview with comparison to 2025 actuals and 2026 Projections.

NFRMPO
FY2027 Proposed Budget
Direct Costs

		2027 Projections			2026			2025 Actuals		
		MPO Budget	VanGo	MPO+VG	MPO Budget	004 (VanGo)	MPO+VG	MPO	VanGO	Total
7	Payroll FTE	10.5	1.5	12	10	1.5	11.5	10	1.5	11.5
8	Payroll	1,434,950	175,827	1,610,776	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
9	((EAP Included in payroll line above))	857	-	857						
10	514010 FSA Fee	3,322	-	3,322	3,225		3,225	3,144		3,144
11	514015 Pension Fees	1,030	-	1,030	1,000		1,000	750		750
12	519000 Payroll Processing Fees	5,768	-	5,768	5,600		5,600	5,404		5,404
13	514020 Workers Comp	1,339	-	1,339	1,300		1,300	1,283		1,283
14	522000 Fleet Insurance	-	63,600	63,600	-	53,000	53,000		44,399	44,399
15	522020 Fleet Motor Fuel & Oil	-	46,650	46,650	-	44,000	44,000		41,215	41,215
16	522029 Fleet Repairs & Maintenance - Tires	-	8,000	8,000	-	7,500	7,500		6,181	6,181
17	522030 Fleet Repairs & Maintenance	-	21,200	21,200	-	20,000	20,000		16,308	16,308
18	522031 Fleet Repairs & Maintenance - Labor	-	19,000	19,000	-	18,000	18,000		15,439	15,439
19	522032 Insurance Deductible	-	5,000	5,000	-	4,000	4,000		1,000	1,000
20	522040 Total Fleet Other	-	4,500	4,500	-	4,385	4,385		2,522	2,522
21	522041 Guaranteed Ride Home	-	250	250	-	225	225		148	148
22	522042 Riders Incentive	-	1,375	1,375	-	1,295	1,295		925	925
23	524010 Total Dues and Subscriptions	14,409	1,300	15,709	10,326	1,290	11,616	14,439	1,494	15,933
24	524020 Insurance	8,299	-	8,299	8,057	-	8,057	7,822		7,822
25	524030 Total Office Equipment-Non Cap	14,121	-	14,121	13,710	-	13,710	15,046		15,046
26	524040 Office Supplies	1,058	-	1,058	1,028	-	1,028	987		987
27	524045 Office Equipment Lease Payments	695	-	695	3,375	-	3,375	656		656
28	524050 Phone	11,772	-	11,772	41,433	-	41,433	10,517		10,517
29	524055 Printing	-	-	-						
30	524060 Postage	589	-	589	575	65	640	592	44	636
31	524070 Total Rent	196,010	-	196,010	194,157	-	194,157	190,955		190,955
32	524080 Total Repairs & Maintenance	-	75	75	-	-	-			-
33	524090 Advertising-Employment	2,575	-	2,575	2,500	-	2,500	8,331		8,331
34	524100 Business Merchant Card Fees	-	6,000	6,000	-	6,000	6,000		8,237	8,237
35	524110 Total Other Office Expense	515		515	500	-	500	1,140		1,140
36	526005 Total Temporary Employees-Contract	-		-	3,500	-	3,500			-
37	526010 Total Consultants	440,612	28,844	469,455	455,220	48,176	503,396	549,052	27,470	576,522
38	526015 Professional Services	-	100	100	-	50	50			-
39	526020 Data Acquisitions-non capital	-		-	-		-			-
40	526030 Total Event/Meeting	2,266		2,266	1,810	-	1,810	3,196		3,196
41	526040 Total Maintenance Agreement contracts	6,223	154	6,377	16,100	100	16,200	4,886	94	4,980
42	526050 Total Outreach	18,406	16,725	35,131	25,320	32,050	57,370	9,370	14,329	23,699
43	526055 Total Software Licenses	100,062	51,300	151,362	97,611	33,950	131,561	70,558	9,376	79,934
44	526057 IT Backups	6,625		6,625	6,432		6,432	6,245		6,245
45	526060 Total Website Expense	9,570		9,570	15,800	-	15,800	9,262		9,262
46	526065 Total Other operating expenses	275		275	250	-	250	2,548		2,548
47	526070 Passthrough Funds	-		-	-		-	2,548		2,548
48	526080 Total Bad Debt Expense	-		-	-	-	-			-
49	527010 Total In state Travel	13,250	583	13,833	9,150	550	9,700	11,126	391	11,517
50	528000 Total Out of State Travel	21,000	3,500	24,500	22,800	3,200	26,000	3,523	2,326	5,849
51	611000 Total Capitalized Equipment	7,830		7,830	-	-	-			-
52	612000 Capitalized Vehicles	-	275,000	275,000	-	250,000	250,000		159,684	159,684
53	721000 Fund Reserve	-		-	-		-			-
54	Transfer to MPO	-		-	-	-	-			
55	Loan Payment to VanGo Leasehold Imp	-		-	-		-			
56	Total Direct	887,621	553,156	1,440,777	940,779	527,836	1,468,615	933,380	351,582	1,284,962
57	Total Indirect	(44,638)	44,638	-	(42,512)	42,512	-	(44,160)	44,160	-
58	Salary	1,434,950	175,827	1,610,776	1,313,076	164,584	1,477,660	1,326,982	130,779	1,457,761
59	Total Expenses	2,277,933	773,620	3,051,553	2,211,342	734,932	2,946,275	2,216,202	526,521	2,742,723
60	Grants and Fares Revenue	2,538,941	716,307	3,255,248	2,026,027	596,728	2,622,755	1,768,749	397,465	2,166,214
61	CoTrust Interest earned revenue	60,000	190,000	250,000	60,000	190,000	250,000	62,229	194,481	256,710
62	Gain on Vehicle sale						-		87,000	87,000
63	CoTrust Transfer for MMOF Local Match				130,000	-	130,000			-
64	Total Revenue	2,598,941	906,307	3,505,248	2,216,027	786,728	3,002,755	1,830,978	678,946	2,509,924
65	Net Gain/Loss	321,008	132,687	453,695	4,685	51,796	56,480	(385,224)	152,425	(232,799)
66	Actual reserves estimated	-	-	-	-	-	-	(385,224)	-	(232,799)
67										
68	Current Colorado Trust Balance				25	8/14/2026 \$ 6,118,494.57		\$ 6,103,901.12		

RESOLUTION NO. 2026-21
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING
COUNCIL APPROVING THE 2026 ORGANIZATIONAL BUDGET

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations describing the anticipated revenues and expenditures required at an organizational level for maintaining transportation planning, mobility, and VanGo™ activities of the MPO region; and

WHEREAS, during the 2026 quadrennial certification review process, our federal partners supported differentiating the UPWP estimated planning total budget independent of the organization's annual operational budget process, and

WHEREAS, the benefit of providing a separate organization budget will allow the Planning Council a clearer understanding of the overall financial health of the organization, and

WHEREAS, the 2027 budget recommends staffing 13 full-time equivalent (FTE) employees, including a new position identified as a Communications Specialist, and

WHEREAS, The total 2027 budget is approximately \$3.0 million, representing the resources anticipated to support the NFRMPO's programs, services, and operations throughout the year.

WHEREAS, the Planning Council will not need to amend the budget when the UPWP Planning Totals amounts are amended, and

WHEREAS, on August 25, 2026, the Finance Committee recommended approval of the 2027 budget

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the NFRMPO Calendar Year (CY) 2027 Budget.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council this 1st day of October, 2026.

Kristin Stephens, Chair

ATTEST:

Elizabeth Relford, Executive Director



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

Held: Wednesday, August 19, 2026, 10:00 a.m.

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

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

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

Roll Call Regular Meeting

All board members were present. The meeting began at 10:00 a.m.

Public Comment

There was no public comment.

Comments from Directors

Board members and staff discussed pavement warranties on construction projects and coverage.

Director's Report

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

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

- **Staff update:** A new maintenance technician for the tolling team was introduced to the board, and details of the Deputy of Rail Operations position and a Joint Service Oversight Committee Project Manager position that will soon be announced were discussed.
- **Board meetings:** Earlier start times for the next two board meetings due to a Transportation Commission road trip and mini board retreat were flagged with the board. Staff confirmed more information would be shared with the non-TC board members to gauge their interest in joining.

Discussion:

- CTIO board members and staff discussed the new positions, responsibilities, and who would supervise them.

Consent Agenda

ACTION: Upon a motion by Director Canonico, seconded by Director Cook, a vote was held, and Resolution #501, July 15th, 2026 minutes, were unanimously approved.

Tolling Corridor Financial Analysis

Meredith Moon, CTIO Deputy Director, presented a Tolling Corridor Financial Analysis, which included information on the following:

- Tolling system overview
- Revenue projections
- Expenses
- Reserve requirements and new reserve policies
- Individual corridor financial positions
- Future project planning
- Budget updates

Discussion

- CTIO board members, CTIO staff, and CDOT staff discussed:
 - Reserve account allocation, strategic reserve considerations, and C-470 debt service levels and refinancing opportunities.

Transportation Statutory Clean-Up (House Bill 26-1076)

CTIO Director, Piper Darlington, provided information on House Bill 26-1076, which included information on the following:

- Legislative context
- Statutory passenger rail insurance authority
- Insurance policy examples
- Next steps

CTIO Commercial Back-Office System (CBOS) Program Update: Interoperability

Jason McEldowney, CTIO Technical Program Manager, presented to the Board on the CTIO CBOS program update. It included information on the following:

- CBOS and interoperability
- CBOS implementation
- Look ahead

Discussion:

- CTIO board members and staff discussed how interoperability works related to dispute resolution, how errors are resolved, and the rationale for the decision to join the central hub.

Executive Session (Closed To The Public):

CTIO Chair Gutierrez proposed a motion to convene the CTIO Board of Directors in an executive session for the purpose of receiving legal advice related to the CTIO Board's specific legal questions regarding the Colorado Open Meetings Law and the Colorado Open Records Act. Upon a motion by Director Canonico, seconded by Director Cook, the CTIO Board entered the Executive Session at 11:28 am. Members of the public were excused.

The CTIO Board of Directors exited the Executive Session at 12:05 p.m.

The executive session discussion is required to be kept confidential pursuant to Sections 24-6-402(3)(a)(II) and (III).

Adjournment

The CTIO Board adjourned at 12:05 p.m.

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

September 17, 2026

3:00 p.m.

Microsoft Teams

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

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

Approval of Minutes:

Fries moved to approve the minutes of the August 20th meeting and the August 25th special session. Jenkins seconded the motion, and it passed by acclamation.

Organizational Updates:

Relford presented a revised lease offer that replaces two free months of rent with renovations completely funded by the landlord. The proposed move would take place the week of February 22, 2027. The Committee recommended the MPO proceed with drafting the lease.

All job descriptions are completed and HRx is conducting FLSA classification and compensation reviews, Relford reported. She hopes to present the final descriptions to the October Committee meeting for review.

Relford led a discussion about updating the Articles of Association so Committee responsibilities, budget terminology, and the division of authority between the Finance Committee and Council accurately reflect current practice.

Procurement Policy Updates:

Bills explained that the federal procurement thresholds increased to \$15,000 from \$10,000 for micro-purchases and to \$360,000 for simplified acquisitions. Ours is currently \$125,000. Any purchase over \$350,000 requires formal competitive procedures. The Committee favored retaining our stricter internal thresholds.

Financial Updates:

Burshek reported that grant billing has been submitted through June, and we are updating our policies and procedures. She anticipates having the Q3 unaudited financial reports prepared for presentation at the November Finance Committee meeting.

Action Item:

Burshek gave an overview of the Q2 Unaudited Financial Statements highlighting MPO and VanGo checking account balances, grant reimbursements and expenses. Fries moved to approve the Q2 financials for inclusion as a consent item on the October Council agenda and Jenkins seconded. The motion passed.

The meeting was adjourned at 3:56 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 16, 2026**

CONSENT AGENDA

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

PRESENTATIONS

2026 Ozone Exchange Conference – Relford provided an overview of the 2026 Ozone Exchange Conference, including its organizers, partners, goals, and relevance to ongoing ozone challenges in Intermountain West nonattainment areas. She discussed abstract submissions, the three-day event format, planned sessions, and confirmed presenters. Relford also reviewed conference funding, presenter and stipend scholarships, registration costs, and sponsorship opportunities.

First Mile/Last Mile Tool Kit, TDM Calculator, and Statewide Transit Pass – Thomas Joyce, CDOT, provided an overview of statewide Transportation Demand Management (TDM) efforts. He reviewed the findings of a study on a potential statewide transit pass, including benefits and concerns identified by transit providers. The study recommended exploring a statewide transit planning app rather than a statewide transit pass, while also considering open-loop payment options. Joyce also provided an overview of the First Mile/Last Mile Toolkit, which includes a station area walkshed index and site visit tool to identify needs and inform investment decisions. He concluded with a live demonstration of the statewide TDM Calculator, which has developed to provide a standardized approach for evaluating and communicating TDM strategies.

DISCUSSION ITEMS

2027 Congestion Management Process (CMP) Kick-Off – Graalum provided an overview of the 2027 CMP update, including the purpose of the CMP and its role in monitoring transportation system performance and addressing congestion. She discussed proposed updates to the CMP objectives and performance measures to better align with the Connected Communities 2055 Regional Transportation Plan (RTP) and reflect the region's priorities for the transportation system. Graalum reviewed the anticipated timeline, with the updated CMP anticipated to be finalized and adopted in 2027.

FY2026 TIP Delay Review – Stockburger provided an overview of TIP projects with milestone deadlines in FY2026 or earlier which are subject to the annual delay review. Of the 17 projects reviewed, 10 requested extensions. Stockburger reviewed the status of each project and explained the approval process for first through fourth delay requests. Project sponsors from Greeley, Evans, Fort Collins, and Loveland provided additional information on their projects requesting second, third, or fourth delays.

MEMORANDUM

To: NFRMPO Planning Council
From: Tahjiba Tarannum & Elizabeth Relford
Date: October 1, 2026
Re: Discussion Item – Data Request for Regional Travel Demand Model (RTDM) Update

Objective

Provide an update on the collection of community developable project information through the UrbanSim portal and request Council member assistance in ensuring their communities submit outstanding project information to support socioeconomic forecasting for the Regional Travel Demand Model (RTDM), the Connecting Communities 2055 Regional Transportation Plan (RTP), and long-range regional planning.

Summary

As part of the ongoing Regional Travel Demand Model (RTDM) update and development of the Connecting Communities 2055 Regional Transportation Plan (RTP), NFRMPO staff are working with member communities to collect current information on planned and developable projects through the UrbanSim portal.

UrbanSim supports the development of future socioeconomic and land-use forecasts, including the geographic distribution of households, population, employment, and future development. These socioeconomic forecasts provide important inputs to the RTDM and its four-step modeling process: trip generation, trip distribution, mode choice, and trip assignment. Having accurate and current information from local communities is therefore important for representing anticipated growth patterns and developing reliable long-range transportation forecasts.

Following Model Steering Team Meeting #2 on June 25 ,2026, community representatives were provided access to the UrbanSim portal and instructions for entering developable projects within their respective city or town limits. NFRMPO staff initially requested project information be submitted by the end of August 2026 and provided virtual office hours and individual assistance to support communities through the process.

Several communities have completed or have begun entering their project information, and NFRMPO staff greatly appreciate their participation. However, developable project information is still needed from some communities as staff move forward with the next stages of the model update.

NFRMPO staff respectfully request Council members confirm with their agency staff their community's current developable projects have been entered into the UrbanSim portal. If the information has not yet been submitted, NFRMPO staff requests Council members coordinate with the appropriate planning, community development, or GIS staff within their community to complete the project entries as soon as possible.

Local knowledge is essential to accurately represent where and how communities anticipate future development. Incorporating this information will strengthen the socioeconomic forecasts used by the RTDM and support more informed transportation projections for the 2055 RTP and other long-range regional planning efforts. NFRMPO staff remain available to provide individual assistance to any community that needs support accessing the UrbanSim portal or entering project information.

Recommendation

NFRMPO staff requests Council members coordinate with their respective community staff to ensure their developable projects and anticipated annexations are submitted through the UrbanSim web portal by October 23, 2026.

MEMORANDUM

To: NFRMPO Planning Council

From: Jonathan Stockburger

Date: October 1, 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 Planning Council 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)
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
WCR 74 and WCR 31 Roundabout	Weld County	CMAQ	FY26	August 2026	ROW acquisition is nearly complete. Project went to AD on 9/9.	N/A	Not Delayed	\$1,269
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	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)
					THE CONCRETE TRAIL HAS BEEN CONSTRUCTED. THE 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.